

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

COAST DIVISION

TIME TABLE No. 28

TAKING EFFECT AT 12:01 O'CLOCK A. M.

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, JANUARY 13TH, 1929

Superseding Time Table No. 27

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

F. E. DEVLIN,
Superintendent.

N. A. MEYER,
Superintendent of Transportation

C. H. BUFORD,
General Manager.

J. L. BROWN,
General Superintendent of Transportation

				SECOND CLASS				Capacity of Sidings in Cars		Distance from Seattle	Time Table No. 28 IN EFFECT 12:01 A. M. JANUARY 13th, 1929				FIRST CLASS			
				691	93	263	975	Sidings	Other Tracks		STATIONS				17	561	15	563
				O-W.R.&N. Time Freight	Time Freight	Time Freight	O-W.R.&N. Way Freight				Passenger	O-W.R.&N. Passenger	Passenger	O-W.R.&N. Passenger	Passenger	O-W.R.&N. Passenger	Passenger	O-W.R.&N. Passenger
				Daily	Except Sun.	Daily	Mon., Wed., Fri.				Daily	Daily	Daily	Daily	Daily	Daily		
					L 5.00PM					0.0	.....SEATTLE.....	L 8.05AM		L 5.45PM			
										3.4	.....3.4 ARGO N. P. and O. W. R. & N. Crossing						
										5.1	.....1.7 VAN ASSELT.....						
				L 562	L 5.35PM	L 4.01PM	L 7.15AM	Yard		9.4	.....4.3 BLACK RIVER Northern Pacific Crossing	L 8.25AM	L 1.20PM	L 6.05PM	L 11.32PM		
					7.15	6.00	4.25	68	112	16.3	.....6.9 KENT.....	8.35	1.33	6.15	11.43		
					7.28	6.15 562 6.34	4.40	773 W85	75	21.3	.....5.0 AUBURN.....	76 8.42	94 1.42	93-562 6.24	11.52		
					7.40	6.46	4.55	84		25.9	.....4.6 BENROY.....	8.47	976 1.50	6.30	11.59		
					8.03	6.53	5.05	76	50	28.4	.....2.5 SUMNER.....	8.51	s 1.55	6.36	12.03AM		
					8.09	6.59	5.10	79	32	30.1	.....1.7 NORTH PUYALLUP.....	8.55	1.59	6.40	12.07		
				A 8.20PM	A 7.12PM	A 5.30PM	A 8.45AM			35.6	.....5.5 TACOMA JCT.....	9.03	A 2.10PM	6.48	A 12.16AM		
										37.6	.....2.0 TACOMA.....	A 9.10AM		A 6.55PM			
					1.24	2.12	1.29				Schedule Time	1.05	.50	1.10	.44			
					18.7	16.2	17.7				Average Speed Per Hour	34.7	31.5	32.2	3.57			

No cross-over tracks wired between Black River Tower and Union Passenger Station, Seattle, except the first two east of station. Tracks 6, 7 and 8, Seattle Union Station are wired. Northern Pacific interchange track, Georgetown, and Tracks 1 and 8, Van Asselt, are wired.

MAXIMUM PERMISSIBLE SPEED

Passenger Trains and Silk Trains

Between Black River and Tacoma Jct.....55 M. P. H.
Between Tacoma Jct. and Tacoma.....20 M. P. H.

Freight Trains

Between Black River and Tacoma Jct.30 M. P. H.
Between Tacoma Jct. and Tacoma.....10 M. P. H.

See other speed restrictions on page 12.

DRAW BRIDGES

FF-324, located on track leading to St. Paul & Tacoma Lumber Co. Mill in Tide Flats Yard at Tacoma.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Holstein.....1.2 miles west of Black River
Hughes.....1.4 miles west North Puyallup
Inter County.....0.3 mile east of Benroy
O'Brien.....2.3 miles east of Kent
Orillia.....2.5 miles west of Black River
Thomas.....1.7 miles west of Kent
Distance Tacoma Jct. to Tide Flats Yard.....2.1 miles
This mileage should be included on wheel report.

FIRST CLASS					Time Table No. 28 IN EFFECT 12.01 A. M. JANUARY 13th, 1929	STATIONS	Distances from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	SECOND CLASS								
18	562	16	564	692							76	94	976	264					
Passenger Daily	O-W. R. & N. Passenger Daily	Passenger Daily	O-W. R. & N. Passenger Daily	O-W. R. & N. Time Freight Daily							Time Freight Daily	Way Freight Except Sun.	O-W. R. & N. Way Freight Tue., Thur., Sat.	Time Freight Daily					
A 9.00PM		A 10.45AM			SEATTLE	37.6					A 4.01PM								
					3.4 ARGO N. P. and O-W. R. & N. Crossing	34.2													
					1.7 VAN ASSELT	32.5													
A 8.40PM	A 6.45PM	A 10.25AM	A 6.00AM		4.3 BLACK RIVER Northern Pacific Crossing	28.2	BI			YWRIKJ	A 6.25AM	A 9.20AM	A 2.30PM	A 2.45PM	A 11.05PM				
8.26	6.32	10.13	5.46		6.9 KENT	21.3	K	10.00PM to 7.00AM			6.05	8.57	2.05	2.20	10.44				
8.16	6.24	10.05	5.36		5.0 AUBURN	16.3	BR	12.00M to 8.00AM			5.52	8.42	1.42	2.05	10.29				
8.08	6.15	9.57	5.28		4.6 BENROY	11.7		No Office	P		5.40	8.25	1.15	1.50	10.15				
8.03	6.11	9.52	5.23		2.5 SUMNER	9.2	UX	12.00M to 8.00AM	W		5.34	8.18	12.59PM	1.30	10.07				
7.56	6.07	9.49	5.20		1.7 NORTH PUYALLUP	7.5	PX	5.00PM to 8.00AM			5.30	8.01	10.15	1.22	10.02				
7.47	5.58PM	9.42	5.10AM		5.5 TACOMA JCT.	2.0	JN			RJ@KB	L 5.15AM	L 7.45AM	L 9.55AM	L 12.45PM	L 9.45PM				
L 7.40PM		L 9.35AM			2.0 TACOMA	0.0	MA			@RBK									
1.20	.47	1.10	.50		Schedule Time						1.10	1.35	6.06	2.00	1.20				
28.2	33.6	32.2	31.5		Average Speed Per Hour						22.5	16.6	6.2	13.1	19.7				

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

RULES GOVERNING INTERLOCKING PLANT, NORTHERN PACIFIC RAILROAD CROSSING, BLACK RIVER

All movements are governed by distant and home light signals located as follows:

For Eastward Trains:

Distant signal located...2300 feet west of tower
Home signal located..... 800 feet west of tower

For Westward Trains from Seattle:

Distant signal located—1500 feet east of tower
Home signal located..... 800 feet east of tower

For Westward Trains from Black River Yard via Wye:

Distant signal located...1200 feet east of tower
Home signal located..... 800 feet east of tower

Trains approaching interlocking plant, desiring to use main line to Tacoma or Seattle will sound one long blast of the whistle. Trains desiring to use wye, will sound four long blasts of the whistle.

RULES GOVERNING OREGON-WASHINGTON RAILROAD & NAVIGATION CO. INTERLOCKING PLANT, BLACK RIVER

Train order semaphore is in front of interlocking tower. The following whistle signals will be used:

- Trains to O-W. R. & N. Co. Interchange track—1 long, 1 short.
- Trains Tacoma to Argo—1 long, 1 short, 1 long.
- Trains Argo to Tacoma—1 long, 1 short, 1 long.
- Trains Argo to Renton—1 long.
- Trains Renton to Argo—1 long.

The upper semaphore arms and lights control for the through Pacific Coast Railroad Co. Tracks and the second semaphore arms control for the diverging routes to the C. M. St. P. & P. Co. Tacoma line and O-W. R. & N. Co. Lower semaphore arm controls switching movement. Backup movements are controlled by dwarf signals.

Passenger trains will register by card at Tacoma Jct. and Black River.

Automatic Block System is in use between Tacoma and Black River. See Rules 221-B, 311, 362 and 505-B.

Between Black River and Spokane St. Tower, Seattle, Pacific Coast Railroad Co. time table and rules govern.

Between Argo and Union Passenger Station, Seattle, O-W. R. & N. Co. time table and rules govern.

No. 16 stops on signal North Puyallup, Sumner, Auburn and Kent for revenue passengers, destined to Seattle and points east only.

No. 16 stops at Sumner for express on flag.

No. 15 will stop at Kent, Auburn, Sumner and North Puyallup to let off revenue passengers from Seattle and points east.

Nos. 561, 562, 563 and 564 will stop at Kent, Auburn, Sumner and North Puyallup only to receive and discharge passengers to and from points beyond Tacoma or Seattle and will not stop for passengers from Tacoma or Seattle.

Double track in use between Tacoma Jct. and Tide Flats Yard. Trains, or engines, on double track between Tacoma Jct. and Tide Flats Yard will use the **EIGHTHAND** track moving in either direction. Such trains, or engines, will have the right to move on the properly assigned track without train orders, or clearance card. No trains, or engines, will exceed a speed of fifteen (15) miles per hour and the movement must be made under complete control at all times, expecting to find track occupied or cross-over and reverse movements being made. No movement by any train, or engine, is allowed on either track against the current of traffic, excepting under full flag protection and then only in case of emergency. Yard conductor will be held responsible for knowing that movement from Northern Pacific Railway Co. Transfer Track to Tide Flats Yard against current of traffic is fully protected.

Railroad crossing of Northern Pacific Railway Co. now in service across our double track line at Lincoln Avenue, East of Tacoma Roundhouse. is protected by gates, and extreme care should be used in approaching this crossing expecting to find gates against movement on our line. When it is known that gates are against Northern Pacific Railway Co. track and the way is clear, C. M. St. P. & P. Co. trains need not stop for this crossing.

Trains 17 and 18 will stop on flag at Kent, Auburn, Sumner and North Puyallup to pick up or discharge passengers and express.

Junction switch at Tacoma Junction should be set and locked for main line leading to passenger station.

SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Time Table No. 28 IN EFFECT 12:01 A. M. JANUARY 13th, 1929	STATIONS	Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS		SECOND CLASS		
Way Freight	Time Freight	Passenger	Passenger	Sidings	Other Tracks	Distance from Cle Elum	Passenger	Passenger	Time Freight							Way Freight	Time Freight			
Except Sun.	Daily	Daily	Daily															Daily	Except Sun.	Daily
	L 9:30AM	L 2:10PM	L 4:35AM		Yard	0.0			89.9	CM										
		9:55	2:25	4:48	70	28	7.5		82.4		No Office	P	1:57	12:32	6:45		4:25			
		10:05	f 2:36	4:54	65	30	11.6		78.3	EA	5:00PM to 8:00AM	YK	f 1:49	12:25	6:30		4:10			
		10:30	2:51	5:11	70	15	20.1		69.8		No Office	P W5MR	1:33	12:09	6:00		3:40			
			2:59	f 5:18			24.1		65.8		No Office	PW	1:24	f 12:03AM						
		11:05	76 3:09	f 5:28	E75 W80	24	29.0		60.9	HY			1:15	f 11:53	17 5:28		15 3:09			
		11:20	f 3:17	f 5:36	E85 W75	60	31.6		58.3		No Office	WT	f 1:07	f 11:45	4:50		2:35			
		11:40	3:29	5:48	70	10	36.7		53.2		No Office	P	12:54	11:32	4:20		1:55			
		12:01PM	3:43	6:01	70	22	42.0		47.9		No Office	PW	12:40	11:20	3:55		1:25			
		12:27	3:56	6:15	70	16	47.6		42.3		No Office	P	12:27	11:07	3:30		12:59			
	L 12:30PM	76 12:43	s 4:05	s 6:25	E80 W70	Yard	50.8		39.1	MY		WORYBZJ	s 12:20	s 11:00	3:01	A 9:40AM	263 12:43PM	16 11:40		
	A 12:45PM						54.0		35.1		No Office	JP				L 9:00AM				
		1:25	4:14	6:35	70		55.6		34.3		No Office	P	12:06PM	10:50	2:20		11:01			
		1:40	4:26	6:43	70		59.5		30.4		No Office	P	11:59	10:44	2:01		10:40			
				f 6:48		10	62.1		27.8		No Office	P		f 10:39						
		2:10	4:35	6:53	70	18	64.4		25.5		No Office	P	11:51	10:35	1:40		10:15			
	A 2:30PM	A 4:40PM	A 6:59AM		85	14	67.8		22.1	MV		WJR	L 11:45AM	L 10:30PM	L 1:25AM		L 10:01AM			
							71.6		18.3											
							73.1		16.8											
							74.6		15.3											
							78.1		11.8	RN										
							80.5		9.4	BI										
							84.8		5.1											
							86.5		3.4											
	A 5:30PM	A 5:30PM	A 7:45AM				89.9		0.0	OW			L 11:00AM	L 9:45PM	L 12:10AM		L 7:45AM			
	.15	8.00	3.20	3.10									3.10	3.00	7.05	.10	9.05			
	16.0	11.2	27.0	28.4									28.4	30.0	12.7	6.0	9.9			

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains and Silk Trains	Freight Trains
Between Cle Elum and Hyak .....50 M. P. H.	Between Cle Elum and Hyak .....25 M. P. H.
Between Hyak and Cedar Falls .....25 M. P. H.	Between Hyak and Cedar Falls .....20 M. P. H.
Between Cedar Falls and Maple Valley .....50 M. P. H.	Between Cedar Falls and Maple Valley .....25 M. P. H.
Exclusive stock trains and Caboose Hops, handled by Electric Freight Motors, also Light Helper Motors, may make a maximum speed of thirty (30) miles per hour where track and other conditions will permit.	
See other speed restrictions on page 12.	
Nos. 395 and 396 will lose both class and schedule between Cedar Falls and Bagley Jct. when one hour or more late.	
Passenger trains will use 8 and freight trains 15 minutes through Snoqualmie Tunnel.	
Automatic Block System is in use between Cle Elum and Maple Valley. See Rules 221-B, 311, 362 and 505-B.	
The following automatic block signals are placed on left hand side of track as seen from the approaching train. Eastward, two-unit, interlocked home signal at Black River Jct. (Northern Pacific Railway Co. Crossing).	
Signal 48-0, Eastward, between Ragnar and Garcia.	Signal 45-6, Eastward, at East headblock, Garcia.
Signal 43-7, Westward, between Garcia and Bandera.	Signal 36-0, Eastward, at West headblock, Rockdale.
	Signal 25-4, Eastward, between Hyak and Whittier.

MOUNTAIN GRADE: Between East Switch Cedar Falls and East Switch Rockdale. Nos. 17 and 18 stop on signal at Easton to pick up or discharge revenue passengers.

Nos. 15 and 16 will stop on signal at Hyak to pick up and discharge revenue passengers from or to Seattle and points west. Head lights and Marker lamps must be lighted both day and night while passing through Snoqualmie Tunnel between Hyak and Rockdale. Between Maple Valley and Spokane St. Tower, Seattle, Pacific Coast Railroad Co. Time Table and Rules govern.

Between Argo and Union Passenger Station, Seattle, O.-W. R. & N. Co. Time Table and Rules govern.

All toilets must be kept locked in trains between east switch, Cedar Falls and Landsburg, and in city limits, Renton and Seattle. Refuse must not be thrown from private, dining or other cars within these limits. Conductors will be held responsible for a strict observance of this rule.

On mountain grades, at meeting points made by special order, the ascending train will take siding, unless otherwise specified in the order. When passenger trains meet at Cedar Falls, they will use short No. 1 for passing track; The Eastward train, taking siding, will head in at crossover West of Depot; Westward train, taking siding, head in at the East passing track switch.

Junction switches at Maple Valley and Bagley Junction should be set and locked for Maple Valley and Cle Elum subdivision.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Bruff Spur.....3.0 miles east of Whittier	Meadow Creek.....2.5 miles west of Whittier
Krullkoski.....0.25 mile west of Trude	Miller & Dunn .....0.75 mile west of Whittier

SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Time Table No. 28 IN EFFECT 12.01 A. M. JANUARY 13th, 1929				FIRST CLASS				SECOND CLASS			
	117	263			15	17			STATIONS								116	264	76		
	Mixed	Time Freight			Passenger	Passenger			Distance from Othello	Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	18	16			Mixed	Time Freight	Time Freight	
	Monday Wed. & Fri.	Daily			Daily	Daily		Sidings						Other Trains	Passenger	Passenger	Daily	Daily			
	L 4:00AM	L 2:15AM			L 11:00AM	L 1:20AM		Yard	0.0		SO		B@TORWC	A 3:45AM	A 5:25PM			A 12:45PM	A 5:15PM	A 6:30AM	
	4:12	2:35			11:08	1:30	70	10	5.5	93.4		No Office	P	3:32	5:15			12:29	4:35	6:05	
	4:20	2:48			11:14	f 1:37	70	10	9.2	89.7		No Office	P	f 3:24	5:07			12:21	4:15	5:49	
	4:35	3:12			f 11:25	1:47	70	20	15.0	83.9		No Office	PW	3:12	f 4:55			12:07PM	3:45	5:29	
	4:59	3:55			11:43	f 2:08	70	15	24.7	74.2		No Office	P	f 2:55	4:38			11:43	3:05	4:59	
	5:10	4:20			11:53	2:20	70	20	31.2	67.7		No Office	P	2:45	4:28			11:25	2:35	4:20	
	5:25	4:40			s 12:04PM	s 2:35	70	90	37.8	61.1	BV		@OYBWR	s 2:35	s 4:18			11:06	2:05	4:01	
	A 5:30AM								38.8	60.1		No Office	J					L 11:01AM			
		5:01			12:09	2:40	70	10	40.6	58.3		No Office	P	2:28	4:11				1:15	3:40	
		5:19			12:19	f 2:48	42		44.0	54.9		No Office	P	f 2:20	4:01				12:59	3:25	
		5:44			12:34	3:01	70	6	49.6	49.3		No Office	PW	2:08	3:45			12:34	3:01		
		5:56			12:44	3:11	70	7	52.9	46.0		No Office	P	2:01	3:37			12:15PM	2:25		
		6:06			12:54	3:22	70	21	56.6	42.3		No Office	P	1:53	3:28			11:55	2:03	1:42	
		6:23			1:04	3:33	70	10	62.1	36.8		No Office	P	1:42	3:17			11:35	1:05		
		6:39			f 1:14	f 3:42	70	90	67.2	31.7	KY		@BY	f 1:34	f 3:06			11:15	12:40		
		6:59			s 1:23	s 3:51	70	50	73.6	25.3	NB	5:00PM to 8:00AM		s 1:26	s 2:55			10:35	12:15AM		
		7:24			1:33	f 4:01	70	20	80.5	18.4	RP	4:00PM to 7:00AM		f 1:16	2:43			10:01	11:40		
		7:55			1:51	4:17	70	5	88.9	10.0		No Office	P	1:01	2:27			9:35	11:01		
	A 8:30AM				A 2:10PM	A 4:35AM		Yard	98.9	0.0	CM		@WRB	L 12:45AM	L 2:10PM			L 9:01AM	L 10:30PM		
	1:30	6:15			3:10	3:15								3:00	3:15			1:44	8:14	8:00	
	25.9	15.8			31.2	30.4								32.9	30.4			22.4	12.0	12.4	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

On mountain grades, at meeting points made by special order, the ascending train will take siding unless otherwise specified in the order.

Train No. 16 will reduce speed to ten (10) miles per hour while entering passenger station at Othello.

Mountain grade, between Beverly Jct. and East switch, Kittitas.

Automatic Block System is in use between Othello and Cle Elum. See Rules 221B, 311, 362 and 505B.

The following automatic block signals are placed on left hand side of track as seen from approaching train:

Signal 186-2, Eastward between Horlick and Thorp.

Signal 103-6, Eastward just west of Othello station.

Nos. 116 and 117 will lose both class and schedule between Beverly and Beverly Jct. when 30 minutes or more late.

Junction switch at Beverly Junction should be set and locked for Cle Elum and Othello subdivision.

Bulletin boards at Beverly and Kittitas are for the use of work train crews, helper crews, and crews on Beverly Jct. and Hanford Subdivision only.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains and Silk Trains	Freight Trains
Between Othello and Beverly .....50 M. P. H.	Between Othello and Beverly .....25 M. P. H.
Between Beverly and Kittitas .....28 M. P. H.	Between Beverly and Boylston .....18 M. P. H.
Between Kittitas and Cle Elum.....50 M. P. H.	Between Boylston and Kittitas .....20 M. P. H.
	Between Kittitas and Cle Elum .....25 M. P. H.

Exclusive stock trains and Caboose Hops, handled by Electric Freight Motors, also Light Helper Motors, may make a maximum speed of thirty (30) miles per hour where track and other conditions will permit.

See other speed restrictions on page 12.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Benson .....5.5 miles west of Horlick	Taneum .....2.6 miles west of Thorp
Derbon.....0.7 mile west of Horlick	Woldale.....3.6 miles west of Ellensburg
Regal .....3.5 miles east of Ellensburg	

THIRD CLASS			FIRST CLASS		Capacity of Sidings in Cars	Distance from Cedar Falls	Time Table No. 28 IN EFFECT 12:01 A. M. JANUARY 13th, 1929			Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS		THIRD CLASS	
291	219	215	216	220			292	216	220					292			
Way Freight Except Mon.	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Way Freight Except Sun.	Passenger Daily	Passenger Daily	Way Freight Except Sun.	Passenger Daily	Passenger Daily	Way Freight Except Sun.	Passenger Daily	Passenger Daily	Way Freight Except Sun.	Passenger Daily	Passenger Daily	Way Freight Except Sun.
L 3:01 AM	L 12:30 PM	L 4:10 PM	L 12:10 PM	L 3:50 PM	L 5:15 PM	L 12:10 PM	L 3:20 PM	L 5:15 PM	L 12:10 PM	L 3:20 PM	L 5:15 PM	L 12:10 PM	L 3:20 PM	L 5:15 PM	L 12:10 PM	L 3:20 PM	L 5:15 PM
3:27	f 12:45	f 4:24	f 11:50	f 3:35	4:40	f 11:50	f 3:35	4:40	f 11:50	f 3:35	4:40	f 11:50	f 3:35	4:40	f 11:50	f 3:35	4:40
3:39	s 12:50	s 4:28	s 11:45	s 3:30	4:28	s 11:45	s 3:30	4:28	s 11:45	s 3:30	4:28	s 11:45	s 3:30	4:28	s 11:45	s 3:30	4:28
3:56	As 1:00 PM	s 4:37	s 11:40	L 3:20 PM	3:50	s 11:40	L 3:20 PM	3:50	s 11:40	L 3:20 PM	3:50	s 11:40	L 3:20 PM	3:50	s 11:40	L 3:20 PM	3:50
4:01		f 4:41	f 11:35		3:45	f 11:35		3:45	f 11:35		3:45	f 11:35		3:45	f 11:35		3:45
4:20		s 4:51	f 11:21		3:25	f 11:21		3:25	f 11:21		3:25	f 11:21		3:25	f 11:21		3:25
4:47		s 5:04	s 11:07		3:05	s 11:07		3:05	s 11:07		3:05	s 11:07		3:05	s 11:07		3:05
5:07		f 5:11	s 10:59		2:50	s 10:59		2:50	s 10:59		2:50	s 10:59		2:50	s 10:59		2:50
5:29		s 5:23	s 10:48		2:30	s 10:48		2:30	s 10:48		2:30	s 10:48		2:30	s 10:48		2:30
5:47		f 5:36	f 10:38		2:10	f 10:38		2:10	f 10:38		2:10	f 10:38		2:10	f 10:38		2:10
6:04		s 5:45	s 10:30		1:55	s 10:30		1:55	s 10:30		1:55	s 10:30		1:55	s 10:30		1:55
6:16		f 5:49	f 10:25		1:35	f 10:25		1:35	f 10:25		1:35	f 10:25		1:35	f 10:25		1:35
6:28		f 5:54	f 10:18		1:25	f 10:18		1:25	f 10:18		1:25	f 10:18		1:25	f 10:18		1:25
6:45		s 6:00	s 10:14		1:15	s 10:14		1:15	s 10:14		1:15	s 10:14		1:15	s 10:14		1:15
6:57		f 6:05	f 10:10		1:01	f 10:10		1:01	f 10:10		1:01	f 10:10		1:01	f 10:10		1:01
7:15		6:13	10:04		12:45	10:04		12:45	10:04		12:45	10:04		12:45	10:04		12:45
A 7:30 AM	A 6:20 PM		L 10:00 AM	L 12:30 PM		L 10:00 AM	L 12:30 PM		L 10:00 AM	L 12:30 PM		L 10:00 AM	L 12:30 PM		L 10:00 AM	L 12:30 PM	
4:29	0:30	2:10	2:10	0:30	4:45	2:10	0:30	4:45	2:10	0:30	4:45	2:10	0:30	4:45	2:10	0:30	4:45
12.2	22.4	25.3	25.3	22.4	11.5	25.3	22.4	11.5	25.3	22.4	11.5	25.3	22.4	11.5	25.3	22.4	11.5

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Gates have been installed at the following points: At Western Washington Railroad Co. crossing at Woodruff; at Everett Log Dump Co. crossing of our Riverside Line, Everett Yard, and at Great Northern Railway Co. crossing 0.6 mile west of Monroe. Gates will normally be locked against trains on the Western Washington Railroad Co's. tracks, on the Everett Log Dump Co's. tracks, and on the Great Northern Railway Co's. tracks. C. M. St. P. & P. trains should approach these crossings under control, but unless gates are set against them, it will not be necessary for them to stop.

Gates have been placed in service at each end of Ebey Slough drawbridge which is located 1.2 miles east of Belt Yard and 4.2 miles west of Snohomish. It will not be necessary for trains to stop at this drawbridge unless the gates are against them, except during stormy or foggy weather when view is obscured, when regular stop must be made. Trains must be under control and able to stop before reaching the gates if the bridge is open, and in no case should the speed exceed ten miles per hour passing over bridge.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

County Poor Farm Spur.....1.0 mile west of Monroe	Markel Lbr. & Shg. Co.....High Rock
Galvers.....1.25 miles west of Fall City	Meadow Brook.....1.6 miles west of No. Bend
Horrocks.....2.0 miles east of Carnation	Stuart.....0.8 mile west of Stillwater
	Tokul Creek.....1.5 miles west of Tokul

First class trains will stop on flag at Edgewick, Meadow Brook and Novelty for passengers and express.

First class trains will run under control and all other trains will reduce speed to six (6) miles per hour approaching and passing through yard limits at Snoqualmie Falls, expecting to find main line occupied.

Junction switch at Belt Yard should be set and locked for main line leading to passenger station.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains	Freight Trains
Between Cedar Falls and Carnation .....25 M. P. H.	Between a point one mile west of Cedar Falls and a point one and one-half miles east of Tanner.....12 M. P. H.
Between Carnation and Everett .....35 M. P. H.	Between Falls City and a point three miles west.....12 M. P. H.
	Between all other points.....20 M. P. H.

See other speed restrictions on page 12.

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 28 IN EFFECT 12:01 A. M. JANUARY 13th, 1929				SECOND CLASS	
117				STATIONS				116	
Mixed								Mixed	
Mons., Weds. and Fridays								Mons., Weds. and Fridays	
L	5:30 AM			Distance from Beverly Jct.	Distance from Hanford	Office Closed Week Days	SYMBOLS See Special Rule Page 13		A
				0.0	45.2	No Office	PJR		11:01 AM
	f 5:42		6	4.0	41.2	No Office			f 10:45
	f 6:12		28	14.4	30.8	No Office	PW		f 10:13
	f 6:33		9	21.3	23.9	No Office			f 9:49
	f 6:43		9	24.3	20.9	No Office	P		f 9:40
	f 6:53		5	27.4	17.8	No Office			f 9:30
	f 7:03		12	30.7	14.5	No Office			f 9:20
	s 7:25	25	75	37.4	7.8	WB 5:00 PM to 8:00 AM			s 8:55
A	8:00 AM	10	30	45.2	0.0	HN 5:00 PM to 8:00 AM	YWR	L	8:30 AM
	2:30								2:31
	18.1								18.0

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 28 IN EFFECT 12:01 A. M. JANUARY 13th, 1929				SECOND CLASS	
395				STATIONS				396	
Way Freight								Way Freight	
Except Sun.								Except Sun.	
L	12:45 PM			Distance from Enumclaw	Distance from Bagley Jct.	Office Closed Week Days	SYMBOLS See Special Rule Page 13		A
				0.0	17.5	No Office	PJR		9:00 AM
	s 1:10	25	8	2.2	15.3	No Office	W I M L E		s 8:35
	f 1:30	19		7.1	10.4	No Office			f 8:13
	f 1:40	7	46	8.4	9.1	No Office			f 8:07
	f 1:50		4	10.2	7.3	No Office	G		f 7:59
	f 2:00		6	13.3	4.2	No Office			f 7:47
	f 2:15		4	15.5	2.0	No Office	Y J R		f 7:38
A	2:30 PM	24	55	17.5	0.0	CW 5:15 PM to 6:45 AM	WR	L	7:30 AM
	1:45								1:50
	10.0								11.7

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Trains need not obtain clearance card at Beverly Jct.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains Between Beverly Jct. and Hanford.....25 M. P. H. Freight Trains Between Beverly Jct. and Hanford.....25 M. P. H. See other speed restrictions on page 12.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Bleakley1.0 mile west of White Bluffs

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. No. 395 will lose both Class and Schedule between Enumclaw Jct. and Enumclaw when one hour or more late.

Wye switches at Enumclaw Jct. must be left set for the track of the White River Lumber Company.

Trains need not obtain clearance at Bagley Jct. or Enumclaw Jct.

Watch for Pacific States Lumber Co's. engines and crews using our main track inside yard limits Selleck.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains Between Bagley Jct. and Enumclaw25 M. P. H. Freight Trains Between Bagley Jct. and Enumclaw.....15 M. P. H. See other speed restrictions on page 12.

Way freight trains between Cedar Falls and Enumclaw are authorized to carry passengers.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Bayne Mine Track.....0.7 mile west of Bayne Kanasket 1.4 miles East of Palmer Durham Coal Co.....2.5 miles west of Selleck

Gates have been installed at intersection of Northern Pacific coal mine spur with our tracks at Cumberland. C. M. St. P. & P. trains will approach this intersection under control, but unless gates are set against them it will not be necessary for them to stop.

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 28 IN EFFECT 12:01 A. M. JANUARY 13th, 1929				SECOND CLASS	
				STATIONS					
L				Distance from Park Jct.	Distance from Ashford	Office Closed Week Days	SYMBOLS See Special Rule Page 13		
				0.0	5.5	No Office	PYJ		
				1.3	4.2	No Office			
				3.5	2.0	No Office			
				4.5	1.0	No Office			
				5.5	0.0	F 6:00 PM to 7:30 AM	RY		

SPECIAL RULES

Eastward Trains are Superior to Westward Trains of the Same Class.

Trains need not obtain Clearance card at Park Jct.

All trains operating over highway crossing on Wye track at Ashford must be preceded by a flagman.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains Between Park Jct. and Ashford30 M. P. H. Freight Trains Between Park Jct. and Ashford.....20 M. P. H. See other speed restrictions on page 12.

THIRD CLASS				SECOND CLASS	FIRST CLASS	Capacity of Sidings in Corn	Distance from Tacoma	Time Table No. 28 IN EFFECT 12.01 A. M. JANUARY 13th, 1929				Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS	THIRD CLASS	
591	463	617	Way Freight	Time Freight	Passenger			618	592	462								
Except Sun.	Except Sat.	Daily	Except Sun.	Except Sat.	Daily	Sidings	Other Tracks	STATIONS	Daily	Except Mon.	Except Sun.	Passenger	Way Freight	Time Freight				
L 7:15 AM	L 10:30 PM	L 3:15 PM						TACOMA				67.2	MA	⊗RBK	A 6:30 PM	A 1:35 PM	A 11:55 PM	
7:35	11:00	f 3:25				16	65	3.1 HILLSDALE	f 6:20			64.1	B	5:00 PM to 8:00 AM		1:15	11:30	
		f 3:30					30	5.5 2.4 MIDLAND	f 6:15			61.7		No Office				
8:01	⁴⁶² 11:15	3:33				52		6.9 1.4 ALLISON	6:11			60.3		No Office	W. 4 Mi E	12:45	⁴⁶³ 11:15	
8:13	A 11:35 PM	Af 3:41 PM				40	55	11.2 4.3 FREDERICKSON	Lf 6:04 PM			56.0	SJ	YR		12:25	L 10:55 PM	
8:23						32		12.8 1.6 BERKELEY				54.4		No Office		12:10 PM		
							5	15.0 2.2 HARDING				52.2		No Office				
							7	15.9 0.9 GRAHAM				51.3		No Office				
8:58						80	5	17.4 1.5 THRIFT				49.8		No Office		11:50		
9:20							35	21.1 3.7 TANWAX JCT.				46.1		No Office	Y	11:35		
9:40						21	75	23.0 1.9 KAPOWSIN				44.2	K	5:00 PM to 8:00 AM	WO	11:25		
								26.3 3.3 HOLZ				40.9		No Office				
10:01							8	28.3 2.0 CLAY CITY				38.9		No Office		10:59		
⁵⁹² 10:40						81	30	32.6 4.3 EATONVILLE				34.6	V	5:00 PM to 8:00 AM	W	⁵⁹¹ 10:40		
11:01						19		36.6 4.0 LA GRANDE				30.6		No Office		9:30		
11:35						32	40	41.2 4.6 ALDER				26.0	AD	5:00 PM to 8:00 AM		9:01		
12:01 PM						48		43.3 2.1 RELIANCE				23.9	RA	5:00 PM to 8:00 AM		8:50		
12:15						25	15	46.2 2.9 WILLIAMSON				21.0		No Office		8:30		
12:25						24	30	47.2 1.0 ELBE				20.0	H	5:00 PM to 8:00 AM	W	8:20		
12:40								49.6 2.4 PARK JCT.				17.6		No Office	PYJ	7:20		
A 1:05 PM						35	126	53.7 4.1 MINERAL				13.5	D	10:00 PM to 6:00 AM	WORB	L 7:01 AM		
								54.4 0.7 EAST CREEK JCT.				12.8		No Office	Y			
								56.1 1.7 CARLSON LBR. CO. CROSSING				11.1		No Office				
							14	59.6 3.5 COWLITZ JCT.				7.6		No Office				
							50	63.8 4.2 EAST FORKS				3.4		No Office	W. 1 Mi E			
							15	64.8 1.0 COAL CANYON				2.4		No Office				
						25	67.2	2.4 MORTON				0.0	MO	5:00 PM to 8:00 AM	YR			
5:50	1:05	.28						Schedule Time							.26	6:34	1:00	
9.2	10.3	24.0						Average Speed Per Hour							25.9	8.2	11.2	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains	Freight Trains
Between Tacoma and Tanwax Jct. 40 M. P. H.	Between Tacoma and Morton 20 M. P. H.
Between Tanwax Jct. and Eatonville 35 M. P. H.	See other speed restrictions on page 12.
Between Eatonville and Park Jct. 40 M. P. H.	
Between Park Jct. and Morton 30 M. P. H.	

Double track in use between Tacoma Jct. and Tide Flats Yard. See page 8.
 First class trains register by card at Frederickson.
 First class trains will run under control and all other trains will reduce speed to six (6) miles per hour approaching and passing through yards limits at Reliance, expecting to find main line occupied.
 Train order signal at Frederickson governs trains on Tacoma and Morton sub-division and Frederickson and Helsing Jct. sub-division.
 Telephone located at Headworks one mile east of Alder.

Junction switch near Passenger Station at Tacoma, junction switch at Frederickson and junction switch at Park Junction, should be set and locked for Tacoma and Morton subdivision.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Cambridge 2.0 miles west of East Creek Jct.	Harvard 1.3 miles west of Hilldale
Carlson Lbr. Co. 1.5 miles west of East Creek Jct.	Inland 3.7 miles west of Cowlitz Jct.
Divide 4.0 miles west of East Creek Jct.	Kirby 0.6 mile east of Harding
Electron 0.3 mile west of Kapowsin	LeRoy Tbr. Co. 1 mile east of Alder
Everitt Fisher Coal Co. 0.25 miles west of Coal Canyon	Millberg 2.9 miles west of East Creek Jct.
Fern Hill Lbr. Co. Harvard	Monarch Fire Clay Co. 3.2 miles west of Eatonville
Fitzer 3.0 miles west of Eatonville	Rock Quarry 3.3 miles west of LaGrande
Flynn 2.0 miles east of Mineral	Storm King 5.0 miles west of East Creek Jct.
G. G. Hardy 1.25 miles east of Mineral	Tilton River Log. Co. 0.5 mile west of Cowlitz Jct.

Gates have been installed at West Fork Logging Co. Crossing just east of station at Mineral. C. M. St. P. & P. trains will approach this crossing under control, but unless gates are set against them it will not be necessary for them to stop.

THIRD CLASS				SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars	Distance from Fredrickson	Time Table No. 28 IN EFFECT 12:01 A. M. JANUARY 13th, 1929				Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS		THIRD CLASS			
				463	417	617			STATIONS		618	418					462					
				Time Freight Except Sat.	Passenger Daily	Passenger Daily	Sidings	Other Tracks			Passenger Daily	Passenger Daily	Time Freight Except San.									
				L 11:35 ^{PM}		Lf 3:41 ^{PM}		55	0.0	FREDERICKSON	93.8	SJ			YR	Af 6:04 ^{PM}		A 10:55 ^{PM}				
				11:45		f 3:46		8	3.4	LOVELAND	90.4		No Office			f 5:57		10:43				
				11:55		f 3:54	40	2	8.0	GREENDALE	85.8		No Office	W		f 5:48		10:28				
						f 4:01			11.7	ROY	82.1		No Office			f 5:42						
				12:15 ^{AM}		s 4:10	41	50	15.8	McKENNA	78.0	MC	4:15 PM to 7:15 AM	Y		s 5:32		10:00				
				12:40		s 4:23	42		23.4	RAINIER	70.4	RN	5:30 PM to 8:00 AM			s 5:17		9:32				
				1:05		f 4:35	39		31.2	OFFUTT LAKE	62.6		No Office	W		f 5:02		9:05				
				1:50	L 4:50 ^{PM}	A 4:50 ^{PM}	36	45	37.2	MAYTOWN	56.6	MT	5:00 PM to 8:00 AM	W-B-J-O RYP		L 4:50 ^{PM}	As 4:50 ^{PM}	8:42				
				2:01		f 4:59	26	20	41.1	MUMBY	52.7		No Office			f 4:36		8:27				
				2:20		s 5:10		7	46.6	ROCHESTER N. P. Ry. Crossing	47.2	RH	5:00 PM to 8:00 AM			s 4:25		8:07				
				A 2:43 ^{AM}		As 5:15 ^{PM}			48.5	HELISING JCT.	45.3		No Office	R K J		Ls 4:20 ^{PM}		L 8:00 ^{PM}				
									50.0	INDEPENDENCE	43.8											
									54.6	BALCH	39.2											
									58.5	CEDARVILLE	35.3											
									62.6	LANKNER	31.2											
									65.2	RONY	28.6											
									67.1	SAGINAW	26.7											
									68.8	SOUTH ELMA	25.0											
									72.2	FULLER	21.6											
									78.7	SOUTH MONTESANO	15.1											
									80.1	MELBOURNE	13.7											
									82.9	PREACHERS SLOUGH	10.9											
									86.4	NORTH RIVER JCT.	7.4											
									87.5	COSMOPOLIS	6.3											
									89.3	SOUTH ABERDEEN	4.5											
									90.2	ABERDEEN	3.6											
				A 6:00 ^{AM}		A 7:00 ^{PM}			93.8	HOQUIAM	0.0				WTYCO RBK	L 2:30 ^{PM}		L 5:00 ^{PM}				
				6:25		2:10			1.07	Schedule Time						1:14		2:20				
				14.6		26.1			33.4	Average Speed Per Hour						30.2		24.3				

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

MAXIMUM SPEED PERMISSIBLE

Passenger Trains
Between Fredrickson and Helsing Jct.40 M. P. H.
Between Helsing Jct. and Aberdeen, O.-W. R. & N. Co. Time Table and Rules govern.
Junction switch at Helsing Junction must be left set and locked for O.-W. R. & N. Co. tracks leading to Centralia.
First class trains stop on flag at: Arkley, Skookumchuck, Gregory, Beaver Creek, Spruceton, and Pingle, between Melbourne and Preachers Slough.
Train order signal at Fredrickson governs trains on Tacoma & Morton sub-division and Fredrickson & Helsing Jct. sub-division.
First class trains register by card at Fredrickson.

Freight Trains
Between Fredrickson and Helsing Jct.20 M. P. H.
See other speed restrictions on page 12.
Between Aberdeen and Hoquiam, Northern Pacific Railway Co. Time Table and Rules govern.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Arkley3.0 miles east of Rainier
Bordeaux Mummy
Craftdale1.5 miles west of Cedarville
Damon0.5 mile west of South Elma
Johnson Creek0.9 mile east of Rainier
Natl. Lbr. & Mfg. Co.0.5 mile west of Balch
Natl. Lbr. & Mfg. Co. Cedarville
Ninemire & Morgan Helsing Junction
Skookumchuck3.3 miles east of Offutt Lake
Spruceton2.0 miles west of Cedarville

Junction switch at Maytown should be set and locked for Fredrickson and Helsing Junction subdivision.
Gates have been installed at Weyerhaeuser Timber Co. Crossing 2.94 miles west of Rainier. C. M. St. P. & P. trains will approach this crossing under control, but unless gates are set against them it will not be necessary for them to stop.

THIRD CLASS		FIRST CLASS		Capacity of Siding in Cars		Distance from Maytown	STATIONS	Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS		THIRD CLASS	
663	617	618	617	Sidings	Other Trucks							618	662	Passenger	Way Freight
Way Freight	Passenger	Passenger	Way Freight									618	662		
Except Sun.	Daily	Daily	Except Sun.									Daily	Except Sun.		
L 7.01 AM	L 4.55 PM			45		0.0	MAYTOWN	65.7	MT	5 PM to 8 AM	Ⓞ-W-B-J Ⓞ-R-Y-P	A 4.45 PM	A 1.20 PM		
7.20	f 5.08			68		7.4	ESSEX	58.3		No Office		f 4.31	12.50		
7.35	f 5.14			5		10.7	Ford's Prairie Coal Co. Crossing FORAN	55.0		No Office	G	f 4.25	12.40		
						12.4	N. P. Ry. and O. W. R. & N. Co. Crossings BLAKESLEY JCT.	53.3			I				
8.01	s 5.20			69	50	13.7	CENTRALIA	52.0	CN	4.30 PM to 7.30 AM	Z-P	s 4.18	12.25 PM		
						14.3	Nor. Pac. Ry. Crossing	51.4			G				
						17.0	2 Nor. Pac. Ry. Spur Crossings	48.7			G				
8.30	s 5.28			64	100	17.4	CHEHALIS	48.3	CH	4 PM to 8 AM	K-P-W	s 4.10 s 4.05	11.50		
						19.5	Nor. Pac. Ry. Crossing	46.2			I				
8.40	f 5.35			6		21.4	JOY	44.3		No Office		f 3.53	10.50		
8.45	f 5.40				15	23.6	WEST ADNA	42.1		No Office		f 3.48	10.35		
8.55	f 5.50				18	27.2	RUTH	38.5		No Office	P	f 3.39	10.20		
9.15	f 6.04				12	33.0	MAYS	32.7		No Office		f 3.25	9.55		
662 9.40	s 6.11			58	15	36.1	Luedinghaus Bros. Crossing Nor. Pac. Ry. Spur Crossing DRYAD	29.6	YD	5.00 PM to 8 AM	GWP	s 3.18	663 9.40		
						36.4	Nor. Pac. Ry. Crossing	29.3			I				
9.50	s 6.17			18	10	37.4	Doty Lbr. Co. and N. P. Ry. Spur Crossings DOTY	28.3	TY	5.00 PM to 8 AM	GP	s 3.12	9.17		
						45.6	Raymond Lumber Co. Crossing	20.1			G				
10.15	f 6.35					46.6	DAVIS	19.1		No Office	G	f 2.50	8.50		
10.20	f 6.41				25	48.0	BURT	17.7	BU	5 PM to 8 AM		f 2.46	8.40		
10.25	6.45			58		48.9	BEDFORD	16.8		No Office	W	2.43	8.35		
10.35	6.52				18	51.1	MACPHAIL	14.6		No Office		2.38	8.25		
10.55	s 7.02			25	24	54.4	SUTICO	11.3	CO	5 PM to 8 AM	P	s 2.29	8.05		
11.05	f 7.08			26	22	56.0	FIRDALE	9.7		No Office	W-P	f 2.24	7.50		
11.25	f 7.15					59.2	MOOSE	6.5		No Office		f 2.15	7.35		
11.40	f 7.21			6	18	61.9	LANDING	3.8		No Office		f 2.08	7.25		
11.50	f 7.23				10	62.9	WILLAPA	2.8		No Office		f 2.05	7.20		
11.55	f 7.27			43	37	64.3	SUNSET DUMP	1.4		No Office	P	f 2.02	7.15		
A 12.25 PM	A 7.30 PM			26	130	65.7	RAYMOND Nor. Pac. Ry. Spur Crossing	0.0	RD	6.45 PM to 8 AM	Ⓞ-W-K-B R-O-Y	L 2.00 PM	L 7.10 AM		
5.24	2.35						Schedule Time					2.45	6.10		
12.2	25.4						Average Speed Per Hour					23.9	10.7		

SPECIAL RULES
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Trains cannot meet and pass at Foran, Ruth, Moose.
No. 617-618 stop on flag at Shepard, Elk Creek and Swem.
Nos. 662-663 carry passengers between Doty and Maytown.

MAYTOWN AND RAYMOND SUBDIVISION RAILWAY CROSSINGS INTERLOCKED—SEE SPECIAL RULE PAGE 12

Passenger Trains		MAXIMUM SPEED PERMISSIBLE		Freight Trains	
Between Maytown and MacPhail	35 M. P. H.	Between Maytown and MacPhail	20 M. P. H.	Between Maytown and MacPhail	20 M. P. H.
Between MacPhail and Firdale	25 M. P. H.	Between MacPhail and Firdale	15 M. P. H.	Between Firdale and Raymond	20 M. P. H.
Between Firdale and Raymond	35 M. P. H.				See other speed restrictions on page 12.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS
Elk Creek.....0.75 mile east of Burt
Shepard.....3.6 miles west of Maytown
Junction switch at Maytown should be set and locked for Frederickson and Helsing Junction subdivision.
Swem.....1.0 mile east of Davis
Tebb.....2.5 miles east of Centralia

That part of Rule 19 and D-19 in the Book of Rules and Regulations pertaining to the kind of marker to be displayed is changed to read "By day a green flag or marker lamps not lighted."

Rule 19-A of the Rules and Regulations of the Operating Department requiring the display of a red light in the cupola of the caboose on freight and work trains is hereby withdrawn, and the display of red light in the cupola of caboose will be discontinued.

All trains must obtain Clearance Card Form A or A1 before leaving initial station on each Sub-Division.

Conductors of all trains will register in person at Registering Stations unless authorized by special rule or by instructions of Train Dispatcher to Register by card.

FIRE PRECAUTION

Engineers must personally inspect and know before leaving a terminal and any point where front end hoppers or ash pans have been opened, that they are closed and properly secured.

Enginemen are required to report at first opportunity the presence of fires on right-of-way, unless being controlled by other employees, and if where fires may be communicated to a bridge or other structure, stop their train and assist in extinguishing the fire.

Trainmen will observe and report at first opportunity the presence of fires on right-of-way that may have been set by engines on their own or preceding trains, call the attention of their engineer to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped to extinguish fire.

SPECIAL RULES AND INSTRUCTIONS REGARDING THE OPERATION OF TRAINS ON MOUNTAIN GRADES

Location will be Specified on Time-Tables

BRAKE RESISTANCE DECREASES AS SPEED INCREASES; THEREFORE, MUST BE CONTROLLED FROM THE START.

The Rules and Instructions referred to in the following are contained in Air Brake and Signal Instruction Book form 2697, revised and approved January, 1927.

1. When no helper power on rear, the last car must be one that is equipped with a good hand brake and a trainman stationed upon it at all times. Conductors are responsible for having trainmen properly stationed.
2. When power is used on rear of freight trains, it must be in advance of boarding outfits, empty flat cars or cars of insufficient strength to safely resist the push of such engines.
3. A brake pipe test as per Rules 38 and 85-A must be made when the train has been parted for any reason, except at points where outgoing test is required in accordance with Rules 34 and 80-A. A brake pipe test must also be made on eastward freight trains at Kittitas and Boylston, and on westward freight trains at Beverly, Boylston and Rockdale.
4. Before commencing descent of mountain grade, engineman must adjust the brake pipe feed valve to ninety pounds and have brake pipe charged to this pressure as per Rule 139.
5. Before commencing descent of grade from Hillsdale to Tacoma, outgoing air brake test, as per Rule 80-A, must be made and cars with defective brakes set out so that tons per operating brake shall not exceed fifty.
6. All retainers must be turned up on eastward trains between Hillsdale and Tacoma, as per Rule 90-A.
7. After reaching foot of mountain grade reduce brake pipe pressure as per Rule 142.
8. In making back up movement on mountain grade with any freight train, sufficient hand brakes must be set on rear to prevent run out of slack.
9. Rule 89 covering the use of hand brakes must be observed when setting out or picking up cars, also at any time road engine is cut off from train. When helper power left in train, in addition to use of hand brakes the engineman on rear helper will cut in his brake valve and keep brake pipe charged. When road engine again attached to train, engineman on rear helper will cut out his brake valve and usual brake pipe test made as per Rules 33 and 85.
10. Rule 97, Inoperative Air Brakes, does not apply on mountain grades.
11. Trainmen must watch closely for excessive heating of wheels, and if any are found the train must be brought to a stop and remain standing a sufficient length of time to allow them to cool.
12. Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of a car. These instructions not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on, when necessary to do so.
13. When stops are made with freight trains descending Boylston to Beverly, apply and release brakes before proceeding. This to assist in controlling slack while coming into regeneration.

GENERAL

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which he may be overtaken by another train, he must sound whistle signal 14-C.

In addition to full compliance with Rule 99 in Book of Rules and Regulations of the Operating Department and special rules and instructions for the movement and protection of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, or manual block system:

- Between } Beverly Jct. and Hanford
- } Cedar Falls and Everett
- } Bagley Jct. and Enumclaw
- } Tacoma and Morton
- } Park Jct. and Ashford
- } Frederickson and Helsing Jct.
- } Maytown and Raymond

Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the train dispatcher, except when communication cannot be had with the train dispatcher, the train held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card, reading:

No.....left.....at
.....and has not passed.....

The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

A train passed by a passenger train at station where no operator is on duty will not follow the passenger train until at least 10 minutes after such passenger train has departed, and during storms, foggy weather or on descending mountain grades, until at least 30 minutes, and may then move on its right or schedule but with caution prepared to stop short of any obstruction, and until it is known that the passenger train has passed the next open station.

During storms, foggy weather or on descending mountain grades, freight trains should not follow each other closer than 30 minutes, and extra caution used.

In case no passenger trains are run, following trains will be blocked behind mixed trains or such freight trains as carry passengers in the same manner as prescribed for passenger trains.

When rules require the headlight to be displayed electric headlights on engines in road service will be dimmed by engineers under following conditions:

When entering or moving thru side tracks in yards where yard engines are employed.

At meeting points when standing waiting arrival of approaching train or trains.

When standing on sidings, in yards, or at engine terminals.

Engineers will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

Should a train be held for 30 minutes at a telegraph station after telegraph office is closed for the day, the Conductor will call Operator. If held for 30 minutes at a non-telegraph station, Conductor will report to the Train Dispatcher on the telephone.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

- Dr. A. I. BouffleurChief SurgeonSeattle, Wash.
- Dr. H. Eugene AllenDistrict SurgeonSeattle, Wash.
- Dr. W. F. HoffmanOculistSeattle, Wash.
- Dr. M. R. WaltzOculistSeattle, Wash.
- Dr. H. G. WillardDistrict SurgeonTacoma, Wash.
- Dr. D. H. BellOculistTacoma, Wash.
- Dr. A. W. HoweOculistTacoma, Wash.

Location	Name	Title	Office Telephone	Residence Telephone
Othello	Dr. F. J. Shadd	Local Surgeon	No telephone	
Ellensburg	Dr. W. A. Taylor	" "	Main 60	Main 160
Cle Elum	Dr. F. W. McKnight	" "	1141	411
Snoqualmie Falls	Dr. E. W. Templeton	" "	At Hospital	281
Falls City	Dr. W. W. Cheney	" "		
Snohomish	Dr. E. A. Stafford	" "	1173	1173
Monroe	Dr. Minard Allison	" "	Get thru Monroe Gen. Hospital	
Everett	Dr. F. R. Hedges	" "	Main 764	Main 765
Enumclaw	Dr. E. R. Tiffin	" "		
Renton	Dr. Adolph Bronson	" "	4 J	4 M
Seattle	Dr. H. Eugene Allen	" "	Elliott 3037	Garfield 0124
Seattle	Dr. Wm. C. Spedel	" "	Main 9404	Rainier 0240
Kent	Dr. C. B. Hoffman	" "	53 W	53 R
Auburn	Dr. B. E. Hoyer	" "	9 J	9 M
Auburn	Dr. John Darst	" "		
Puyallup	Dr. S. D. Barry	" "	Main 500	Main 4
Sumner	Dr. W. B. Mitchell	" "	72	110 J
Tacoma	Dr. H. G. Willard	" "	Main 4500	Main 630
Tacoma	Dr. C. C. Leaverton	Asst. "	Main 4500	Main 1989
Tacoma	Dr. Wm. B. McCreery	Local "	Main 7620	Main 5264
Tacoma	Dr. Chas. R. McCreery	Asst. "	Main 7620	Proctor 606
So. Tacoma	Dr. A. G. Nace	" "	Madison 2182	Madison 1131
Kapowsin	Dr. W. J. Glovatsky	Local Surgeon	71-S-11	71-S-11
Eatonville	Dr. C. E. Wiseman	" "	414	
Ashford	Dr. G. H. Smith	" "	Get thru Operator National	
Mineral	Dr. C. A. Fitzgerald	" "	Get thru Operator Mineral	
Morton	Dr. J. F. Alton	" "	Get thru Operator Morton	
McKenna	Dr. S. P. Rich	" "	Get thru McKenna Lbr. Co.	
Montesano	Dr. J. H. Fitz	" "	256	256 J
Cosmopolis	Dr. L. R. Lightfoot	" "	Aberdeen 1182	Aberdeen 1182
Aberdeen	Dr. J. B. Kinne	" "	553	777
Hoquiam	Dr. A. J. McIntyre	" "	680	58
Centralia	Dr. David Livingstone	" "	765-R and 848	284
Chehalis	Dr. H. L. Petit	" "	187 W	187 R
Doty	Dr. E. W. Stevens	" "	No telephone	
Raymond	Dr. A. L. MacLennan	" "	94	95

HOSPITALS

- Ellensburg, WashingtonEllensburg General Hospital
- Cle Elum, WashingtonRoslyn Cle Elum Hospital
- Everett, WashingtonProvidence Hospital
- Seattle, WashingtonProvidence Hospital
- Seattle, WashingtonVirginia Mason Hospital
- Tacoma, WashingtonSt. Joseph's Hospital
- Hoquiam, WashingtonHoquiam Hospital
- Chehalis, WashingtonSt. Helen's Hospital
- Raymond, WashingtonRiverside Hospital

STRETCHERS

Othello, Beverly, Ellensburg, Cle Elum, Rockdale, Cedar Falls, Tacoma, McKenna, Ashford, Mineral and Black River.

RAILROAD CROSSINGS

The Washington State Law governing movement of trains over railroad crossings at grade is as follows: "Trains shall stop at railroad crossings; all railroads and street railroads operating in this state shall cause their trains and cars to come to a full stop at a distance not greater than five hundred (500) feet before crossing the tracks of another railroad crossing at grade, excepting at crossings where there are established signal towers and signal men, interlocking plants or gates."

SPEED RESTRICTIONS

The speed of passenger trains will normally be that prescribed by the schedule, but where trains have been delayed the speed will be so moderately increased above that prescribed by the schedule as in the judgment of the conductor and engineer in charge of the train, may be prudent; due consideration being always given to conditions of track, comfort of passengers and all the circumstances.

The following speed restrictions will be strictly observed:

Class K-1 engines in passenger service and equipped with swing motion trucks will not exceed thirty-five miles per hour; when equipped with rigid trucks will not exceed twenty-five miles per hour. Class L engines on passenger trains must not exceed thirty-five miles per hour.

Freight engines with single trucks will not be permitted to run in excess of thirty-five miles per hour when handling or helping passenger trains.

Mallet engines must not be run to exceed twenty miles per hour and at any point where conditions require it, a reduction of speed must be made to meet the requirements.

Speed of steam engines while running in back-up motion will not exceed twenty miles per hour on tangent track and fifteen miles per hour on curves of three degrees or over. The speed to be further reduced where instructions or local conditions require it; provided, that passenger engines equipped with back-up head lights and pilots may run thirty miles per hour.

Trains handling special equipment will not exceed the following speeds:

Rotary snow plows, twenty-five miles per hour.

Lidgerwood unloaders, fifteen miles per hour.

Steam shovels and steam ditchers, twenty miles per hour.

Trains having mail for where they do not stop will slow up to fifteen miles an hour for dispatching this mail.

Trains handling steam derrick will observe the following speed restrictions between points shown below unless otherwise directed.

Between Tacoma and Seattle, 25 miles per hour.

Between Seattle and Cedar Falls, 25 miles per hour.

Between Cedar Falls and Rockdale, 20 miles per hour.

Between Hyak and Kittitas, 25 miles per hour.

Between Kittitas and Beverly, 20 miles per hour.

Between Beverly and Othello, 25 miles per hour.

Everett Line, Cedar Falls to Everett, fifteen miles per hour.

Enumclaw Line, fifteen miles per hour.

Tacoma to Morton, fifteen miles per hour.

Frederickson to Helsing Jct., twenty miles per hour.

Maytown to Raymond, fifteen miles per hour.

Freight trains hauling logs will not exceed twenty miles per hour on any line.

The speed of all trains approaching railroad crossings at grade and interlocking plants must be controlled. Passenger trains must not exceed twenty-five (25) miles per hour and other trains twenty (20) miles per hour passing over railroad crossings and through interlocking plant limits.

The speed of all trains passing through cross-overs, entering upon or leaving ends of double tracks, passing tracks or other side tracks must be controlled and not exceed ten (10) miles per hour, except at designated turn-outs laid with long frogs where speed may be increased to, but not to exceed, twenty (20) miles per hour.

MAIN LINE

Passenger trains reduce speed to thirty-five miles per hour around curves in vicinity of Corfu Slide about two and one-half miles west of Taunton.

Freight trains will not exceed twenty miles per hour around curves between Taunton and Corfu and between Thorp and Cle Elum.

Eastward freight and passenger trains between Boylston and Beverly will stop at Rye to permit trainmen to inspect trains and to cool the wheels. In above district if trains are handled by exclusive regenerative braking, they need not stop for inspection or to cool wheels.

Trains will reduce speed to twenty miles per hour over bridge FF-16, one and seven-tenths (1.7) miles West of Easton.

Freight trains will reduce speed to fifteen miles and passenger trains to twenty miles per hour around curve at Sumner.

No train or engine will exceed fifteen miles per hour between Tacoma Junction and Tide Flats yard.

Trains will not exceed eight miles per hour through coach yard Tacoma.

Trains will not exceed eight miles per hour through City Limits of Auburn and Kent.

Westward freight trains between Rockdale and Cedar Falls will stop at Garcia to permit trainmen to inspect train and to cool wheels. In above district if trains are handled by exclusive regenerative braking, they need not stop for inspection and to cool wheels.

EVERETT LINE

Do not exceed fifteen miles per hour over Tokul Creek bridge FF-842 West of Tokul.

FREDERICKSON AND HELSING JCT. SUB-DIVISION

Extreme care, and as much slower speed as will insure safety, should be maintained around curves West of Mumby and at other points where track conditions require caution.

All trains will reduce speed to 15 miles per hour approaching the highway crossing about two miles west of Rainier.

NATIONAL PARK LINE

Between Hillsdale and Tacoma, eastward passenger trains will not exceed twenty miles per hour and freight trains will not exceed twelve miles per hour.

All trains reduce speed to 5 miles per hour over 64th St. Crossing at Hillsdale.

Passenger and freight trains will not exceed fifteen miles per hour between LaGrande and three and one-half miles West.

All trains will reduce speed to 5 miles per hour over street railway crossing at Midland, also over highway crossing about 400 feet West of the street railway crossing at Midland.

Passenger trains on maximum grade between Tacoma and Hillsdale will not exceed schedule time.

All trains reduce speed to fifteen (15) miles per hour over bridge GG-76 Nisqually River.

WILLAPA HARBOR LINE

Trains handling rotary snow plows, lidgerwoods and ditchers will not exceed fifteen miles per hour.

Trains must approach and pass over street crossings at Chehalis and Centralia at a speed not to exceed six miles per hour. When switching over these crossings engine and trainmen must exercise special care in the protection of street traffic.

All trains must be under full control before reaching East switch at Sutico.

MAYTOWN AND RAYMOND SUB-DIVISION RAILWAY CROSSING INTERLOCKED

The home and distant signals used in operating the interlocking plants at Dryad, Chehalis and Blakesley Jct. are upper quadrant.

At Dryad, the home signals are mechanically operated, two-position.

At Blakesley Jct. the home signals are electrically operated, two-position.

The distant signals at Dryad and Blakesley Jct. are three-position, semi-automatic.

Train movements over Northern Pacific Railroad crossing located 2.1 miles west of Chehalis, on both railroads will be governed by standard two-arm upper quadrant semaphore home signals located on right-hand side of track approximately 550 feet from crossing. Indications of these home signals are in accordance with Rules 602-A and 602-G.

Fixed distant signals with indications in accordance with Rule 603-J are located approximately 3,000 feet from the home signals.

All trains will approach the home signals under control and if "proceed" signal indication is obtained, may proceed over the crossing at speed not exceeding 20 miles per hour.

If a train is stopped at a home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate hand release located in box marked "Release," locked with switch lock. Instructions for operating the release are posted on inside of box. If operation of hand release does not clear home signal, the trainman at crossing, upon having made certain that the home signals on the conflicting road are at "stop" and no immediate train movement is evident on such road, may signal the train to proceed over crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

Special Regulation

The following ruling by Interstate Commerce Commission.

"In long distance movements, and in handling cuts of cars over main line tracks where opposition to regular schedule trains may require emergency stops, switching, or transfer, trains must have the percentage of air brakes required by law, which is 85 per cent."

All trains moving between Tacoma Junction and Hillsdale must comply with these instructions. Also trains between Everett station and Belt Yard and also when using main line at any time in Seattle terminals.

Yardmaster will personally know that this rule is being enforced.

SPEED TABLE

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.	35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.	30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.	25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.	20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.	15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

Standard Clock
W—Water
C—Coal
O—Oil
R—Register

SYMBOLS

T—Turntable
Y—Wye
P—Dispatchers Telephone
I—Interlocked
G—Gated.

D—Drenching Tower.
B—Bulletin Boards
J—Junction
Z—Track Scales
R—Refreshments
K—Connection with a Foreign Road

ELECTRIFICATION

When, for any cause, trouble is experienced on trolley or other over-head wires causing a dangerous condition, any one is authorized to order power shut off from nearest sub-station, reason for requesting power to be shut off must be given the train dispatcher as soon as possible. Lines should not again be energized until so authorized by the train dispatcher.

In case of accident causing live trolley wires to come in contact with cars or buildings being in danger of fire, first thing to be done is to kill the line by getting in communication with nearest sub-station or train dispatcher, and Pyrene tank should be immediately taken from motor and fire extinguished.

In cases where feeder switches are to be opened, first get in communication with nearest sub-station or train dispatcher, kill the line, then open the switches, then proceed to flag any approaching train as per rule 99. This to avoid bridging air-gaps.

Whenever pantographs or fishpole collectors are lowered, they must not be again raised in contact with trolley wire without first giving the following whistle signal one-half minute in advance; two short one long and two short blasts. In case there is no air pressure on the motor the bell must be rung and a personal inspection made to insure that personal injury will not result when collectors are raised.

When damaged trolley of which you have no previous notice is found, the train should be brought to a stop and an inspection made of the trolley. Further movement will be governed by conditions as you find them, using care and good judgment in handling of your train; complying with all other rules and instructions in regard to operation in the electrified territory.

The Train Dispatcher should be informed of the conditions before the train proceeds, the portable telephone which is supplied in each motor being used for that purpose if there is no office available.

If it is not possible to communicate with the Train Dispatcher and conditions will permit the safe movement of the train, a flagman should be left to protect following trains. In such cases, give full information to Chief Dispatcher at the first available point of communication.

YARD LIMIT SIGNS ARE LOCATED AS FOLLOWS:

MAIN LINE

Othello—2250 ft. west of west switch.
Beverly—2700 ft. east of east switch—2700 ft. west of west switch.
Kittitas—3000 ft. east of east switch—3000 ft. west of west switch.
Ellensburg—3450 ft. east of east switch—2000 ft. west of west switch.
Cle Elum—2625 ft. east of east switch—4200 ft. west of west switch.
Easton—2650 ft. east of east switch—2600 ft. west of west switch.
Rockdale—3500 ft. west of west switch.
Cedar Falls—2700 ft. east of east switch—3900 ft. west of west switch.
Maple Valley—3000 ft. east of east switch.
Black River—3234 ft. west of N. P. Tower on Tacoma and Black River Subdivision.
Kent—3000 ft. east of east switch—1850 ft. west of west switch.
Auburn—3000 ft. east of east switch—3000 ft. west of west switch.
Sumner—2900 ft. east of east switch—3000 ft. west of west switch.
Tacoma—Yard limits extend from 4500 ft. east of Tacoma Jct. to Tide Flats Yard, Tacoma Passenger Station, and to yard limit sign 2800 ft. west of west switch, Hillsdale.

ENUMCLAW LINE

Selleck—2100 ft. east of east switch—2000 ft. west of west switch.
Enumclaw—2000 ft. east of White River Lumber Co. switch.

EVERETT LINE

Cedar Falls—7200 ft. west of west switch.
Snoqualmie Falls—3100 ft. east of east switch—1000 ft. west of west switch.
Carnation—2200 ft. east of east switch—2050 ft. west of west switch.
Monroe—5300 ft. east of east switch—565 ft. west of west switch.
Snohomish—2640 ft. east of east switch—2640 ft. west of west switch.
Everett—2400 ft. east of Belt Yard switch—governs all tracks in Everett and Belt Yard.

NATIONAL PARK LINE

Frederickson—2300 ft. east of east switch—2700 ft. west of west switch.
Tanwax Jct.—3000 ft. east of east switch—2500 ft. west of west switch.
Kapowsin—3000 ft. east of east switch—1600 ft. west of west switch.
Eatonville—1250 ft. east of east switch—2500 ft. west of west switch.
Reliance—2000 ft. east of east switch—1070 ft. west of west switch.
Elbe—3100 ft. east of east switch—3000 ft. west of west switch.
Camp 17 and Ashford—Yard limits extend from 1350 ft. east of east switch at Camp 17 to end of track at Ashford.
Mineral—3000 ft. east of east switch—900 ft. west of west switch (including East Creek Jct.)
Morton—3000 ft. east of east switch.

GRAYS HARBOR LINE

Frederickson—2700 ft. west of west switch.
McKenna—3400 ft. east of east switch—3100 ft. west of west switch.
Rainier—992 ft. east of Johnson Creek switch—2900 ft. west of west switch.
Maytown—2800 ft. east of east switch—3200 ft. west of west switch.

WILLAPA HARBOR LINE

Maytown—1400 ft. west of west switch.
Centralia—3000 ft. east of east switch—3000 ft. west of west switch.
Chehalis—3000 ft. east of east switch—3000 ft. west of west switch.
Dryad and Doty—Yard limits extend from 2200 ft. east of east switch at Dryad to 2500 ft. west of west switch at Doty.
Burt—2870 ft. east of east switch—725 ft. west of west switch.
Bedford—960 ft. east of east switch—2650 ft. west of west switch.
Sutico—3700 ft. east of east switch—4500 ft. west of west switch.
Raymond—2800 ft. east of east switch at Sunset Dump.

TONNAGE RATING

CLASS OF POWER	EASTWARD							THROUGH EFFICIENCY RATING
	TACOMA TO BLACK RIVER	BLACK RIVER TO CEDAR FALLS	CEDAR FALLS TO HYAK	HYAK TO KITTITAS	KITTITAS TO BOYLSTON	BOYLSTON TO BEVERLY	BEVERLY TO OTHELLO	
E. F.	5000	3000	1500	5000	1575	1575	5000	4012
CLASS OF POWER	WESTWARD							THROUGH EFFICIENCY RATING
	OTHELLO TO BEVERLY	BEVERLY TO BOYLSTON	BOYLSTON TO KITTITAS	KITTITAS TO CLE ELUM	CLE ELUM TO HYAK	HYAK TO CEDAR FALLS	CEDAR FALLS TO TACOMA	
E. F.	5000	1100	3100	5000	3700	2900	5000	4148

The rating shown above may be increased or decreased by order of the Chief Dispatcher.

TONNAGE REDUCTION FOR WEATHER CONDITIONS.

Not Applicable to trains handled by electric power.

10 to 20 above.....	Reduce 10 per cent.
Zero to 10 above.....	Reduce 15 per cent.
Zero to 10 below.....	Reduce 20 per cent.
10 to 20 below.....	Reduce 30 per cent.

WATCH INSPECTORS

National Railway Time Service Co., Chief Watch Inspectors,
58 East Washington Street, Chicago, Illinois.

Cle Elum,	M. W. Davies	Raymond,	W. C. Vandervort
Tacoma,	A. A. Mierow, 1105 Broadway	Mineral,	H. V. Rowe
Hoquiam,	Fred. Straub	Morton,	L. A. Jarnagin
Everett	H. Mayer, 1416 Hewitt Ave.	Enumclaw,	A. C. Melsness
Seattle,	Arnt Setter, 521 Second Ave.		

The following hours of duty will be observed at train order stations Sunday, subject to change by bulletin. When so changed all concerned will note change in pencil on their copy of time table.

SUNDAY HOURS		SUNDAY HOURS	
Othello.....	Continuous.	Tacoma.....	Continuous.
Beverly.....	Continuous.	Frederickson.....	Continuous.
Kittitas.....	Continuous.	Kapowsin.....	Continuous.
Ellensburg.....	12.30PM to 3.30PM.	Eatonville.....	Continuous.
Cle Elum.....	Continuous.	Elbe.....	Continuous.
Hyak.....	Continuous.	Mineral.....	Continuous.
Cedar Falls.....	Continuous.	Morton.....	Continuous.
Maple Valley.....	Continuous.	Ashford.....	Continuous.
Black River.....	Continuous.	Maytown.....	4.00PM to 6.00PM
Kent.....	8.00AM to 10.00AM, 6.15PM to 8.15PM	Rochester.....	4.00PM to 6.00PM
Auburn.....	9.00AM to 11.00AM, 6.15PM to 8.15PM	Centralia.....	Continuous.
Sumner.....	8.30AM to 10.30AM, 12.30PM to 2.30PM, 6.15PM to 8.15PM	Chehalis.....	Continuous.
North Puyallup.....	6.30PM to 8.30PM	Dryad Tower.....	3.00PM to 6.15PM
Tacoma Junction.....	Continuous.	Doty.....	2.45PM to 6.30PM
Snoqualmie Falls.....	11.00AM to 1.00PM and 3.00PM to 5.00PM	Burt.....	2.00PM to 4.00PM
Monroe.....	10.00AM to 12.00 noon and 5.00PM to 7.00PM	Sutico.....	2.00PM to 4.00PM
Everett.....	8.00AM to 11.00AM	Raymond.....	12.30PM to 2.30PM and 6.45PM to 8.45PM

WEIGHT OF LOCOMOTIVE INCLUDING TENDER

L-1.....	207 tons	B-2.....	112 tons	K-1.....	182 tons
L-2.....	216 tons	B-1.....	97 tons	H-7.....	89 tons
L-3.....	252 tons	G-7.....	159 tons	I-4.....	79 tons
F-5.....	205 tons	B-4.....	152 tons	I-5.....	104 tons
F-3.....	196 tons	G-6.....	157 tons	N-1.....	278 tons
C-5.....	189 tons	G-5.....	98 tons	N-2.....	251 tons
C-3.....	185 tons	G-4.....	95 tons	EF-1.....	238 tons
C-2.....	175 tons	A-2.....	154 tons	EP-2.....	272 tons
C-1.....	151 tons	A-1.....	134 tons	EP-3.....	310 tons
B-3.....	142 tons				

T. E. CORBETT
Chief Dispatcher.
J. S. ECCLES,
Assistant Trainmaster.
F. BUCHANAN,
Traveling Engr. and Asst. Trainmaster
W. E. CUMMINS,
Trainmaster.
T. J. HAMILTON
Asst. Superintendent.

W. A. ALLEN,
H. E. PETERSON
W. A. MONROE
J. N. MITCHELL,
S. C. WHITTEMORE
M. J. O'CONNOR
J. W. CORBETT
Train Dispatchers.
D. W. BOH,
Train Dispatcher
Between Enumclaw and Enumclaw Jct.

