

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

COAST DIVISION

TIMETABLE No. 30

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, JUNE 9TH, 1929

Superseding Time Table No. 29

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. 30 IN EFFECT 12:01 A. M. JUNE 9th, 1929					FIRST CLASS				
			691	93	263						STATIONS					17	1	15	561	563			
			O-W.R.&N. Time Freight	Time Freight	Time Freight			Sidings	Other Trains							Passenger	Passenger	Passenger	O-W.R.&N. Passenger	O-W.R.&N. Passenger			
			Daily	Except Sun.	Daily											Daily	Daily	Daily	Daily	Daily			
												0.0	SEATTLE	L 7.45AM	L 8.00AM	L 10.10AM							
												3.4	ARGO O. W. R. & N. Co. Crossing Northern Pacific Railway Co. Crossing										
												5.1	VAN ASSELT										
			L 6.56PM	L 5.40PM	L 4.01PM			Yard			9.4	BLACK RIVER Northern Pacific Railway Co. Crossing	L 8.05AM	L 8.20AM	L 10.30AM	L 11.30AM	L 11.32PM						
			7.15	6.10	4.22		68	112	16.3			6.9	KENT	8.15	8.30	10.40	11.42	11.43					
			7.25	6.30	4.40		E73 W85	75	21.3			5.0	AUBURN	8.26	8.37	10.49	11.51	11.52					
			7.34	6.46	4.55		84		25.9			4.6	BENROY	8.34	8.42	10.55	11.59	11.59					
			7.45	6.53	5.04		35	50	28.4			2.5	SUMNER	8.40	8.46	11.01	12.05PM	12.03AM					
			8.09	6.59	5.10		79	32	30.1			1.7	NORTH PUYALLUP	8.43	8.50	11.04	12.09	12.07					
			A 8.20PM	A 7.12PM	A 5.30PM				35.6			5.5	TACOMA JCT.	8.52	8.58	11.12	A 12.20PM	A 12.16AM					
									37.6			2.0	TACOMA	A 9.00AM	A 9.05AM	A 11.20AM							
			1.24	2.12	1.29								Schedule Time	1.15	1.05	1.10	.50	.44					
			18.7	16.2	17.7								Average Speed Per Hour	30.1	34.7	32.2	31.5	35.7					

No cross-over tracks wired between Black River Tower and Union Passenger Station, Seattle, except the first two east of station and at east end Van Asselt. Tracks 6, 7 and 8, Seattle Union Station are wired. Northern Pacific Railway Co. 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. 35 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.

SECOND CLASS				FIRST CLASS		Capacity of Sidings in Cars		Distance from Cle Elum	Time Table No. 30 IN EFFECT 12:01 A. M. JUNE 9th, 1929				Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS		SECOND CLASS		
395	263	15	17	Sidings	Other Tracks	STATIONS				16	18	264					396	266			
Way Freight Except Sun.	Time Freight Daily	Passenger Daily	Passenger Daily			STATIONS	Passenger Daily		Passenger Daily	Time Freight Daily	Way Freight Except Sun.	Freight Daily									
	L 9:30AM	L 6:35AM	L 4:20AM			Yard	0.0	CLE ELUM	89.9	CM		WRBj	A 9:05PM	A 12:30AM	A 7:15AM		A 4:50PM				
		9:55	6:50	4:33	66	29	7.5	7.5 LAVENDER	82.4		No Office	P	8:52	12:16	15 6:50		4:25				
		10:05	f 6:59	4:39	65	34	11.6	4.1 EASTON	78.3	EA	5:00PM to 8:00AM	YK	8:47	12:09AM	6:30		4:10				
		10:30		7:15	66	15	20.1	8.5 WHITTIER	69.8		No Office	P W5MB	8:33	11:53	6:00		3:40				
				7:25			24.1	4.0 KEECHELUS	65.8		No Office	PW		f 11:47							
		11:05	f 7:36	f 5:12	E74 W79	27	29.0	4.9 HYAK	60.9	HY			8:16	f 11:38	17 5:12		3:09				
		11:20	f 7:43	f 5:18	E95 W69	60	31.6	2.6 ROCKDALE	58.3		No Office	W	8:10	f 11:32	4:45		2:35				
		11:40		7:56		64	36.7	5.1 BANDERA	53.2		No Office	P	7:58	11:20	4:20		1:55				
		12:01PM		8:10		63	42.0	5.3 GARCIA	47.9		No Office	PW	7:45	11:07	3:55		1:25				
		12:27		8:23		63	47.6	5.6 RAGNAR	42.3		No Office	P	7:33	10:54	3:30		12:59				
	L 12:30PM	266 12:43	s 8:35	s 6:07	E80 W70	Yard	50.8	3.2 CEDAR FALLS	39.1	MY		WORYBjZ	s 7:25	s 10:45	3:01	A 9:40AM	263 12:43 395 12:30PM				
	A 12:45PM						54.8	4.0 BAGLEY JCT.	35.1		No Office	JP				L 9:00AM					
				8:45		65	55.6	0.8 BARNESTON	34.3		No Office	P	7:15	10:35	2:20		11:50				
				8:57		65	59.5	3.9 TRUDE	30.4		No Office	P	7:08	10:27	2:01		11:30				
				6:32		10	62.1	2.6 LANDSBURG	27.8		No Office	P		f 10:22							
				9:07		65	64.4	2.3 NOBLE	25.5		No Office	P	7:01	10:18	1:40		11:05				
	A 2:05PM	A 9:15AM	A f 6:45AM			80	67.8	3.4 MAPLE VALLEY	22.1	MY		WJR	L 6:55PM	L f 10:12PM	L 1:25AM		L 10:40AM				
							71.6	3.8 CEDAR MOUNTAIN	18.3												
							73.1	1.5 INDIAN	16.8												
							74.6	1.5 ELLIOTT	15.3												
							78.1	3.5 Northern Pacific Railway Co. Crossing RENTON	11.8	RN											
							80.5	2.4 BLACK RIVER O. W. R. & N. Co. Crossing	9.4	BI		PI									
							84.8	4.3 VAN ASSELT	5.1												
							86.5	1.7 ARGO O. W. R. & N. Co. Crossing Northern Pacific Railway Co. Crossing	3.4			I									
	A 5:30PM	A 10:00AM	A 7:30AM				89.9	3.4 SEATTLE	0.0	OW			L 6:15PM	L 9:30PM	L 12:10AM		L 7:45AM				
	.15	8.00	3.25	3.10				Schedule Time					2.50	3.00	7.05	.40	9.05				
	16.0	11.2	26.3	28.4				Average Speed Per Hour					31.7	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
 Between Cle Elum and Hyak50 M. P. H.
 Between Hyak and Cedar Falls25 M. P. H.
 Between Cedar Falls and Maple Valley50 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 30 minutes or more late.
 Passenger trains will use 6 and freight trains 12 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, inter-locked home signal at Black River Jct. (Northern Pacific Railway Co. Crossing).
 Signal 48-0, Eastward, between Ragnar and Garcia.
 Signal 43-7, Westward, between Garcia and Bandera.

Freight Trains
 Between Cle Elum and Hyak30 M. P. H.
 Between Hyak and Cedar Falls20 M. P. H.
 Between Cedar Falls and Maple Valley30 M. P. H.

Signal 45-6, Eastward, at East headblock, Garcia.
 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.
 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 Spur3.0 miles east of Whittier
 Krukikoski0.25 mile west of Trude
 Meadow Creek2.5 miles west of Whittier
 Miller & Dunn0.75 mile west of Whittier

SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Time Table No. 30 IN EFFECT 12.01 A. M. JUNE 9th, 1929	STATIONS	Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS			SECOND CLASS				
117	263			15	17	Sidings	Other Trucks	Distance from Othello	18							16			264	266	116		
Mixed	Time Freight			Passenger	Passenger				Passenger							Passenger			Time Freight	Freight	Mixed		
Except Sunday	Daily			Daily	Daily				Daily	Daily			Daily	Daily	Except Sunday								
	L 2.00AM			L 3.05AM	L 1.05AM			0.0	OTHELLO	98.9	SO		B@TORWC	A 3.30AM	A 11.59PM		A 5.15PM	A 3.00AM					
	266 2.25			18 3.19	1.15	66	11	5.5	5.5 ANSON	93.4		No Office	P	15 3.19	11.51		4.35	263 2.25					
	2.40			3.27	f 1.22	64	11	9.2	3.7 TAUNTON	89.7		No Office	P	f 3.12	11.45		4.15	2.05					
	18 3.02			f 3.38	266 1.32	63	18	15.0	5.8 CORFU	83.9		No Office	PW	263 3.02	11.36		3.45	17 1.32					
	15 3.38 4.05			263 3.55	f 1.48	66	12	24.7	9.7 SMYRNA	74.2		No Office	P	f 2.46	11.19		3.05	12.55					
	4.25			4.05	1.57	61	19	31.2	6.5 JERICO	67.7		No Office	P	2.37	11.10		2.35	12.35					
	L 3.40PM	4.45		4.16	s 2.11	74	85	37.8	6.6 BEVERLY	61.1	BV		@OYBWR	s 2.28	11.01		2.05	12.15AM	A 9.35PM				
	A 3.45PM							38.8	1.0 BEVERLY JCT.	60.1		No Office	J						L 9.30PM				
	5.05			4.24	18 2.21	65	11	40.6	1.8 COMASSETT	58.3		No Office	P	17 2.21	10.54		1.15	11.50					
	5.19			4.34	f 2.31	39	3	44.0	3.4 DORIS	54.9		No Office	P	f 2.12	10.45		12.59	11.35					
	5.44			4.49	2.44	64	5	49.6	5.6 RYE	49.3		No Office	PW	1.58	10.31		12.34	11.01					
	5.56			4.59	2.53	79	9	52.9	3.3 CHEVIOT	46.0		No Office	P	1.49	10.22		12.15PM	10.43					
	6.06			5.09	3.02	79	20	56.6	3.7 BOYLSTON	42.3		No Office	P	1.41	266 10.14		11.55	16 10.02					
	6.23			5.22	3.15	64	8	62.1	5.5 RENSLOW	36.8		No Office	P	1.28	10.02		11.35	9.30					
	6.39			f 5.34	f 3.25	75	85	67.2	5.1 KITITAS	31.7	KY		@BY	f 1.19	9.53		11.15	9.10					
	6.59			s 5.45	s 3.35	61	48	73.6	6.4 ELLENSBURG	25.3	NB	5.00PM to 8.00AM		s 1.10	s 9.44		10.35	8.40					
	7.24			5.58	f 3.46	64	20	80.5	6.9 THORP	18.4	RP	4.00PM to 7.00AM		f 1.00	9.35		10.01	7.59					
	7.55			6.17	4.02	66	8	88.9	8.4 HORLICK	10.0		No Office	P	12.45	9.20		9.35	7.30					
	A 261 8.30AM			A 6.35AM	A 4.20AM			98.9	10.0 CLE ELUM	0.0	CM		@WRB	L 12.30AM	L 9.05PM		L 9.01AM	L 7.00PM					
	.05	6.30		3.30	3.15				Schedule Time					3.00	2.51		8.14	8.00	.05				
	12.0	15.2		28.3	30.4				Average Speed per Hour					32.9	34.1		12.0	12.4	12.0				

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. Nos. 15 and 16 may register by card at Beverly.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains and Silk Trains

Between Othello and Beverly60 M. P. H.
Between Beverly and Kittitas28 M. P. H.
Between Kittitas and Cle Elum60 M. P. H.

Freight Trains

Between Othello and Beverly30 M. P. H.
Between Beverly and Boylston18 M. P. H.
Between Boylston and Kittitas20 M. P. H.
Between Kittitas and Cle Elum30 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

Benson5.5 miles west of Horlick
Derbon0.7 mile west of Horlick
Regal3.5 miles east of Ellensburg
Tancum2.6 miles west of Thorp
Waldale3.6 miles west of Ellensburg

THIRD CLASS		FIRST CLASS		Capacity of Sidings in Cars		Distance from Cedar Falls	Time Table No. 30 IN EFFECT 12:01 A. M. JUNE 9th, 1929				Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS		THIRD CLASS	
291		215		Sidings	Other Tracks		STATIONS	216	292	Way Freight								
Way Freight	Except Mon.	Passenger	Daily							Passenger					Except Sun.			
L	3:01 AM	L	8:50 AM		Yard	0.0			 CEDAR FALLS	54.7	MY		⊙OYZ WRB	A	7:10 PM	A	5:15 PM
	3:27	f	9:05			5.9	5.9 TANNER Northern Pacific Railway Co. Crossing	48.8		No Office	K	f	6:54		4:40			
	3:39	s	9:10	42	19	8.0	2.1 NORTH BEND	46.7		No Office	WY	s	6:48		4:28			
	3:56	s	9:19	35		11.2	3.2 SNOQUALMIE FALLS	43.5	Q	5:00 PM to 8:00 AM		s	6:40		3:50			
	4:01	f	9:23	23		12.3	1.1 TOKUL	42.4		No Office		f	6:35		3:45			
	4:20	s	9:33	11		16.9	4.6 FALL CITY	37.8		No Office		f	6:22		3:25			
	4:47	s	9:46	44	20	22.3	5.4 CARNATION	32.4	J	5:00 PM to 8:00 AM	W	s	6:08		3:05			
	5:07	f	9:53	36	4	25.6	3.3 STILLWATER	29.1		No Office	P	s	6:00		2:50			
	5:29	s	10:05	36	40	31.0	5.4 DUVALL	23.7	VA	5:00 PM to 8:00 AM		s	5:49		2:30			
	5:47	f	10:18	15	10	36.6	5.6 HIGH ROCK	18.1		No Office	P	f	5:39		2:10			
	6:04	s	10:27	31	130	40.8	4.2 MONROE	13.9	MR	5:00 PM to 8:00 AM	WYK	s	5:31		1:55			
						41.4	0.6 G. N. RY. CROSSING	13.3		No Office	G							
	6:16	f	10:31	15	3	42.6	1.2 WOODRUFF Western Washington R. R. Co.'s Crossing	12.1		No Office	G-K	f	5:26		1:35			
	6:28	f	10:36		11	44.8	2.2 LETTUCETON	9.9		No Office		f	5:20		1:25			
	6:45	s	10:41	42	30	47.7	2.9 SNOHOMISH	7.0	MI	5:00 PM to 8:00 AM		s	5:15		1:15			
						51.9	4.2 Drawbridge	2.8			G							
	7:15		10:54		Yard	53.1	1.2 Drawbridge BELT YARD	1.6		No Office	KZJ		5:05		12:45			
A	7:30 AM	A	11:00 AM			54.7	1.6 EVERETT	0.0	RT	5:00 PM to 8:00 AM	⊙OBTWR	L	5:00 PM	L	12:30 PM			
	4:29		2:10				Schedule Time						2:10		4:45			
	12.2		25.3				Average Speed Per Hour						25.3		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 Carnation25 M. P. H.	Between a point one mile west of Cedar Falls and a
Between Carnation and Everett35 M. P. H.	point one and one-half miles east of Tanner.....12 M. P. H.
Over Tokul Creek Bridge15 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.

Main time table table for Maytown and Raymond Subdivision. Columns include Third Class (663, 616), First Class (615, 662), Capacity of Siding, Stations (MAYTOWN, ESSEX, FORAN, CENTRALIA, CHEHALIS, JOY, WEST ADNA, RUTH, MAYS, DRYAD, DOTY, BURT, BEDFORD, MACPHAIL, SUTICO, FIRDALE, MOOSE, LANDING, WILLAPA, SUNSET DUMP, RAYMOND), and times for both directions.

SPECIAL RULES

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

Trains cannot meet and pass at Foran, Ruth, Moose. No. 615-616 stop on flag at Shepard and Swem. Nos. 662-663 carry passengers between Doty and Maytown.

MAYTOWN AND RAYMOND SUBDIVISION RAILWAY CROSSINGS INTERLOCKED—SEE SPECIAL RULE PAGE 13

MAXIMUM SPEED PERMISSIBLE

Table showing maximum speed permissible for passenger and freight trains between various stations like Maytown, MacPhail, Firdale, and Raymond.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Table showing distances to industrial tracks (Shepard, Swem, Tebb) and a note about junction switch at Maytown.

