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

COAST DIVISION

TIME TABLE No. 30

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, JUNE 9 TH, 1929

Superseding Time Table No. 29

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

F. E. DEVLIN, Superintendent. N. A. MEYER, Superintendent of Transportation

J. L. BROWN,
General Superintendent of Transportation

C. H. BUFORD, General Manager.

2 WESTWARD							TACON	IA AN	DB	LAC	KR	RIVER—SUBDIVISION				WESTV	VARD
					SECOND	CLASS			Capa	ncity of lings Cars		Time Table No. 30			FIRST	CLASS	
						691	93	263	in	Cars	from	IN EFFECT 12:01 A. M. JUNE 9th, 1929	17	1	15	561	563
						O-W.R.&N. Time Freight	Time Freight	Time Freigh	il agai	Other Tracks	Distance Seattle		Passenger	Passenger	Passenger	O-W.R.&N. Passenger	O-W.R.&N. Passenger
						Daily	Except Sun.	Daily	Sid	195	Sec	STATIONS	Daily	Daily	Daily	Daily	Daily
							L 5.00PM				0.0	SEATTLE	L 7.45AN	L 8.00AM	L 10.10AM		
			- 10 mg N		1 2 5		Blacks				3.4	3.4 ARGO O. W. R. & N. Co. Crossing Northern Pacific Railway Co. Crossing					
			*** ****	عاد الله							-	VAN ASSELT					
						L 6.56PM	L 5.40PM	L 4.01P	M	Yard	9.4	4.3 BLACK RIVER Northern Pacific Railway Co. Crossing	L 8.05A	L 8.20M	L 10-30AM	L 11.30A	L 11.32PM
					3 -32	7.15	6.10	562 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	266 8.34	266 8.42	10.55	11.59	11.59
				100		18 7.45	6.53	16 5.04	35	50	28.4	2.5 SUMNER	8.40	8.46	11.01	s 12.05PM	12.03#
						8.09	6.59	5.10	79	32	30.1	NORTH PUYALLUP	8.43	8.50	11.04	12.09	12.07
				10.24		A 8-20PM	A 7.12PM	A 5.30P	W.		35.6	TACOMA JCT.	8.52	8.58	11.12	A 12-20PM	
											37.6	TACOMA	A 9.00A	A 9.05A	A 11.20M		
					10 14 Sec. 20 19 19	1.24	2.12	1.29				Schedule Time		1.05	1.10	.50	.44

THOOMS AND DISON DIVER CURRINGIAN

Average Speed Per Hour

30.1

34.7

32.2

31.5

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.

18.7

16.2

17.7

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.

Preight Trains

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

Distance Tacoma Jct. to Tide Flats Yard. 2.1 miles

This mileage should be included on wheel report.

A STATE OF THE STA

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

RULES GOVERNING INTERLOCKING PLANT, NORTHERN PACIFIC RAILWAY CO. CROSSING, BLACK RIVEE
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 Por Westward Trains from Seattle:

Distant signal located—1500 feet east of tower Home signal located....... 800 feet east of tower Por Westward Trains from Black Eiver 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 BAILBOAD & NAVIGATION CO. INTERLOCKING PLANT, BLACK BIVER

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,

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

SEATTLE ..

Schedule Time

Average Speed Per Hour

89 9

OW

0.0

MAXIMUM SPEED PER	MISSIBLE	
Passenger Trains and Silk Trains	Preight Trains	
Between Cle Elum and Hyak50 M. P. H.	Between Cle Elum and Hyak	30 M. P. H.
Between Hyak and Cedar Falls25 M. P. H.	Between Hyak and Cedar Falls	
Between Cedar Falls and Maple Valley50 M, P. H.	Between Cedar Falls and Maple Valley	30 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 (20) miles now hour whore tweek and other conditions will nownit		

5.30

8.00

11.2

10 004

3.25

26.3

7.30

3.10

28.4

.15

16.0

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, interlocked home signal at Black River Jct. (Northern Pacific Railway Co. Crossing).

Signal 48-0, Eastward, between Ragnar and Garcia.

Signal 48-7, Westward, between Ragnar and Bandera.

Signal 25-4, Eastward, between Hyak and Whittier.

9.30

3.00

30.0

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.

12.10A

7.05

12.7

7.454

9.05

9.9

.40

6.0

6.15PM

2.50

31.7

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Bruff Spur. 3.0 miles east of Whittier Krulikoski. 0.25 mile west of Trude	Meadow Creek		

6.23 5.22 3.15 64 8 62.1 SELENSION 36.8 NO Office P 1.28 10.02 11.35 6.39 7 5.34 7 3.25 75 85 67.2 SELENSION 31.7 KY 8BY 7 1.19 9.53 11.15 6.59 5.45 8 3.35 61 48 73.6 ELLENSBURG 25.3 NB 5.00FM to 8.00M \$ 1.10 \$ 9.44 10.35 7.24 5.58 7 3.46 64 20 80.5 THORP 18.4 RP 4.00FM to 7.00M 7 1.00 9.35 10.01 7.55 6.17 4.02 66 8 88.9 SELENSBURG 10.0 NO Office P 12.45 9.20 9.35 8.36 No Office P 1.28 10.02 11.35	OND CLA	CLASS
Nitrol True Project Personater Per	6 11	116
No college Part P	ght Miz	Mized
2.25 319 1.15 66 11 5.5	ly Exc Sun	Except Sunday
240 327 1.22 6 11 92 TAÑTON. 807 No Office P 1.312 11.45 4.15	OOM	
240 3.27 1.22 64 11 52 TAUNTON 857 No Office P 1.312 11.45 4.15 3.02 1.338 7.56 1.48 66 12 9.1 3.05 1.34 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35 3.05 1.34 1.35 3.55 1.48 66 12 9.1 3.05 4.25 4.05 1.57 61 19 31.5 31.5 31.5 31.5 31.5 4.25 4.05 4.16 2.21 74 85 37.5 31.5 31.5 31.5 31.5 31.5 31.5 4.26 4.16 2.21 74 85 37.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 4.24 2.11 65 11 66 31.5	63 25	
15 4.05 3.555 1.48 66 12 2.7	05	
4.25	17 32	
L 340% 445	55	
A 3.45 B SBVERLY JOT Go. No Office J	35	
1.15	15M A 9	9.35PII
5.19	L 9	9.30™
5.44	50	
5.56 4.59 2.53 79 9 529	35	
606 5.09 3.02 79 20 566 BOYLSTON 42.3 No Office P 1.41 10.14 11.55 1 6.23 5.22 3.15 64 8 62.1 S.5.5 3.68 No Office P 1.28 10.02 11.35 6.39 f 5.34 f 3.25 75 85 67.2 KITTIAS 31.7 KY 6BY f 1.19 9.53 11.15 6.59 s 5.45 s 3.35 61 48 73.6 ELLENSBURG 25.3 NB 5.0074 to 8.0044 5 1.10 s 9.44 10.35 7.24 5.58 f 3.46 64 20 80.5 THORP 18.4 RP 4.0074 to 7.0044 f 1.00 9.35 10.01 7.55 6.17 4.02 66 8 88.9 No Office P 1.245 9.20 9.35 8.35 NB 5.0074 to 8.0044 5 1.00 9.35 10.01	01	
606 5.09 3.02 79 20 56.6 BOYLSTON 42.3 No Office P 1.41 10.14 11.55 1 6.23 5.22 3.15 64 8 62.1 SEINSLOW 36.8 No Office P 1.28 10.02 11.35 6.39 6.39 6 5.34 6 3.25 75 85 67.2 KITTITAS 31.7 KY 8BY 6 1.19 9.53 11.15 6.59 5 5.45 8 3.35 61 48 73.6 ELLENSBURG 25.3 NB 5.00FW to 8.00AW 5 1.10 5 9.44 10.35 7.24 5.58 6 3.46 64 20 80.5 THORP 18.4 RP 4.00FW to 7.00AW 6 1.00 9.35 10.01 7.55 6.17 4.02 66 8 88.9 88.9 10.0 No Office P 1.41 10.14 11.55 1	43	
6.39	24	
6.59 s 5.45 s 3.35 61 48 73.6 s 5.45	30	223 6
7.24 5.58 7 3.46 64 20 80.5 THORP 18.4 RP 4.00PH to 7.00AM 7 1.00 9.35 10.01 7.55 6.17 4.02 66 8 88.9 HORLICK 10.0 No Office P 12.45 9.20 9.35 A 8.30AM A 6.35AM A 4.20AM Yard 98.9 CLE ELUM 0.0 CM SWRB L 12.30AM L 9.05FM L 9.01AM L	10	
7.24 5.58 1 3.46 64 20 80.5	40	
7.55 6.17 4.02 66 8 88.9	59	
	30	
	OOPM	
0.05 6.30 3.30 3.15 Schedule Time 3.00 2.54 8.14 12.0 15.2 28.3 30.4 Average Speed per Hour 32.9 34.1 12.0		12.0

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 P	ERMISSIBLE
Passenger Trains and Silk Trains	Freight Trains
Between Othello and Beverly	Between Othello and Beverly
	See other speed restrictions on page 12.
Benson 5.5 miles west of Horlick Derbon 0.7 mile west of Horlick	Taneum

THIRD	CLASS	FIRST	CLASS	Capaci Sidii in C	ity of ngs lars		Time Table No. 30	Everett				FIRST	CLASS	THIRD CLASS		
	291		215			rells	IN EFFECT 12:01 A.M. JUNE 9th, 1929	co from	ph Calls	Office Closed Week Days	SYMBOLS See SpecialRule	216		292		
	Way Freight		Passenger	Sidings	Other	Distance Cedar Fa	PAPIANA	Distan	Telegra		Page 13	Passenger		Way Freight		
	Except Mon.		Daily	8	- HO		STATIONS		1			Daily		Except Sun.		
	L 3.01A		L 8.50AM		Yard		CEDAR FALLS		му		⊕OYZ WRB	A 7.10PM		A 5.15PM		
	3.27		1 9.05			5.9	5.9 TANNER Northern Pacific Railway Co. Crossing	48.8		No Office	K	1 6.54		4.40		
	3.39		s 9.10	42		-	NORTH BEND	_		No Office	WY	s 6.48		4.28		
	3.56		s 9.19	35		11.2	SNOQUALMIE FALLS	43.5	Q	5.00PII to 8.00AII		s 6.40		3.50		
	4.01		1 9.23	23		12.3	TOKUL	42.4		No Office		1 6.35		3.45		
	4.20		\$ 9.33	11			FALL CITY	37.8		No Office		1 6.22		3.25		
	4.47		s 9.46	44			CARNATION		1	5.00PH to 8.00AH	w	s 6.08		3.05		
	5.07		1 9.53	36			STILLWATER			No Office	P	s 600		2.50		
	5.29		s 10.05	36			DUVALL	23.7	VA	5.00Pil to 8.00All		s 5.49		2.30		
	5.47		10.18				HIGH ROCK	18.1		No Office	P	1 5.39		2.10		
	6.04		s 10.27	31	130	_	MONROE			5.00FM to 8.00AM	WYK	s 5.31		1.55		
							Q. N. RY.CROSSING			No Offices	G					
	6.16		f 10.31	15	3	42.6	Western Washington R. R. Co.'s Crossing	12.1		No Office	G-K	1 5.26		1.35		
	6.28		f 10.36		11	44.8	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	5.00PM to 8.00AM		s 5.15		1.15		
							4.2 Drawbridge	2.8			G					
	7.15		10.54		Yard	53.1	1.2 Drawbridgel BELT YARD	1.6		No Office	KZJ	5.05		12.45		
	A 7.304		A 11.00AM			54.7	1.6 EVERETT	0.0	RT	5.00PM to 8.00AM	⊗OBTWR	L 5.00PM		L 12.30M		
	4.29		2.10				Schedule Time					2.10		4.45		
	12.2		25.3				Average Speed Per Hour					25.3		11.5		

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
Galvers.			1.25	mile	es we	st of	Fall City

Markel Lbr. & Shg. Co.	3		F	ligh	Ro
Meadow Brook 1.6	miles	west	of	No.	Ber
Stuart 0.8		west			

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

Freight Trains

See other speed restrictions on page 12.

WESTWARI	0	I	BEVI	ERLY JCT. AN	D HANI	FORI	DSU	JBDIVI	SION		EASTWARD	WES	STW	ARD	BAGLE	Y JCT. AND	ENUMCL	AW-S	UBDIVISIO	ON E	ASTWARD	7
SECOND CLAS	s	apacity of Sidings in Care	of	Time Table I	No. 30						THIRD CLASS			SECOND Cap CLASS Si in	ecity of idings Cars	Time Table					SECOND	
11	7	in Cars	- Long	IN EFFECT 12.00 JUNE 9th, 19	1 A. W.	rom	Celle	Office Closed Week Days	SYME See Sp Ru		116			395	from ct.	JUNE 9th, 1	929	claw claw aph Calls	Office Closed Week Days	SYMBOLS See		
Mixe		Sidings Other Tracks	Distance (Distance Hanford	degraph		Page	13	Mixed			Way Freight Except Sun.	Other Tracks Distance Bagley J	STATIO	NS	Distance Enumela Telegrap		See Special Rule Page 13		
Excer Sunda	ny	M OF	OH OH	STATION	NS	AH	Н				Except Sunday										Except Sun.	
L 3.4	15PM		0.0	BEVERLY JUNG	CTION	45.2		No Office	PJ	R	A 9.30PM			L 12.45PM 11	0.0			17.5	No Office	PJR	A 9.00M	
f 3.5	57			LEVERING		41.2		No Office			f 9.15			s 1.10 25	8 2.2	2.2 SELLECE Northern Pacific Railwa	y Co. Crossing	15.3	No Office	W 1 MLE	s 8.35	
f 4.2	27	28		PRIEST RAPI		-		No Office	PV	7	1 8.45			f 1.30	9 7.1	PALMER		10.4	No ОШсе		f 8.13	
1 4.4	18	9	21.3	vernita	١	23.9		No Office			f 8.25			1 1.40	7 46 8.4	1.3 BAYNE		9.1	No Office		f 8.07	
f 5.0	02					20.9		No Office	F		f 8.15			f 1.50	4 10.2	1.8		7.3	No Office	G	f 7.59	
f 5.1	11		27.4	3.1 HAVEN		17.8		No Office			f 8.05				- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1							
1 5.2	21	12	30.7	ALLARD.		14.5		No Office			f 7.55	-		f 2.00	6 13.3	0.0		4.2	No Office		1 7.47	
s 5.4	13	25 75	37.4	WHITE BLU	FFS	7.8	WB 5.00	10PM to 8.00AM			s 7.30			f 2.15	4 15.5	ENUMCLÁW	JCT	2.0	No Office	YJR	f 7.38	
A 6.1		10 30	45.5	7.8 HANFORD		0.0	HN 5.0	10PM to 8.00AM	YW	R	117 L 6.45PM	CHEST		A 2.30PH 2	4 55 17.5	ENUMCLA	CHARLES OF STREET	0.0 CW	5.15PH to 6.45AH	WR	L 7.30M	
2.30	0	Name of Street,		Schedule Tin	ne						2.45	-		1.45		Schedule Ti				201000	11.7	
18.1				Average Speed pe	r Hour						16.4			10.0		Average opeout F	a nou				****	1
Trains n Between Beverl		Passeng	or Tr		OM SPEED :	I wown	Between Be See oth	everly Jct. and a speed residence. ATIONS	Preight nd Hanfo trictions c	rd	25 M. P. H.	Bay Du	Train Wate ween B yne Mir rham C Gate id. C. I	passed not obtained the for Pacific Passed agley Jct. and E Way freig Track	states Lum enger Trains enumelaw th trains be 2.5 nstalled at i	tt. must be left set nee at Bagley Jct. of ber Co's. engines a MAKIMUM 25 M.P.H. etween Cedar Falls mile west of Bayne miles west of Selleck intersection of Northproach this intersection.	or Enumclaw nd crews usi speed pee and Enumck ss NOT SHO hern Pacific l	Jct. ing our mai thissible Between I See off aw are auti WM AS ST Kanasket Railway Co	n track inside Frei Bagley Jet and laer speed restriction horized to carry ATIONS . coal mine spu	yard limits ght Trains Enumclaw	Selleck. 15 M. P. S. miles East of Pal tracks at Cumb	mer
WESTW	VAR	0									PARK JGT. AND ASHFO	ORD-	SUBD	IVISION						E	ASTWARD	
					F	RST	CLASS	Ca	pacity of Sidings in Cars		Time Table No. 30					FIRST CL	ASS					
								1 -		from	IN EFFECT 12:01 A. M. JUNE 9th, 1929	e from	ph Calls	Office Closed Week Days	Symbols See SpecialRule Page 13	2						
								Daily 2	Other	Distance Park Jet.	CTATIONS	Distance Ashford	Telegraph		rage 13	Passenger						
								Daily i	ōF	DA	STATIONS		1	1		Daily						
							L	10.57AM	10	0.0			5	No Office	PYJ	A 6.11PM						
								11.01	21	1.			2	No Office		6.09						
								11.05	17	3.		2.0		No Office		6.05						
								11.07	40	4.	CAMP 17	1.0	0	No Office		6.02						
THE RESERVE TO SHARE THE PARTY OF THE PARTY		THE RESERVE OF THE PERSON NAMED IN		THE RESIDENCE OF THE PARTY OF T	THE RESERVE OF THE PARTY OF THE	The same of the same of	THE RESERVE OF THE PARTY OF THE	THE RESERVE TO SECOND S	THE RESERVE OF THE PERSON NAMED IN	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN		The same of the sa	THE RESERVE TO SERVE	THE RESERVE OF THE PARTY OF THE	THE RESERVE OF THE PARTY OF THE	Marie Control of the	THE RESERVE OF THE PARTY OF THE	THE RESERVE OF THE PARTY OF THE		THE RESERVE THE PARTY OF THE PA	THE RESERVE THE PARTY OF THE PA	A STATE OF THE PARTY OF THE PAR

....ASHFORD.....

Schedule Time

Average Speed Per Hour

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.

A 11-10M

.13

25,4

Passenger Trains

6.00PM

30.0

.11

MAXIMUM SPEED PERMISSIBLE

Freight Trains

__20 M. P. H.

Between Park Jct, and Ashford ...

RY

6.00PM to 8 00AM

Between Park Jct, and Ashford... See other speed restrictions on page 12.

	THIRD CLASS	SECOND CLASS	FIRST	CLASS	Capa	city of lings Cars		Time Table No. 30					FIRST	CLASS	TI	IIRD CL	ASS		•	
	591	463	615	1	in	Care	from	IN EFFECT 12.01 A. M. JUNE 9th, 1929	1 5	, Calls	Office Closed	SYMBOLS		2	592	462				1
	Way Freigh	Time Freight	Passenger	Passenger	lings	Other Tracks	Distance Tacoma		Distance	egrapl	Week Days	See SpecialRule Page 13	Passenger	Passenger	Way Freight	Time Freight				
	Mon., Wed. and Fri.	Except Sat.	Daily	Daily	Sid	양	Tag	STATIONS	Dis	Tel			Daily	Daily	Tue. Thur, and Sat.	Except Sun.				
	L 7.15A	L 10.30PM	592 L 1.10PM	L 9.15M			0.0	TACOMA	67.2	MA		@RBK	A 4.30PM	A 7.50M	A 1.00PM	A 11.55PH				
	7.35	11.00	1 1.20	9.25	16	65	3.1	3.1 HILLSDALE	64.1	В	5.00PM to 8.00AM		1 4.20	7.40	12.40	11.30				
			1 1.25	9.29		30	5.5	2.4 MIDLAND	61.7		No Office		1 4.14	7.34						
	8.01	11.15	1.28	9.31	52		6.9	ALLISON.	60.3		No Office	W.4 Mi E	4.11	7.31	12.20	463 11.15				
	8.13	A 11.35PM	Af 1.36PM	9.38	40	55	11.2	4.3 FREDERICKSON	56.0	sj		YR	LI 4.04PH	7.24	12.05PM	L 10.55PM				
	8.23			9.40	32		12.8	1.6 BERKELEY	54.4		No Office			7.20	11.55					
				9.43		5	15.0	HARDING	52.2		No Office			7.16						
						7	15.9	0.9 GRAHAM	51.3		No Office									
	8.58			9.47	80	5	17.4	1.5 THRIFT	49.8		No Office			7.13	11.35					
	9.20			9.52		35	21.1	3.7 TANWAX JCT.	46.1		No Office	Y		7.07	11-20					
	9.45 10.15			591 9.56			98.0	1.9 KAPOWSIN		KN	5 00M 4- 8 00 M	710		7.04						
	10.15			9.56	21	75		9.9		KN	5.00PH to 8.00AH	WO		7.04	11.09					- -
	10.40				15,19			HÖLZ	40.9		No Office				10.44					-
	10.40			592 1 0 ·14				4.3 EATONVILLE			No Office	W		C 417	10.44					- -
	11.01				81		-	4.0 LA GRANDE		<u> </u>	8.00PM to 8.00AM	W		6.47	10.14					+
	11.35			10.21	19			4.6 ALDER			No Office			6.39	9.30					-
-	11.55			10.37	32	40		2.1 RELIANCE		AD	5.00PU to 8.00AH			6.24	9.01					-
	12.20			10.43	48			2.9 WILLIAMSON		HA	5.00PM to 8.00AM			6.21	8.50					-
	12.35			10.49	25			1.0 ELBE			No Office	_		6.16	8.30					- -
	12.45			10.52	24	80		Control of the state of the sta		H	5.00PM to 8.00AM	₩		6.14	8.20					
	12.59			A 10.57AM			-	PARK JCT.		152.5	No Office	PYJ		L 6.11PM	7.20					
	A 1.20P	4			35	126	-	4.1 MINERAL		D	10.30PM to 6.30AM	WORB			L 7.01A					_ _
								EAST CREEK JCT.	12.8		No Office	Y		<u> </u>						- -
							-	CARLSON LBR. CO. CROSSING	11.1	NI S	No Office									-
						14		COWLITZ JCT.	7.6		No Office									
						50	-	EAST FORKS	3.4		No Office	W. 1 Mi E								
						15		COAL CANYON	2.4		No Office									
						25	67.5	MORTON	0.0	MN	5.00PM to 8.00AM	Y								-
	6.05	1.05	25.9	1,42			-	Schedule Time Average Speed Per Hour					25,9	30.1	9.0	1.00				+
		ı			1	1	1	SPECIAL RUL	EC									-		1

Between Tacoma and Tanwax Jct.
Between Tanwax Jct. and Eatonville
Between Eatonville and Park Jct.
Between Park Jct. and Morton40 M. P. H.35 M. P. H.40 M. P. H.80 M. P. H. See other speed restrictions on page 12. Double track in use between Tacoma Jct. and Tide Flats Yard. See page 3.

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 Jet. sub-division. Telephone located at Headworks one mile east of Alder.

Cambridge ______Carlson Lbr. Co.____
 INDUSTRIAL FRA

 Cambridge
 2.0 miles west of East Creek Jct.

 Carlson Lbr. Co.
 1.5 miles west of East Creek Jct.

 Divide.
 4.0 miles west of East Creek Jct.

 Electron.
 0.3 mile west of Kapowsin

 Everitt Fisher Coal Co.
 0.25 miles west of Coal Canyon

 Fern Hill Lbr. Co.
 Harvard

 Fitzer.
 3.0 miles west of East on ville

 Flynn.
 2.0 miles east of Mineral

 G. G. Hardy.
 1.25 miles east of Mineral

1.3 miles west of Hillsdale
3.7 miles west of Cowlitz Jet.
0.6 mile east of Hardins
1 mile east of Alder
2.9 miles west of East Creek Jet.
3.2 miles west of Eatouville
3.3 miles west of LaGrande
5.0 miles west of East Creek Jet.
0.5 mile west of Cowlitz Jet. Harvard.
Inland.
Kirby.
LeRey Tbr. Co...
Millberg.
Monarch Fire Clay Co...
Rock Quarry.
Storm King.
Tilton River Log. Co...

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	FIRST	CLASS	Capa Sid	city of lings Care		Time Table No. 30					FIRST	CLASS		т	HIRD CLA	SS	
	463	415	615			Distance from Fredrickson	IN EFFECT 12:01 A. M. JUNE 9th, 1929	nce from iam	Telegraph Calls	Office Closed Week Days	SYMBOLS See		416	462				
	Time Freight	Passenger	Passenger	ings	Other	stance		63	legrap		See SpecialRule Page 13	Passenger	Passenger	Time Freight				
	Except Sat.	Daily	Daily	Sid	100	Fre	STATIONS	Dist	Tel			Daily	Daily	Except Sun.				
	L11.35PU		Lf 1.36PM		55	0.0	FREDERICKSON	93.8	SJ		YR	Af 4.04PU		A10.55PM				
	11.45		1 1.43		8	3.4	LOVELAND	90.4		No Office		1 3.57		10.43				
	11.55		1.51	48	2	8.0	4.6 GREENDALE	85.8		No Office	w	1 3.48		10.28				
			f 1.59				3.7 ROY			No Office		f 3.42						
	12.15AV		s 2.07	41	50				мс	4.15PM to 7.15AM	Y	s 3.32		10.00				
	12.40		s 2.22	42			7.6 RAINIER		RN	5.00PM to 8.00AM		s 3.17		9.32				
	1.05		f 2.37	39		-				No Office	w	1 3.02		9.05				
	1.50	L 2.50PM	A 2.50PM	36	45		MAYTOWN		МТ	5.00PN to 8.00AN	⊕-W-B-J-O RYP	L 250PM	As 2.45PM	8.42				
	2.01	f 2.59		26	20					No ОШсэ			1 2.33	8.27				
	2.20	s 3.10			7	46.6	5.5 ROCHESTER Northern Pacific Railway Co. Crossing	47.2	RH	5.00PH to 8.00AH			s 2.20	8.07				
	A 2.43A	As 3.15M				48.5	HELSING JCT.	45.3		No Office	RKJ		Ls 2.15P	L 8.00P				
						50.0	1.5 INDEPENDENCE	43.8										
						54.6	4.6 BALCH	39.2										
						58.5	3.9 CEDARVILLE	35.3										
						62.6	4.1 LANKNER	31.2										
						67.1	1.9 SAGINAW	26.7										
							1.7 SOUTH ELMA											
							3.4 FULLER											
						-	SOUTH MONTESANO											
							MELBOURNE						10.8 A					
		100	7			-	PREACHERS SLOUGH											
							NORTH RIVER JCT.											
						_		-										
						-	south aberdeen											
				_		The second second	0.9 ABERDEEN	OF REAL PROPERTY.			THE LOCAL PROPERTY OF THE PARTY							
	A 6.00AN	A 5,00PM	4			93.8	MAIUP OH.	0.0			WTYCO RBK		L 12.30Pl	L 5.00PM				
	6.25	2.10	1.14				Schedule Time					1.14	2.15	5.55				
	14.6	26.1	30.2				Average Speed Per Hour					30.2	25.2	15.9				

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

MAXIMUM SPEED PERMISSIBLE

Passenger Trains

Between Frederickson and Helsing Jct. ..

Preight Trains Between Frederickson and Helsing Jct. _____ See other speed restrictions on page 12.

3.0 miles east of Rainier
Mumby
1.5 miles west of Cedarville
0.5 mile west of South Elma Arkley______ Bordeaux _____ Craftdale_____ Damon_____

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

See other speed restrictions on page 12.

Between Helsing Jct. and Aberdeen, O.-W. R. & N. Co. Time Table and Rules govern. Between Aberdeen and Hoquiam, Northern Pacific RailJunction 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 and Spruceton.

Train order signal at Frederickson governs trains on Tacoma & Morton sub-division and Frederickson & Helsing Jct. sub-division.

First class trains register by card at Frederickson.

...40 M. P. H.

Junction switch at Maytown should be set and locked for Frederickson 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.

0 WESTWARD		0			tva.	AYTOWN AND RAYMO	IND.	-30	DISIDIO					 	EAST	WARL
	THIRD	FIRST CLASS	Capac	city of ings lars	8	Time Table No. 30	8	Calls			FIRST CLASS	THIRD CLASS				
	663	615			Distance from Maytown	IN EFFECT 12:01 A. M. JUNE 9th, 1929	Distance from Raymond	Telegraph C.	Office Closed Week Days	SYMBOLS	616	662				
	Way Freight	Passenger	Sidings	Other	istan		istan	elegr	West Days	See SpecialRule Page 13	Passenger	Way Freight				
	Except Sun.	Daily	Pis	Tra	MD	STATIONS	DE	Ĕ		,	D-0-	Except Sun.				
	L 7.01A	L 2.50%		45	0.0	NWOTYAM	65.7	мт	5 PM to 8 AM	⊕-WB-J O-R-Y-P	A 2.45PM	A 1.20PM				
	7.20	1 3.03	68		7.4	7.4 ESSEX	58.3		No Office		1 2.31	12.50				
	7.35	1 3.09		5	10.7	3.3 Ford's Prairie Coal Co. Crossing FORAN	55.0		No Office	G	1 2.25	12.40				
					12.4	1.7 Northern Pacific Railway Co. Crossing O. W. R. & N. Co. Crossing BLAKESLEE JCT.	53.3			I						
	8.01	s 3.15	69	50		1.3 CENTRALIA			4.30 Pll to 7.30All	Z-P	s 2.18	12.25 円		E E		
						0.6 Northern Pacific Railway Co. Crossing				G						
					17.0	2.7 2 Northern Pacific Railway Co. Crossings	48.7			G						
	8.30	s 3.23	64	100	17.4	0.4 CHEMALIS	48.3	СН	4 Pll to 8 All	K-P-W	s 2.10	11.50				
					1000	2.1 Northern Pacific Railway Co. Crossing	0.5			I						
	8.40	1 3.30	6		21.4	1.9 YOŁ	44.3		No Office		1 2.01	10.50				
	8.45	1 3.35		15	23.6	WEST ADNA	42.1		No Office		f 1.55	10 35				
	8.55	1 3.45		18	27.2	3.6 RUTH	38.5		No Office	P	1 1.46	10.20				
	9.15	1 3.59		12	33.0	5.8 MAYS	32.7	30.2	No Office		1 1.32	9.55				
	662 9.40	s 4.06	58	15	36.1	Schafer Bros. Lbr. Co. Crossing Northern Pacific Railway Co. Crossing DRYAD	39.6	YD	5.00PM to 8AM	GWP	s 1.25	663 9.40				
					36.4	Northern Pacific Railway Co. Crossing	29.3			I						
	9.50	s 4.12	18	10	37.4	1.0 Northern Pacific Railway Co. Crossing	28.3	TY	5.00 Fil to 8 All	GP	s 1.20	9.17				
	10.20	1 4.36		25	48.0	10.6 BURT	17.7	BU	5PM to 8AM		1 12.56	8.40				
	10.25	4.40	58			0.9 BEDFORD			No Office	W	12.53	8.35				
4 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	10.35		-	13	51.1	MACPHAIL	14.6		No Office		12.48	8.25				
		\$ 4.57				3.3 SUTICO	1500		5 PH to 8 AH	P	s 12.38	8.05				
		f 5.03			19.3	1.6 FIRDALE	9.7		No Office	W-P	f 12.34	7.50				
		1 5.10			59.2	3.2 MOOSE	6.5		No Office		1 12-25	7.35				
	11.34	1 5.16	6	and the same of th		2.7 LANDING.:	3.8		No Office		1 12.18	7.25				
	11.39	1 5.18		10	62.9	WILLAPA	2.8		No Office		112-15	7.20				
	11.45	f 5.22				SUNSET DUMP	1.4		No Office	P	112.13	7.15				
	A 12.107	A 5.25PM	26	130	65.7	1.4 RAYMOND Northern Pacific Railway Co. Crossing	0.0	RD	6.45 PN to 8 AM	⊕-W-K-B R-O-Y	L 12.10PM					
	5.09	2.35				Schedule Time					2.35	6.10				
	12.7	25,4	1000			Average Speed Per Hour					25.4	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. 615-616 stop on flag at Shepard and Swem. Nes. 662-663 carry passengers between Doty and Maytown.

MAYTOWN AND BAYMOND SUBDIVISION BAILWAY CROSSINGS INTERLOCKED—SEE SPECIAL RULE PAGE 12

MAXIMUM SPEED PERMISSIBLE

Passenger Trains
Between Maytown and MacPhail
Between MacPhail and Firdale
Between Firdale and Raymond

Between Maytown and MacPhuil
Between MacPhuil and Firdale
Between Firdale and Raymond
See other speed restrictions on page 12. 20 M. P. H. 15 M. P. H. 20 M. P. H.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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 Reguluations 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 PREVENTATIVE

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 38 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:

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:

lo	_leftat
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. Bouffleur	Chief Surgeon	Seattle, Wash.
Dr. H. Eugene Allen		
Dr. W. F. Hoffman	Oculist	Seattle, Wash.
Dr. M. R. Waltz	Oculist	Seattle, Wash.
Dr. H. G. Willard	District Surgeon	Tacoma, Wash.
Dr. D. H. Bell	Oculist	Tacoma, Wash.
Dr. A. W. Howe	Oculist	Tacoma, Wash.

Location Name		Title	Office Telephone	Residence Telephone	
Othello	Dr. F. J. Shadd	Local Surgeon	No telephone	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	" "	A2	A1	
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	" "	163	175	
Renton	Dr. Adolph Bronson	" "	4 J	4 M	
Seattle	Dr. H. Eugene Allen	" "	Elliott 3037	Garfield 0124	
Kent	Dr. C. B. Hoffman	" "	53 W	53 R	
Auburn	Dr. B. E. Hoye	" "	9 J	9 M	
Auburn	Dr. John Darst	" "	199J	354M	
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. J. F. Sigafoos	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	" "	614	613	
Raymond	Dr. A. L. Maclennan		94	95	

Ellensburg, Washington Ellensburg General Hospital Cle Elum, Washington Roslyn Cle Elum Hospital Everett, Washington Providence Hospital Seattle, Washington Virginia Mason Hospital Seattle, Washington St. Joseph's Hospital Tacoma, Washington St. Joseph's Hospital Hoquiam, Washington Hoquiam Hospital Chehalis, Washington St. Helen's Hospital Raymond, Washington Riverside 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

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 pass enger 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

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.

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 approaching railroad crossings at grade and interlocking plants must be controlled. Passenger trains must

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

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.

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.

TACOMA AND MORTON SUB-DIVISION

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.

MAYTOWN AND RAYMOND SUB-DIVISION

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 CROSSINGS 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 Railway Co. 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

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.

Employes are prohibited from riding:

- 1st. On engine footboard between engine and car when cars are being pushed.
- 2nd. On leading footboard while coupling engine to cars.
- 3rd On engine pilots.
- 4th On deadwood, drawbars, brake beams, journal boxes and brake wheels.
- 5th On ends of cars containing loads which may shift.
- 6th On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
- 7th On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

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

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 terr

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.

SYMBOLS

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

T—Turntable Y—Wye P—Dispatchers Te-ephone I—Interlocked

D—Dranching Tower.

B—Bulletin Beards

J—Junction

Z—Track Scales

J—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:

CLE ELUM AND OTHELLO SUB-DIVISION

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

Clo Elum—2625 ft. east of east switch—4200 ft. west of west switch.

MAPLE VALLEY AND CLE ELUM SUB-DIVISION

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.

TACOMA AND BLACK RIVER SUB-DIVISION

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 3480 ft. west of west switch, Hillsdale.

BAGLEY JCT. AND ENUMCLAW SUB-DIVISION

Selleck-2100 ft. east of east switch-2000 ft. west of west switch.

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

CEDAR FALLS AND EVERETT SUB-DIVISION

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.

TACOMA AND MORTON SUB-DIVISION

Tacoma—Yard limits extend from 4500 ft. east of Tacoma Jct. to Tide Flats Yard, Tacoma Passenger Station, and to yard limit sign 3480 ft. west of west switch, Hillsdale.

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—4250 ft. west of west switch.

Reliance—2000 ft. east of east switch—1070 ft. west of west switch.

Mineral—3000 ft. east of east switch—900 ft. west of

west switch (including East Creek Jct.)
Morton—3000 ft. east of east switch.

PARK JCT. AND ASHFORD SUB-DIVISION

Camp 17 and Ashford—Yard limits extend from 1350 ft. east of east switch at Camp 17 to end of track at Ashford.

FREDERICKSON AND HELSING JCT. SUB-DIVISION

Frederickson-2700 ft. west of west switch.

McKenna-3400 ft. east of east switch-3100 ft. west of west switch.

Maytown-2800 ft. east of east switch-3200 ft. west of west switch.

MAYTOWN AND RAYMOND SUB-DIVISION

Maytown-1400 ft. west of west switch.

Centralia—500 ft. east of N. P. Ry. Crossing Blakeslee Jct.—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.

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

	EASTWARD			Service Control				
CLASS OF POWER	TACOMA TO BLACK RIVER	TO	CEDAR FALLS TO HYAK	HYAK TO KITTITAS	KITTITAS TO BOYLSTON	TO	BEVERLY TO OTHELLO	THROUGH EFFICIENCY RATING
E. F.	5000	3000	1500	5000	1575	1575	5000	4012
	WESTWARD							
	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	THROUGH EFFICIENCY RATING
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 p	er cent.
Zero to 10 above	_Reduce	15 p	er cent.
Zero to 10 below			
10 to 20 below			

WATCH INSPECTORS

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

M. W. Davies W. C. Vandervort Cle Elum. Raymond. H. V. Rowe Tacoma. A. A. Mierow, 1105 Broadway Mineral. Fred. Straub Hoquiam. Morton, L. A. Jarnagin H. Mayer, 2809 1/2 Colby St. Enumelaw. A. C. Melsness Everett

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. Stations not shown in this list will not be open on Sunday.

Othello	Continuous	Snoqualmie Falls 9:00 AM to 11:00 AM, 5:00 PM to 7:00 PM
Beverly	Continuous	Everett10:00 AM to 12:00 N, 3:00 PM to 5:00 PM
Kittitas	Continuous	Tacoma 7:00 AM to 3:00 PM
Cle Elum	Continuous	FredericksonContinuous
Hyak	Continuous	Ashford11:00 AM to 1:00 PM, 4:30 PM to 6:30 PM
Cedar Falls	Continuous	Maytown 1:00 PM to 3:00 PM
Maple Valley	Continuous	Rochester 2:00 PM to 4:00 PM
Black River	Continuous	Chehalis 1:45 PM to 3:45 PM
Kent	8:00 AM to 12:15 PM, 3:45 PM to 8:15 PM	Dryad Tower 1:15 PM to 4:15 PM
Auburn	8:15 AM to 12:00 N, 4:00 PM to 8:30 PM	Doty 1:15 PM to 4:15 PM
Sumner	8:80 AM to 12:15 PM, 3:45 PM to 8:15 PM	Burt12:45 PM to 4:45 PM
No. Puyallup	5:45 PM to 7:45 PM	Sutico12:30 PM to 5:00 PM
Tacoma Jct.	Continuous	Raymond11:00 AM to 1:00 PM, 4:00 PM to 6:00 PM

WEIGHT OF LOCOMOTIVE INCLUDING TENDER

$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	79 ton 104 ton 278 ton 281 ton 288 ton 272 ton 310 ton	ns ns ns ns
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T. E. CORBETT Chief Dispatcher.

Seattle.

J. S. ECCLES, Assistant Trainmaster.

F. BUCHANAN, Traveling Engr. and Asst. Trainmaster

Arnt Setter, 521 Second Ave.

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 Enumciaw and Enumciaw Jct.

