

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

COAST DIVISION

## TIME TABLE No. 31

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

PACIFIC OR 120<sup>th</sup> MERIDIAN TIME

### SUNDAY, DECEMBER 15<sup>TH</sup>, 1929

Superseding Time Table No. 30

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                    |                            |  | FIRST CLASS             |                          |                        | Capacity of Sidings in Cars |              | Distance from Othello | Time Table No. 31<br>IN EFFECT 12.01 A. M.<br>DECEMBER 15th, 1929 | Distance from Cle Elum | Telegraph Calls | Office Closed Week Days | SYMBOLS<br>See Special Rule Page 13 | FIRST CLASS              |                         |                          | SECOND CLASS             |                                 |                        |       |
|---------------------------------|----------------------------|--|-------------------------|--------------------------|------------------------|-----------------------------|--------------|-----------------------|---|------------------------|-----------------|-------------------------|-------------------------------------|--------------------------|-------------------------|--------------------------|--------------------------|---------------------------------|------------------------|-------|
| 117                             | 263                        |  | 7                       | 15                       | 17                     | Sidings                     | Other Trucks |                       |   |                        |                 |                         |                                     | 8                        | 18                      | 16                       | 264                      | 266                             | 118                    |       |
| Mixed                           | Time Freight               |  | Passenger               | Passenger                | Passenger              |                             |              |                       |   |                        |                 |                         | Passenger                           | Passenger                | Passenger               | Time Freight             | Freight                  | Mixed                           |                        |       |
| Mondays, Wednesdays and Fridays | Daily                      |  | Daily                   | Daily                    | Daily                  |                             |              |                       |   |                        |                 |                         | Daily                               | Daily                    | Daily                   | Daily                    | Daily                    | Mondays, Wednesdays and Fridays |                        |       |
| L 4.00 <sup>8</sup> AM          | L 2.00 <sup>266</sup> AM   |  | L 12.35 <sup>8</sup> PM | L 3.05 <sup>266</sup> AM | L 1.05 <sup>8</sup> AM |                             |              | 0.0                   | OTHELLO   | 98.9                   | SO              |                         | B@TORWC                             | A 3.30 <sup>117</sup> AM | A 3.00 <sup>15</sup> PM | A 11.59 <sup>16</sup> PM | A 5.15 <sup>15</sup> PM  | A 3.00 <sup>263</sup> AM        | A 1.15 <sup>7</sup> PM |       |
| 4.15                            | 2.25                       |  | 12.44                   | 3.19                     | 1.15                   | 66                          | 11           | 5.5                   | ANSON   | 93.4                   |                 | No Office               | P                                   | f 3.19                   | 2.49                    | 11.51                    | 4.35                     | 2.25                            | 12.59                  |       |
| 4.25                            | 2.40                       |  | f 12.50 <sup>118</sup>  | 3.27                     | 1.22                   | 64                          | 11           | 9.2                   | TAUNTON   | 89.7                   |                 | No Office               | P                                   | f 3.13                   | 2.43                    | 11.45                    | 4.15                     | 2.05                            | 12.50 <sup>7</sup>     |       |
| 4.43                            | 3.02                       |  | f 1.00                  | 3.38                     | 1.32                   | 63                          | 18           | 15.0                  | CORFU   | 83.9                   |                 | No Office               | PW                                  | f 3.02 <sup>263</sup>    | 2.32                    | 11.36                    | 3.45                     | 1.32                            | 12.20                  |       |
| 5.02                            | 3.38 <sup>15</sup><br>4.05 |  | f 1.16                  | 3.55 <sup>263</sup>      | 1.48                   | 66                          | 12           | 24.7                  | SMYRNA  | 74.2                   |                 | No Office               | P                                   | f 2.46                   | 2.15                    | 11.19                    | 3.05                     |                                 | 12.01 <sup>PM</sup>    |       |
| 5.20                            | 4.25                       |  | 1.24                    | 4.05                     | 1.56                   | 61                          | 19           | 31.2                  | JERICO  | 67.7                   |                 | No Office               | P                                   | 2.37                     | 2.05                    | 11.10                    | 2.35                     |                                 | 12.35                  |       |
| 5.40                            | 4.45                       |  | s 1.38 <sup>264</sup>   | 4.16                     | s 2.11                 | No. 2<br>101<br>No. 1<br>74 | 75           | 37.8                  | BEVERLY   | 61.1                   | BV              |                         | @OYBWR                              | s 2.28                   | s 1.56 <sup>264</sup>   | 11.01                    | 18<br>7                  | 2.05<br>1.38                    | 12.15 <sup>AM</sup>    | 11.05 |
| A 5.45 <sup>AM</sup>            |                            |  |                         |                          |                        |                             |              | 38.8                  | BEVERLY JCT.  | 60.1                   |                 | No Office               | J                                   |                          |                         |                          |                          |                                 | L 11.00 <sup>AM</sup>  |       |
|                                 | 5.05                       |  | 1.48 <sup>18</sup>      | 4.24                     | 2.22 <sup>8</sup>      | 65                          | 11           | 40.6                  | COHASSETT   | 58.3                   |                 | No Office               | P                                   | f 2.22 <sup>17</sup>     | 1.48 <sup>7</sup>       | 10.54                    | 1.15                     |                                 | 11.50                  |       |
|                                 | 5.19                       |  | f 1.58                  | 4.34                     | 2.31                   | 39                          | 3            | 44.0                  | DORIS   | 54.9                   |                 | No Office               | P                                   | f 2.13                   | 1.38                    | 10.45                    | 12.59                    |                                 | 11.35                  |       |
|                                 | 5.44                       |  | 2.12                    | 4.48                     | 2.44                   | 64                          | 5            | 49.6                  | RYE   | 49.3                   |                 | No Office               | PW                                  | 1.59                     | 1.24                    | 10.31                    | 12.34                    |                                 | 11.01                  |       |
|                                 | 5.56                       |  | 2.21                    | 4.58                     | 2.53                   | 79                          | 9            | 52.9                  | CHEVIOT   | 46.0                   |                 | No Office               | P                                   | 1.51                     | 1.15                    | 10.22                    | 12.15 <sup>PM</sup>      |                                 | 10.43                  |       |
|                                 | 6.06                       |  | 2.30                    | 5.07                     | 3.02                   | 79                          | 20           | 56.6                  | BOYLSTON  | 42.3                   |                 | No Office               | P                                   | 1.43                     | 1.06                    | 10.14 <sup>266</sup>     | 11.55                    | 16                              | 10.24<br>10.02         |       |
|                                 | 6.23                       |  | 2.43                    | 5.19                     | 3.15                   | 64                          | 8            | 62.1                  | RENSLOW   | 36.8                   |                 | No Office               | P                                   | 1.30                     | 12.54                   | 10.02                    | 11.35                    |                                 | 9.30                   |       |
|                                 | 6.39                       |  | f 2.53                  | f 5.30                   | f 3.25                 | 75                          | 85           | 67.2                  | KITTITAS  | 31.7                   | KY              |                         | @BY                                 | f 1.21                   | f 12.43                 | 9.53                     | 11.15                    |                                 | 9.10                   |       |
|                                 | 6.59                       |  | s 3.03                  | s 5.40                   | s 3.35                 | 61                          | 48           | 73.6                  | ELLENSBURG  | 25.3                   | NB              | 5.00PM to 8.00AM        |                                     | s 1.12                   | s 12.35                 | s 9.44                   | 10.35                    |                                 | 8.40                   |       |
|                                 | 7.24                       |  | f 3.14                  | 5.53                     | f 3.46                 | 64                          | 20           | 80.5                  | THORP   | 18.4                   | RP              | 5.00PM to 8.00AM        |                                     | f 1.02                   | f 12.24                 | 9.35                     | 10.01                    |                                 | 7.59                   |       |
|                                 | 7.55                       |  | 3.30                    | 6.12                     | 4.02                   | 66                          | 8            | 88.9                  | HORLICK   | 10.0                   |                 | No Office               | P                                   | 12.49                    | 12.10 <sup>PM</sup>     | 9.20                     | 9.35                     |                                 | 7.30                   |       |
|                                 | A 8.30 <sup>264</sup> AM   |  | A 3.45 <sup>PM</sup>    | A 6.30 <sup>AM</sup>     | A 4.20 <sup>AM</sup>   |                             |              | 98.9                  | CLE ELUM  | 0.0                    | CM              |                         | @WRB                                | L 12.35 <sup>AM</sup>    | L 11.55 <sup>AM</sup>   | L 9.05 <sup>PM</sup>     | L 9.01 <sup>263</sup> AM | L 7.00 <sup>PM</sup>            |                        |       |
| 1.45                            | 6.30                       |  | 3.10                    | 3.25                     | 3.15                   |                             |              |                       | Schedule Time   |                        |                 |                         |                                     | 2.55                     | 3.05                    | 2.54                     | 8.14                     | 8.00                            | 2.15                   |       |
| 2.22                            | 15.2                       |  | 31.2                    | 28.9                     | 30.4                   |                             |              |                       | Average Speed per Hour  |                        |                 |                         |                                     | 33.9                     | 32.1                    | 34.1                     | 12.0                     | 12.4                            | 17.2                   |       |

**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. 18 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.

Junction switch at Beverly Junction should be set and locked for Othello and Cle Elum 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 Beverly .....60 M. P. H.  
 Between Beverly and Kittitas .....28 M. P. H.  
 Between Kittitas and Cle Elum.....50 M. P. H.

**Freight Trains**  
 Between Othello and Beverly.....35 M. P. H.  
 Between Beverly and Boylston.....18 M. P. H.  
 Between Boylston and Kittitas.....20 M. P. H.  
 Between Kittitas and Cle Elum.....35 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  
 Regal .....3.5 miles east of Ellensburg

Taneum .....2.6 miles west of Thorp  
 Woldale.....3.6 miles west of Ellensburg











| FIRST CLASS        |                    |  |                      |  | Time Table No. 31<br>IN EFFECT 12.01 A. M.<br>DECEMBER 15th, 1929                  | Distance from<br>Tacoma | Telegraph Calls | Office Closed<br>Week Days | SYMBOLS<br>See<br>Special Rule<br>Page 13 | SECOND CLASS                                  |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
|--------------------|--------------------|--|----------------------|--|--|-------------------------|-----------------|----------------------------|---|---|------------------|----------------------------|-----------------------|---|--------------------|---|----------------------|---|---------------------|---|-----------------------|
| 8                  | 16                 | 52   | 18                   | 54   |  |                         |                 |                            |   | 92  | 266              | 94                         | 264                   |   |                    |   |                      |   |                     |   |                       |
| Passenger<br>Daily | Passenger<br>Daily | O-W.R.&N.<br>No. 561<br>Passenger<br>Daily | Passenger<br>Daily   | O-W.R.&N.<br>No. 563<br>Passenger<br>Daily |  |                         |                 |                            |   | O-W.R.&N.<br>No. 691<br>Time Freight<br>Daily | Freight<br>Daily | Way Freight<br>Except Sun. | Time Freight<br>Daily |   |                    |   |                      |   |                     |   |                       |
| STATIONS           |                    |  |                      |  |  |                         |                 |                            |   |   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
| A                  | 9.15PM             | A  | 6.00PM               |  | A  | 8.45AM                  |                 |                            |   |   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
|                    |                    |  |                      |  | SEATTLE  | 37.6                    |                 |                            |   |   |                  |                            |                       | A | 3.30PM             |   |                      |   |                     |   |                       |
|                    |                    |  |                      |  | 3.4<br>ARGO<br>O. W. R. & N. Co. Crossing<br>Northern Pacific Railway Co. Crossing | 34.2                    |                 |                            |   |   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
|                    |                    |  |                      |  | 1.7<br>VAN ASSELT  | 32.5                    |                 |                            |   |   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
| A                  | 8.55PM             | A  | 5.40PM <sup>93</sup> | A  | 4.35PM   | A                       | 8.25AM          | A                          | 6.00AM                                    |   |                  |                            |                       | A | 6.25AM             | A | 9.35AM               | A | 2.00PM              | A | 11.05PM <sup>53</sup> |
|                    |                    |  |                      |  | BLACK RIVER<br>Northern Pacific Railway Co. Crossing                               | 28.2                    | BI              |                            | YWRIKJ                                    |   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
| f                  | 8.42               |  | 5.28                 |  | 263<br>4.22  |                         | 17<br>8.15      |                            | 5.46                                      |   |                  |                            |                       |   | 6.05               |   | 9.15                 |   | 1.15                |   | 10.44                 |
|                    |                    |  |                      |  | 6.9<br>KENT  | 21.3                    | K               | 10.00PM to 7.00AM          |   |   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
| f                  | 8.33               |  | 5.18                 |  | 4.12   |                         | 8.03            |                            | 5.36                                      |   |                  |                            |                       |   | 5.52               |   | 8.50                 |   | 12.30PM             |   | 10.29                 |
|                    |                    |  |                      |  | 5.0<br>AUBURN  | 16.3                    | BR              | 12.00M to 8.00AM           |   |   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
|                    | 8.25               |  | 5.10                 |  | 4.03   |                         | 7.55            |                            | 5.28                                      |   |                  |                            |                       |   | 5.40               |   | 8.34 <sup>17</sup>   |   | 11.59 <sup>51</sup> |   | 10.15                 |
|                    |                    |  |                      |  | 4.6<br>BENROY  | 11.7                    |                 | No Office                  |   | P   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
| f                  | 8.19               |  | 5.04 <sup>263</sup>  |  | 3.58   |                         | 7.49            |                            | 5.23                                      |   |                  |                            |                       |   | 5.34               |   | 8.20                 |   | 11.01 <sup>15</sup> |   | 10.07                 |
|                    |                    |  |                      |  | 2.5<br>SUMNER  | 9.2                     | UX              | 11.45PM to 7.45AM          |   | W   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
| f                  | 8.15               |  | 5.01                 |  | 3.54   |                         | 7.45            |                            | 5.20                                      |   |                  |                            |                       |   | 5.30               |   | 8.01                 |   | 10.15               |   | 10.02                 |
|                    |                    |  |                      |  | 1.7<br>NORTH PUYALLUP  | 7.5                     | PX              | 5.00PM to 8.00AM           |   |   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
|                    | 8.07 <sup>91</sup> |  | 4.52                 | L  | 3.45PM   |                         | 7.37            | L                          | 5.10AM <sup>92</sup>                      |   |                  |                            |                       |   | 5.40 <sup>54</sup> | L | 7.45AM <sup>18</sup> | L | 9.55AM              | L | 9.45PM                |
|                    |                    |  |                      |  | 5.5<br>TACOMA JCT.   | 2.0                     | JN              |                            |   | RJ@KB   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
| L                  | 8.00PM             | L  | 4.45PM               |  | 7.30AM   |                         |                 |                            |   | @RBK  |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
|                    | 1.15               |  | 1.15                 |  | .50  |                         | 1.15            |                            | .50                                       |   |                  |                            |                       |   | 1.10               |   | 1.50                 |   | 5.35                |   | 1.20                  |
|                    | 30.1               |  | 30.1                 |  | 31.5   |                         | 30.1            |                            | 31.5                                      |   |                  |                            |                       |   | 22.5               |   | 14.3                 |   | 6.7                 |   | 19.7                  |
|                    |                    |  |                      |  | Schedule Time  |                         |                 |                            |   |   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |
|                    |                    |  |                      |  | Average Speed Per Hour   |                         |                 |                            |   |   |                  |                            |                       |   |                    |   |                      |   |                     |   |                       |

SPECIAL RULES

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

RULES GOVERNING INTERLOCKING PLANT, NORTHERN PACIFIC RAILWAY CO. CROSSING, BLACK RIVER

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

|  |   |   |
|--|---|---|
| <b>For Eastward Trains:</b>                      | <b>For Westward Trains from Seattle:</b>        | <b>For Westward Trains from Black River Yard via Wye:</b> |
| Distant signal located...2300 feet west of tower | Distant signal located—1500 feet east of tower  | Distant signal located...1200 feet east of tower          |
| Home signal located..... 800 feet west of tower  | Home signal located..... 800 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. 51, 52, 53 and 54 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 **RIGHTHAND** 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.

Standard Clock, Tide Flats Yard Office.



| THIRD CLASS                |  | FIRST CLASS        |  | Capacity of Sidings in Cars |              | Distance from Cedar Falls | Time Table No. 31<br>IN EFFECT 12:01 A. M.<br>DECEMBER 15th, 1929    |             |           |                  | Distance from Everett | Telegraph Calls | Office Closed Week Days | SYMBOLS<br>See Special Rule Page 13 | FIRST CLASS |  | THIRD CLASS |  |
|----------------------------|--|--------------------|--|-----------------------------|--------------|---------------------------|--|-------------|-----------|------------------|-----------------------|-----------------|-------------------------|-------------------------------------|-------------|--|-------------|--|
| 291                        |  | 215                |  | Sidings                     | Other Tracks |                           | STATIONS   |             |           |                  |                       |                 |                         |                                     | 216         |  | 292         |  |
| Way Freight<br>Except Mon. |  | Passenger<br>Daily |  |                             |              |                           | Passenger  | Way Freight | Passenger | Way Freight      |                       |                 |                         |                                     | Except Sun. |  |             |  |
| L 3.01AM                   |  | L 8.40AM           |  |                             | Yard         | 0.0                       | .....CEDAR FALLS.....  | 54.7        | MY        |                  | ⊕OYZ<br>WRB           | A 7.10PM        | A 5.15PM                |                                     |             |  |             |  |
| 3.27                       |  | f 8.55             |  |                             |              | 5.9                       | .....5.9<br>TANNER<br>Northern Pacific Railway Co. Crossing.....     | 48.8        |           | No Office        | K                     | f 6.54          | 4.40                    |                                     |             |  |             |  |
| 3.39                       |  | s 9.00             |  | 42                          | 19           | 8.0                       | .....2.1<br>NORTH BEND.....  | 46.7        |           | No Office        | WY                    | s 6.48          | 4.28                    |                                     |             |  |             |  |
| 3.56                       |  | s 9.09             |  | 35                          |              | 11.2                      | .....3.2<br>SNOQUALMIE FALLS.....                                    | 43.5        | Q         | 5.00PM to 8.00AM |                       | s 6.40          | 3.50                    |                                     |             |  |             |  |
| 4.01                       |  | f 9.13             |  | 23                          |              | 12.3                      | .....1.1<br>TOKUL.....   | 42.4        |           | No Office        |                       | f 6.35          | 3.45                    |                                     |             |  |             |  |
| 4.20                       |  | s 9.23             |  | 11                          |              | 16.9                      | .....4.6<br>FALL CITY.....   | 37.8        |           | No Office        |                       | f 6.22          | 3.25                    |                                     |             |  |             |  |
| 4.47                       |  | s 9.36             |  | 44                          | 20           | 22.3                      | .....5.4<br>CARNATION.....   | 32.4        | J         | 5.00PM to 8.00AM | W                     | s 6.08          | 3.05                    |                                     |             |  |             |  |
| 5.07                       |  | f 9.43             |  | 36                          | 4            | 25.6                      | .....3.3<br>STILLWATER.....  | 29.1        |           | No Office        | P                     | s 6.00          | 2.50                    |                                     |             |  |             |  |
| 5.29                       |  | s 9.55             |  | 36                          | 20           | 31.0                      | .....5.4<br>DUVALL.....  | 23.7        | VA        | 5.00PM to 8.00AM |                       | s 5.49          | 2.30                    |                                     |             |  |             |  |
| 5.47                       |  | f 10.08            |  | 15                          | 10           | 36.6                      | .....5.6<br>HIGH ROCK.....   | 18.1        |           | No Office        | P                     | f 5.39          | 2.10                    |                                     |             |  |             |  |
| 6.04                       |  | s 10.17            |  | 31                          | 130          | 40.8                      | .....4.2<br>MONROE.....  | 13.9        | MR        | 5.00PM to 8.00AM | WYK                   | s 5.31          | 1.55                    |                                     |             |  |             |  |
|                            |  |                    |  |                             |              | 41.4                      | .....0.6<br>G. N. RY. CROSSING.....                                  | 13.3        |           | No Office        | G                     |                 |                         |                                     |             |  |             |  |
| 6.16                       |  | f 10.21            |  | 15                          | 3            | 42.6                      | .....1.2<br>WOODRUFF<br>Western Washington R. R. Co.'s Crossing..... | 12.1        |           | No Office        | G-K                   | f 5.26          | 1.35                    |                                     |             |  |             |  |
| 6.28                       |  | f 10.26            |  |                             | 11           | 44.8                      | .....2.2<br>LETTUCETON.....  | 9.9         |           | No Office        |                       | f 5.20          | 1.25                    |                                     |             |  |             |  |
| 6.45                       |  | s 10.31            |  | 42                          | 20           | 47.7                      | .....2.9<br>SNOHOMISH.....   | 7.0         | MI        | 5.00PM to 8.00AM |                       | s 5.15          | 1.15                    |                                     |             |  |             |  |
|                            |  |                    |  |                             |              | 51.9                      | .....4.2<br>Drawbridge.....  | 2.8         |           |                  | G                     |                 |                         |                                     |             |  |             |  |
| 7.15                       |  | 10.44              |  |                             | Yard         | 53.1                      | .....1.2<br>Drawbridge<br>BELT YARD.....                             | 1.6         |           | No Office        | KZJ                   | 5.05            | 12.45                   |                                     |             |  |             |  |
| A 7.30AM                   |  | A 10.50AM          |  |                             |              | 54.7                      | .....1.6<br>EVERETT.....   | 0.0         | RT        | 5.00PM to 8.00AM | ⊕OBTWR                | L 5.00PM        | L 12.30PM               |                                     |             |  |             |  |
| 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 track occupied.

Junction switch at Belt Yard should be set and locked for main track 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.....25 M. P. H.     | Between Falls City and a point three miles west.....12 M. P. H.  |
| Over Tokul Creek Bridge.....15 M. P. H.           | Between all other points.....20 M. P. H.   |

See other speed restrictions on page 12.







| THIRD CLASS         |              |           |  | SECOND CLASS | FIRST CLASS          |              | Capacity of Sidings in Cars | Distance from Tacoma | Time Table No. 31<br>IN EFFECT 12.01 A. M.<br>DECEMBER 15th, 1929 |                           |      |     | Distance from Morton | Telegraph Calls | Office Closed Week Days | SYMBOLS<br>See Special Rule Page 13 | FIRST CLASS |  | THIRD CLASS |  |
|---------------------|--------------|-----------|--|--------------|----------------------|--------------|-----------------------------|----------------------|---|---------------------------|------|-----|----------------------|-----------------|-------------------------|-------------------------------------|-------------|--|-------------|--|
| 591                 | 463          | 415       |  | 416          | 592                  | 462          |                             |                      | STATIONS  | 416                       | 592  | 462 |                      |                 |                         |                                     |             |  |             |  |
| Way Freight         | Time Freight | Passenger |  | Passenger    | Way Freight          | Time Freight | Sidings                     | Other Tracks         |   |                           |      |     |                      |                 |                         |                                     |             |  |             |  |
| Mon., Wed. and Fri. | Except Sat.  | Daily     |  | Daily        | Tue., Thur. and Sat. | Except Sun.  |                             |                      |   |                           |      |     |                      |                 |                         |                                     |             |  |             |  |
| L 7.15AM            | L 10.30PM    | L 1.10PM  |  | L 4.30PM     | A 1.00PM             | A 11.55PM    |                             |                      | 0.0   | TACOMA                    | 67.2 | MA  |                      |                 | ⊕RBK                    |                                     |             |  |             |  |
| 7.35                | 11.00        | f 1.20    |  | f 4.20       | 12.40                | 11.30        | 95                          | 182                  | 3.1   | HILLSDALE                 | 64.1 |     | No Office            |                 |                         |                                     |             |  |             |  |
|                     |              | f 1.25    |  | f 4.14       |                      |              |                             | 30                   | 5.5   | MIDLAND                   | 61.7 |     | No Office            |                 |                         |                                     |             |  |             |  |
| 8.01                | 462 11.15    | 1.28      |  | 4.11         | 12.20                | 463 11.15    | 52                          |                      | 6.9   | ALLISON                   | 60.3 |     | No Office            | W. 4 Mi E       |                         |                                     |             |  |             |  |
| 8.13                | A 11.35PM    | A 1.36PM  |  | L 4.04PM     | 12.05PM              | L 10.55PM    | 40                          | 7                    | 11.2  | FREDERICKSON              | 56.0 | SJ  |                      | YR              |                         |                                     |             |  |             |  |
| 8.23                |              |           |  |              | 11.55                |              |                             |                      | 12.8  | BERKELEY                  | 54.4 |     | No Office            |                 |                         |                                     |             |  |             |  |
|                     |              |           |  |              |                      |              |                             |                      | 15.0  | HARDING                   | 52.2 |     | No Office            |                 |                         |                                     |             |  |             |  |
|                     |              |           |  |              |                      |              |                             |                      | 15.9  | GRAHAM                    | 51.3 |     | No Office            |                 |                         |                                     |             |  |             |  |
| 8.58                |              |           |  |              | 11.35                |              | 80                          | 5                    | 17.4  | THRIFT                    | 49.8 |     | No Office            |                 |                         |                                     |             |  |             |  |
| 10.00               |              |           |  |              | 11.09                |              | 21                          | 75                   | 23.0  | KAPOWSIN                  | 44.2 | KN  | 5.00PM to 8.00AM     | WO              |                         |                                     |             |  |             |  |
|                     |              |           |  |              |                      |              |                             |                      | 26.3  | HOLZ                      | 40.9 |     | No Office            |                 |                         |                                     |             |  |             |  |
| 10.40               |              |           |  |              | 10.44                |              |                             | 8                    | 28.3  | CLAY CITY                 | 38.9 |     | No Office            |                 |                         |                                     |             |  |             |  |
| 11.01               |              |           |  |              | 10.14                |              | 81                          | 30                   | 32.6  | EATONVILLE                | 34.6 | V   | 5.00PM to 8.00AM     | W               |                         |                                     |             |  |             |  |
| 11.35               |              |           |  |              | 9.30                 |              | 19                          |                      | 36.6  | LA GRANDE                 | 30.6 |     | No Office            |                 |                         |                                     |             |  |             |  |
| 11.55               |              |           |  |              | 9.01                 |              | 32                          | 25                   | 41.2  | ALDER                     | 26.0 | AD  | 5.00PM to 8.00AM     |                 |                         |                                     |             |  |             |  |
| 12.20PM             |              |           |  |              | 8.50                 |              | 48                          |                      | 43.3  | RELIANCE                  | 23.9 | RA  | 3.30PM to 6.30AM     |                 |                         |                                     |             |  |             |  |
| 12.35               |              |           |  |              | 8.30                 |              | 21                          |                      | 46.2  | WILLIAMSON                | 21.0 |     | No Office            |                 |                         |                                     |             |  |             |  |
| 12.45               |              |           |  |              | 8.20                 |              | 24                          | 30                   | 47.2  | ELBE                      | 20.0 | H   | 5.00PM to 8.00AM     | W               |                         |                                     |             |  |             |  |
| 12.59               |              |           |  |              | 7.20                 |              |                             |                      | 49.6  | PARK JCT.                 | 17.6 |     | No Office            | PYJ             |                         |                                     |             |  |             |  |
| A 1.20PM            |              |           |  |              | L 7.01AM             |              | 35                          | 200                  | 53.7  | MINERAL                   | 13.5 | D   | 10.00PM to 6.00AM    | WORB            |                         |                                     |             |  |             |  |
|                     |              |           |  |              |                      |              |                             |                      | 54.4  | EAST CREEK JCT.           | 12.8 |     | No Office            | Y               |                         |                                     |             |  |             |  |
|                     |              |           |  |              |                      |              |                             |                      | 56.1  | CARLSON LBR. CO. CROSSING | 11.1 |     | No Office            |                 |                         |                                     |             |  |             |  |
|                     |              |           |  |              |                      |              | 14                          |                      | 59.6  | COWLITZ JCT.              | 7.6  |     | No Office            |                 |                         |                                     |             |  |             |  |
|                     |              |           |  |              |                      |              | 15                          |                      | 64.8  | COAL CANYON               | 2.4  |     | No Office            | W. 2 Mi E       |                         |                                     |             |  |             |  |
|                     |              |           |  |              |                      |              | 25                          |                      | 67.2  | MORTON                    | 0.0  | MN  | 4.00PM to 7.00AM     | Y               |                         |                                     |             |  |             |  |
| 6.05                | 1.05         | .26       |  | .26          | 5.59                 | 1.00         |                             |                      |   | Schedule Time             |      |     |                      |                 |                         |                                     |             |  |             |  |
| 8.8                 | 10.3         | 25.9      |  | 25.9         | 9.0                  | 11.2         |                             |                      |   | Average Speed Per Hour    |      |     |                      |                 |                         |                                     |             |  |             |  |

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

**MAXIMUM SPEED PERMISSIBLE**

**Passenger Trains**

Between Tacoma and Kapowsin.....40 M. P. H.  
 Between Kapowsin and Eatonville.....35 M. P. H.  
 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 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 Jct. sub-division.

Telephone located at Headworks one mile east of Alder.

Automatic block system is in use between Hillsdale and junction switch near passenger station Tacoma. Observe automatic block signal rules.

**Freight Trains**

Between Tacoma and Morton.....20 M. P. H.

See other speed restrictions on page 12.

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.  
 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 Eatonville

Harvard.....1.3 miles west of Hillsdale  
 Kirby.....0.6 mile east of Harding  
 LeRoy Tbr. Co.....1 mile east of Alder  
 Millberg.....2.9 miles west of East Creek Jct.  
 Rock Quarry.....3.3 miles west of LaGrande  
 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.



| SECOND CLASS |            | FIRST CLASS |              | Capacity of Sidings in Cars |  | Time Table No. 31<br>IN EFFECT 12.01 A. M.<br>DECEMBER 15th, 1929 |          |                       | FIRST CLASS     |                         | THIRD CLASS                         |     |  |     |
|--------------|------------|-------------|--------------|-----------------------------|--|---|----------|-----------------------|-----------------|-------------------------|-------------------------------------|-----|--|-----|
| 463          |            | 415         |              | Sidings                     | Other Tracks   | Distance from Frederickson  | STATIONS | Distance from Hoquiam | Telegraph Calls | Office Closed Week Days | SYMBOLS<br>See Special Rule Page 13 | 416 |  | 462 |
| Time Freight | Passenger  | Passenger   | Time Freight |                             |  |   |          |                       |                 |                         |                                     |     |  |     |
| Except Sat.  | Daily      | Daily       | Except Sun.  |                             |  |   |          |                       |                 |                         |                                     |     |  |     |
| L 11:35 PM   | L 1:36 PM  | 40          | 7            | 0.0                         | FREDERICKSON   | 93.8  | SJ       | YR                    | A 4:04 PM       | A 10:55 PM              |                                     |     |  |     |
| 11:45        | f 1:43     |             | 8            | 3.4                         | 3.4 LOVELAND   | 90.4  |          | No Office             | f 3:57          | 10:43                   |                                     |     |  |     |
| 11:55        | f 1:51     | 48          | 2            | 8.0                         | 4.6 GREENDALE  | 85.8  |          | No Office             | f 3:48          | 10:28                   |                                     |     |  |     |
|              | f 1:59     |             |              | 11.7                        | 3.7 ROY  | 82.1  |          | No Office             | f 3:42          |                         |                                     |     |  |     |
| 12:15 AM     | s 2:07     | 41          | 50           | 15.8                        | 4.1 McKENNA  | 78.0  | MC       | 4.15 PM to 7.15 AM    | s 3:32          | 10:00                   |                                     |     |  |     |
| 12:40        | s 2:22     | 42          |              | 23.4                        | 7.6 RAINIER  | 70.4  | RN       | 5.00 PM to 8.00 AM    | s 3:17          | 9:32                    |                                     |     |  |     |
| 1:05         | f 2:37     | 39          |              | 31.2                        | 7.8 OFFUTT LAKE  | 62.6  |          | No Office             | f 3:02          | 9:05                    |                                     |     |  |     |
| 1:50         | s 2:50     | 36          | 45           | 37.2                        | 6.0 MAYTOWN  | 56.6  | MT       | 5.00 PM to 8.00 AM    | s 2:50          | 8:42                    |                                     |     |  |     |
| 2:01         | f 2:59     | 26          | 20           | 41.1                        | 3.9 MUMBY  | 52.7  |          | No Office             | f 2:35          | 8:27                    |                                     |     |  |     |
| 2:20         | s 3:10     |             | 7            | 46.6                        | 5.5 ROCHESTER<br>Northern Pacific Railway Co. Crossing | 47.2  | RH       | 5.00 PM to 8.00 AM    | s 2:20          | 8:07                    |                                     |     |  |     |
| A 2:43 AM    | As 3:15 PM |             |              | 48.5                        | 1.9 HELSING JCT.                                       | 45.3  |          | No Office             | R K J           | L 8:00 PM               |                                     |     |  |     |
|              |            |             |              | 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  |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 65.2                        | 2.6 RONY   | 28.6  |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 67.1                        | 1.9 SAGINAW  | 26.7  |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 68.8                        | 1.7 SOUTH ELMA   | 25.0  |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 72.2                        | 3.4 FULLER   | 21.6  |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 78.7                        | 6.5 SOUTH MONTESANO                                    | 15.1  |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 80.1                        | 1.4 MELBOURNE  | 13.7  |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 82.9                        | 2.8 PREACHERS SLOUGH                                   | 10.9  |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 86.4                        | 3.5 NORTH RIVER JCT.                                   | 7.4   |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 87.5                        | 1.1 COSMOPOLIS   | 6.3   |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 89.3                        | 1.8 SOUTH ABERDEEN                                     | 4.5   |          |                       |                 |                         |                                     |     |  |     |
|              |            |             |              | 90.2                        | 0.9 ABERDEEN   | 3.6   |          |                       |                 |                         |                                     |     |  |     |
| A 6:00 AM    |            |             |              | 93.8                        | 3.6 HOQUIAM  | 0.0   |          | WTYCO<br>RBK          | L 5:00 PM       |                         |                                     |     |  |     |
| 6:25         | 3:24       |             |              |                             | Schedule Time  |   |          |                       | 3:29            | 5:55                    |                                     |     |  |     |
| 14.6         | 27.6       |             |              |                             | Average Speed Per Hour                                 |   |          |                       | 26.9            | 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. 40 M. P. H.  
Freight Trains  
Between Frederickson and Helsing Jct. 20 M. P. H.  
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 Railway 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 and Spruceston.  
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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Arkley 5.25 miles east of Rainier  
Bordeaux Mumby  
Craftdale 1.5 miles west of Cedarville  
Damon 0.5 mile west of South Elma  
Johnson Creek 0.9 mile east of Rainier  
Skookumchuck 3.3 miles east of Offutt Lake  
Spruceston 2.0 miles east of Cedarville

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.



| THIRD CLASS       |           | FIRST CLASS |             | Capacity of Sidings in Cars |              | Distance from Maytown  | Time Table No. 31<br>IN EFFECT 12:01 A. M.<br>DECEMBER 15th, 1929 |           |                    |                  | Distance from Raymond | Telegraph Calls  | Office Closed Week Days | SYMBOLS<br>See Special Rule Page 13 | FIRST CLASS |  | THIRD CLASS |  |
|-------------------|-----------|-------------|-------------|-----------------------------|--------------|--|---|-----------|--------------------|------------------|-----------------------|------------------|-------------------------|-------------------------------------|-------------|--|-------------|--|
| 663               | 615       | 616         | 662         | Sidings                     | Other Trains |  | STATIONS  | Passenger | Way Freight        | Passenger        |                       |                  |                         |                                     | Way Freight |  |             |  |
| Way Freight       | Passenger | Passenger   | Way Freight |                             |              |  |   |           |                    |                  |                       |                  |                         |                                     |             |  |             |  |
| Except Sun.       | Daily     | Daily       | Except Sun. |                             |              |  |   |           |                    |                  |                       |                  |                         |                                     |             |  |             |  |
| L 7.01 AM         | L 2.50 PM | 45          | 0.0         |                             |              | MAYTOWN  | 65.7  | MT        | 5 PM to 8 AM       | W-B-J<br>O-R-Y-P | A 615<br>2.45 PM      | A 662<br>1.20 PM |                         |                                     |             |  |             |  |
| 7.20              | f 3.03    | 68          | 7.4         |                             |              | 7.4<br>ESSEX   | 58.3  |           | No Office          |                  | f 2.31                | 12.50            |                         |                                     |             |  |             |  |
| 7.35              | f 3.09    | 5           | 10.7        |                             |              | 3.3<br>Ford's Prairie Coal Co. Crossing<br>FORAN   | 55.0  |           | No Office          | G                | f 2.25                | 12.40            |                         |                                     |             |  |             |  |
|                   |           |             | 12.4        |                             |              | 1.7<br>Northern Pacific Railway Co. Crossing<br>O. W. R. & N. Co. Crossing<br>BLAKESLEE JCT. | 53.3  |           |                    | I                |                       |                  |                         |                                     |             |  |             |  |
| 8.01              | s 3.15    | 69          | 13.7        |                             |              | 1.3<br>CENTRALIA   | 52.0  | CN        | 4.30 PM to 7.30 AM | Z-P              | s 2.18                | 12.25 PM         |                         |                                     |             |  |             |  |
|                   |           |             | 14.3        |                             |              | 0.6<br>Northern Pacific Railway Co. Crossing   | 51.4  |           |                    | G                |                       |                  |                         |                                     |             |  |             |  |
|                   |           |             | 17.0        |                             |              | 2.7<br>2 Northern Pacific Railway Co. Crossings  | 48.7  |           |                    | G                |                       |                  |                         |                                     |             |  |             |  |
| 8.30              | s 3.23    | 64          | 17.4        |                             |              | 0.4<br>CHEHALIS  | 48.3  | CH        | 5.00 PM to 8.00 AM | K-P-W            | s 2.10                | 11.50            |                         |                                     |             |  |             |  |
|                   |           |             | 19.5        |                             |              | 2.1<br>Northern Pacific Railway Co. Crossing   | 46.2  |           |                    | I                |                       |                  |                         |                                     |             |  |             |  |
| 8.40              | f 3.30    | 6           | 21.4        |                             |              | 1.9<br>JOY   | 44.3  |           | No Office          |                  | f 2.01                | 10.50            |                         |                                     |             |  |             |  |
| 8.45              | f 3.35    | 15          | 23.6        |                             |              | 2.2<br>WEST ADNA   | 42.1  |           | No Office          |                  | f 1.55                | 10.35            |                         |                                     |             |  |             |  |
| 8.55              | f 3.45    | 18          | 27.2        |                             |              | 3.6<br>RUTH  | 38.5  |           | No Office          | P                | f 1.46                | 10.20            |                         |                                     |             |  |             |  |
| 9.15              | f 3.59    | 12          | 33.0        |                             |              | 5.8<br>MAYS  | 32.7  |           | No Office          |                  | f 1.32                | 9.55             |                         |                                     |             |  |             |  |
| 662<br>9.40       | s 4.06    | 58          | 36.1        |                             |              | 3.1<br>Schafer Bros. Lbr. Co. Crossing<br>Northern Pacific Railway Co. Crossing<br>DRYAD     | 29.6  | YD        | 5.00 PM to 8 AM    | GWP              | s 1.25                | 663<br>9.40      |                         |                                     |             |  |             |  |
|                   |           |             | 36.4        |                             |              | 0.3<br>Northern Pacific Railway Co. Crossing   | 29.3  |           |                    | I                |                       |                  |                         |                                     |             |  |             |  |
| 9.50              | s 4.12    | 18          | 37.4        |                             |              | 1.0<br>Northern Pacific Railway Co. Crossing<br>DOTY   | 28.3  |           | No Office          | GP               | s 1.20                | 9.17             |                         |                                     |             |  |             |  |
| 10.20             | f 4.36    | 25          | 48.0        |                             |              | 10.6<br>BURT   | 17.7  | BU        | 5 PM to 8 AM       |                  | f 12.56               | 8.40             |                         |                                     |             |  |             |  |
| 10.25             | 4.40      | 58          | 48.9        |                             |              | 0.9<br>BEDFORD   | 16.8  |           | No Office          | W                | 12.53                 | 8.35             |                         |                                     |             |  |             |  |
| 10.35             | 4.47      | 13          | 51.1        |                             |              | 2.2<br>MACPHAIL  | 14.6  |           | No Office          |                  | 12.48                 | 8.25             |                         |                                     |             |  |             |  |
| 10.55             | s 4.57    | 25          | 54.4        |                             |              | 3.3<br>SUTICO  | 11.3  |           | No Office          | P                | s 12.38               | 8.05             |                         |                                     |             |  |             |  |
| 11.05             | f 5.03    | 26          | 56.0        |                             |              | 1.6<br>FIRDALE   | 9.7   |           | No Office          | W-P              | f 12.34               | 7.50             |                         |                                     |             |  |             |  |
| 11.22             | f 5.10    |             | 59.2        |                             |              | 3.2<br>MOOSE   | 6.5   |           | No Office          |                  | f 12.25               | 7.35             |                         |                                     |             |  |             |  |
| 11.34             | f 5.16    | 6           | 61.9        |                             |              | 2.7<br>LANDING   | 3.8   |           | No Office          |                  | f 12.18               | 7.25             |                         |                                     |             |  |             |  |
| 11.39             | f 5.18    | 10          | 62.9        |                             |              | 1.0<br>WILLAPA   | 2.8   |           | No Office          |                  | f 12.15               | 7.20             |                         |                                     |             |  |             |  |
| 11.45             | f 5.22    | 43          | 64.3        |                             |              | 1.4<br>SUNSET DUMP   | 1.4   |           | No Office          | P                | f 12.13               | 7.15             |                         |                                     |             |  |             |  |
| 616<br>A 12.10 PM | A 5.25 PM | 26          | 65.7        |                             |              | 1.4<br>RAYMOND<br>Northern Pacific Railway Co. Crossing                                      | 0.0   | RD        | 5.30 PM to 8 AM    | W-K-B<br>R-O-Y   | L 663<br>12.10 PM     | L 662<br>7.10 AM |                         |                                     |             |  |             |  |
| 5.09              | 2.35      |             |             |                             |              | Schedule Time  |   |           |                    |                  | 2.35                  | 6.10             |                         |                                     |             |  |             |  |
| 12.7              | 25.4      |             |             |                             |              | 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.  
Nos. 662-663 carry passengers between Raymond 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 MacPhail and Firdale | 15 M. P. H. |
| Between Firdale and Raymond  | 35 M. P. H. | Between Firdale and Raymond  | 20 M. P. H. | Between Firdale and Raymond  | 20 M. P. H. |

See other speed restrictions on page 12.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**  
Shepard.....3.6 miles west of Maytown  
Swem.....3.0 miles east of Burt  
Tebb.....2.5 miles east of Centralia  
Junction switch at Maytown should be set and locked for Frederickson and Helsing Junction subdivision.



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 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. 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:

- 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. Bouffleur .....Chief Surgeon .....Seattle, Wash.
- Dr. H. Eugene Allen .....District Surgeon .....Seattle, Wash.
- 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          |                       | Local Surgeon | No telephone                  | No telephone        |
| Ellensburg       | Dr. W. A. Taylor      | " "           | Main 60                       | Main 160            |
| Cle Elum         | Dr. Jas. P. Mooney    | " "           | 1141                          | 411                 |
| Snoqualmie Falls | Dr. E. W. Templeton   | " "           | At Hospital                   | 281                 |
| Falls City       | Dr. W. W. Cheney      | " "           | A2                            | A1                  |
| 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       |
| Seattle          | Dr. E. W. Rawson      | " "           | Elliott 3037                  | East 0063           |
| Kent             | Dr. C. B. Hoffman     | " "           | 53 R                          | 53 W                |
| 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. Sigafos     | 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. Pettit      | " "           | 187 W                         | 187 R               |
| Doty             | Dr. E. W. Stevens     | " "           | 614                           | 613                 |
| Raymond          | Dr. A. L. MacLennan   | " "           | 94                            | 95                  |

**HOSPITALS**

- Ellensburg, Washington.....Ellensburg General Hospital
- Cle Elum, Washington.....Roslyn Cle Elum Hospital
- Everett, Washington.....Providence Hospital
- Seattle, Washington.....Providence Hospital
- Seattle, Washington.....Virginia Mason 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.

Whenever passengers or employes are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employe is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.



## 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.

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.

Trains must not exceed a maximum speed of 25 miles per hour Beverly Station to 1½ miles east. Watch carefully for drifting sand.

## 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.

Flange lubricators are located on Coast Division ¼ mile East of Bandera and ¼ mile East of Garcia, exact location being:

Bandera:

South rail 1990 feet west M. P. 2122

North rail 1890 feet west M. P. 2122

Garcia:

South rail 1755 feet west M. P. 2127

North rail 2145 feet west M. P. 2127

Engineers will not use sanders while operating over lubricators.

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.

## 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 20 miles per hour over highway crossing at Midland.

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.

## 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 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.

Employees 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 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.  | 85 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.  | 80 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. | 75 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. | 70 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. | 65 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.  |



| SYMBOLS          |                           |                                  |
|------------------|---------------------------|----------------------------------|
| ⊙—Standard Clock | T—Turntable               | D—Drenching Tower.               |
| W—Water          | Y—Wye                     | B—Bulletin Boards                |
| C—Coal           | P—Dispatchers' Telephones | J—Junction                       |
| O—Oil            | I—Interlocked             | Z—Track Scales                   |
| R—Register       | G—Gated.                  | ↑—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 west switch.
- Cle 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—1400 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.
- 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.
- Relliance—2000 ft. east of east switch—1070 ft. west of west switch.
- Elbe—2600 ft. east of east switch—3500 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 and Bedford—Yard limits extend from 2870 ft. east of east switch at Burt to 1000 ft. west of west switch at Bedford.
- 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              |                            |                      |                      |                      |                     |                       |                           |
|----------------|-----------------------|----------------------------|----------------------|----------------------|----------------------|---------------------|-----------------------|---------------------------|
|                | 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    | THROUGH EFFICIENCY RATING |
| E. F.          | 5000                  | 3000                       | 1500                 | 5000                 | 1575                 | 1575                | 5000                  | 4012                      |
| CLASS OF POWER | 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 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, 2809 1/2 Colby St. | Enumclaw, | A. C. Melness    |
| 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. 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                               | Everett .....          | 10:00 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                               | Frederickson .....     | Continuous                              |
| Hyak .....         | Continuous                               | Ashford .....          | 11:00 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 .....         | 8:15 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   | Burt .....             | 12:45 PM to 4:45 PM                     |
| Sumner .....       | 10:30 AM to 12:30 PM, 3:45 PM to 8:15 PM | Raymond .....          | 11:00 AM to 1:00 PM, 4:00 PM to 6:00 PM |
| No. Puyallup ..... | 6:45 PM to 7:45 PM                       |                        |   |
| Tacoma Jct. ....   | Continuous                               |                        |   |

**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 .....  | 281 tons |
| C-3 ..... | 185 tons | G-4 ..... | 95 tons  | EF-1 ..... | 288 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 |           |          |            |          |

**S. C. WHITTEMORE**  
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**

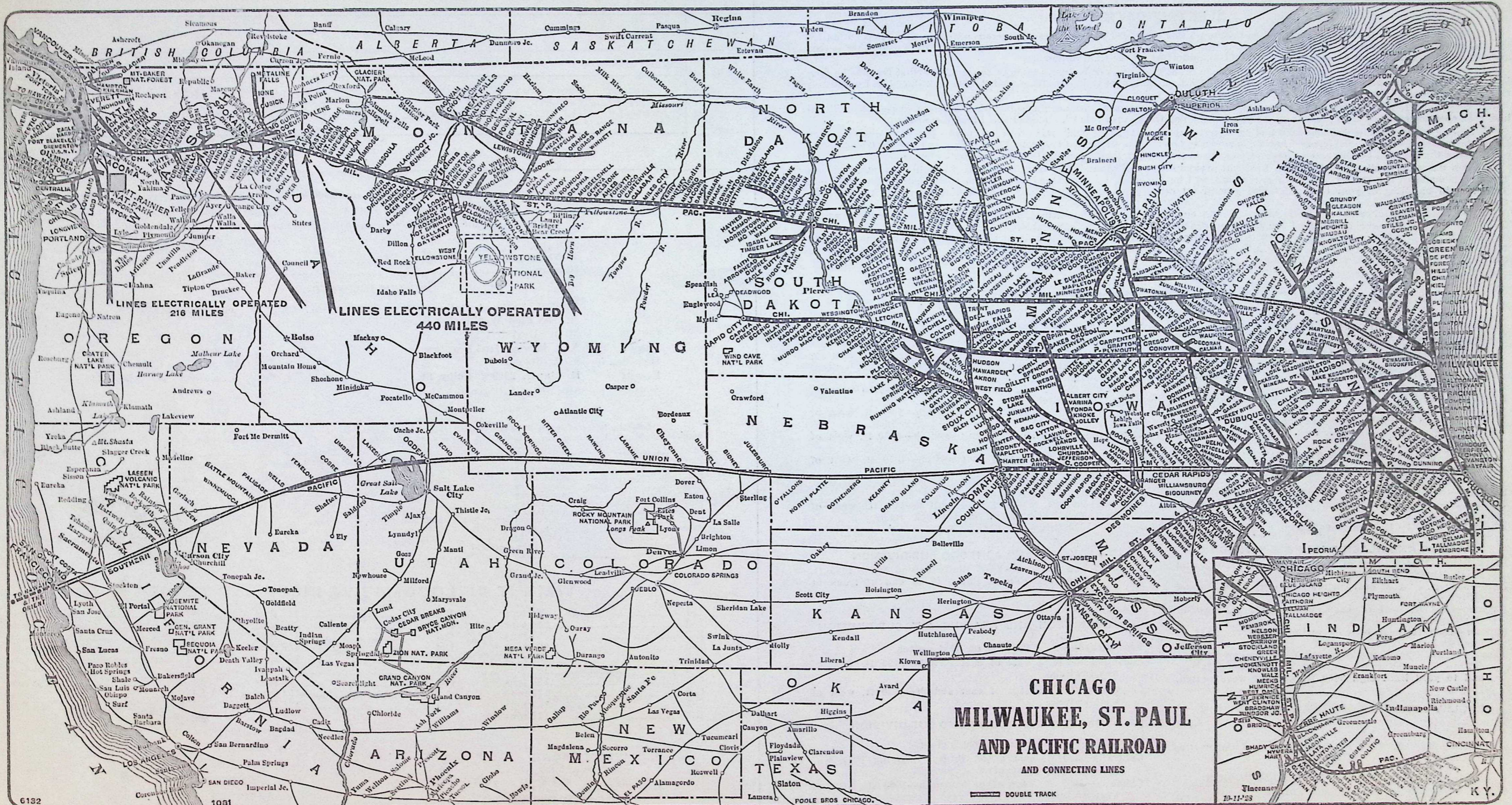
**W. A. MONROE**

**J. N. MITCHELL,**  
**M. J. O'CONNOR**

**J. W. CORBETT**  
Train Dispatchers.

**D. W. BOH,**  
Train Dispatcher  
Between Enumclaw and Enumclaw Jct.





**CHICAGO  
MILWAUKEE, ST. PAUL  
AND PACIFIC RAILROAD  
AND CONNECTING LINES**

DOUBLE TRACK