

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

COAST DIVISION

## TIME TABLE No. 32

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, JUNE 1<sup>ST</sup>, 1930

Superseding Time Table No. 31

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

T. J. HAMILTON,  
Asst. Superintendent

F. E. DEVLIN,  
Superintendent.

N. A. MEYER,  
Superintendent of Transportation

J. L. BROWN,  
General Superintendent of Transportation

C. H. BUFORD,  
General Manager.



SECOND CLASS				FIRST CLASS			Capacity of Sidings in Cars		Distance from Othello	Time Table No. 32 IN EFFECT 12.01 A. M. JUNE 1st, 1930				Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS			SECOND CLASS		
117	263			7	15	17	Sidings	Other Tracks		8	18	16	264					266	116			264	266
Mixed	Time Freight			Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight	Freight	Mixed			Time Freight	Freight	Mixed				
Except Sun.	Daily			Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Except Sun.			Daily	Daily	Except Sun.				
	L 3:00 <sup>266</sup> AM			L 12:30 <sup>PM</sup>	L 2:20 <sup>AM</sup>	L 1:05 <sup>AM</sup>		Yard	0.0	-----OTHELLO-----	98.9	SO		B@TORWC	A 3:45 <sup>AM</sup>	A 3:20 <sup>PM</sup>	A 11:59 <sup>PM</sup>	A 5:00 <sup>PM</sup>	A 3:00 <sup>AM</sup>				
	3:18			12:38	2:29 <sup>266</sup>	1:14	66	11	5.5	-----5.5 ANSON-----	93.4		No Office	P	3:35	3:11	11:50	4:30	2:29 <sup>15</sup>				
	3:29 <sup>8</sup>			f 12:44	2:35	1:20	64	11	9.2	-----3.7 TAUNTON-----	89.7		No Office	P	f 3:29 <sup>263</sup>	3:05	11:44	4:15	1:53				
	3:55			f 12:53	2:48	1:32 <sup>266</sup>	63	18	15.0	-----5.8 CORFU-----	83.9		No Office	PW	f 3:18	2:56	11:35	3:40	1:32 <sup>17</sup>				
	4:25			f 1:08	3:03 <sup>8</sup>	1:46	66	12	24.7	-----9.7 SMYRNA-----	74.2		No Office	P	f 3:03 <sup>15</sup>	2:41 <sup>264</sup>	11:18	2:51 <sup>18</sup>	2:32	12:55			
	4:45			1:16	3:12	1:54	61	19	31.2	-----6.5 JERICHO-----	67.7		No Office	P	2:54	2:32	11:10	2:00	12:35				
	L 3:00 <sup>PM</sup>			s 1:26 <sup>264</sup>	3:22	2:10	No. 2 101 No. 1 74	75	37.8	-----6.6 BEVERLY-----	61.1	BV		@OYBWR	s 2:45	s 2:23	s 11:01	7 1:26	12:15 <sup>AM</sup>	A 9:25 <sup>PM</sup>			
	A 3:05 <sup>PM</sup>								38.8	-----1.0 BEVERLY JCT.-----	60.1		No Office	J						L 9:20 <sup>PM</sup>			
	5:25			1:33	3:32	2:20	65	11	40.6	-----1.8 COHASSETT-----	58.3		No Office	P	2:39	2:17	10:54	1:08	11:50				
	5:40			f 1:41	3:41	2:30 <sup>8</sup>	39	3	44.0	-----3.4 DORIS-----	54.9		No Office	P	f 2:30 <sup>17</sup>	2:09	10:45	12:56	11:35				
	6:10			1:55 <sup>18</sup>	3:56	2:44	64	5	49.6	-----5.6 RYE-----	49.3		No Office	PW	2:16	1:55 <sup>7</sup>	10:31	12:34	11:01				
	6:25			2:05	4:06	2:53	79	9	52.9	-----3.3 CHEVIOT-----	46.0		No Office	P	2:07	1:45	10:22	12:15 <sup>PM</sup>	10:43				
	6:40			2:14	4:16	3:02	79	20	56.6	-----3.7 BOYLSTON-----	42.3		No Office	P	1:58	1:34	10:14 <sup>266</sup>	11:55	10:24 <sup>16</sup>	10:02			
	7:00			2:27	4:29	3:15	64	8	62.1	-----5.5 RENSLow-----	36.8		No Office	P	1:46	1:21	10:02	11:35	9:30				
	7:20			f 2:39	4:41	3:25	75	85	67.2	-----5.1 KITTITAS-----	31.7	KY		@BY	f 1:37	f 1:09	9:53	11:15	9:10				
	7:40			s 2:50	5:00	3:35	61	48	73.6	-----6.4 ELLENSBURG-----	25.3	NB	5:00PM to 8:00AM		s 1:28	s 1:00	s 9:44	10:35	8:40				
	8:05			f 3:01	5:13	3:46	64	20	80.5	-----6.9 THORP-----	18.4	RP	5:00PM to 8:00AM		f 1:18	f 12:49	9:35	10:01	7:59				
	8:30			3:18	5:31	4:02	66	8	88.9	-----8.4 HORLICK-----	10.0		No Office	P	1:04	12:35	9:20	9:35	7:30				
	A 9:00 <sup>264</sup> AM			A 3:35 <sup>PM</sup>	A 5:50 <sup>AM</sup>	A 4:20 <sup>AM</sup>		Yard	98.9	-----10.0 CLE ELUM-----	0.0	CM		@WRB	L 12:50 <sup>AM</sup>	L 12:20 <sup>PM</sup>	L 9:05 <sup>PM</sup>	L 9:00 <sup>AM</sup>	L 7:00 <sup>PM</sup>				
	.05	6.00		3.05	3.30	3.15				Schedule Time					2.55	3.00	2.54	8.00	8.00	.05			
	12.0	16.5		32.1	28.3	30.4				Average Speed per Hour					33.9	33.0	34.1	12.4	12.4	12.0			

**SPECIAL RULES**

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

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

Train No. 18 will reduce speed to ten (10) miles per hour while entering passenger station at Othello.

Trains 17 and 18 stop on flag at Corfu for express.

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-five (35) 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  
Waldale ..... 3.6 miles west of Ellensburg







										SECOND CLASS			Capacity of Sidings in Cars		Distance from Seattle	Time Table No. 32 IN EFFECT 12:01 A. M. JUNE 1st, 1930	FIRST CLASS					
										91	93	263	Sidings	Other Trucks			17	1	15	51	7	53
										O-W.R.&N. No. 692 Time Freight	Time Freight	Time Freight			Passenger	Passenger	Passenger	O-W.R.&N. No. 562 Passenger	Passenger	O-W.R.&N. No. 564 Passenger		
										Daily	Except Sun.	Daily			Daily	Daily	Daily	Daily	Daily	Daily		
											L 5.00PM				0.0	SEATTLE	L 7.45AM	L 8.00AM	L 9.25AM		L 6.45PM	
															3.4	ARGO						
															3.4	O. W. R. & N. Co. Crossing Northern Pacific Railway Co. Crossing						
															5.1	VAN ASSELT						
										L 6.40PM	L 5.40PM	L 3.45PM		Yard	9.4	BLACK RIVER	L 8.05AM	L 8.20AM	L 9.46AM	L 11.30AM	L 7.05PM	L 11.32PM
																Northern Pacific Railway Co. Crossing						
										6.55	5.55	4.06	68	112	16.3	KENT	8.15	8.31	10.01	11.42	f 7.16	11.43
										7.05	6.05	4.20	173	75	21.3	AUBURN	8.23	8.37	10.10	11.51	f 7.24	11.52
										7.15	6.15	4.28	84		25.9	BENROY	8.33	8.42	10.16	11.59	7.30	11.59
										7.21	6.21	4.35	35	50	28.4	SUMNER	8.41	8.46	10.21	s 12.05PM	f 7.36	12.03AM
										7.25	6.25	4.36	79	32	30.1	NORTH PUYALLUP	8.43	8.50	10.24	12.09	f 7.39	12.07
										A 7.39PM	A 6.40PM	A 4.47PM			35.6	TACOMA JCT.	8.53	8.58	10.32	A 12.20PM	7.48	A 12.16AM
															37.6	TACOMA	A 9.00AM	A 9.05AM	A 10.40AM	A 7.55PM		
										.59	1.40	1.02				Schedule Time	1.15	1.05	1.15	.50	1.10	.44
										26.6	21.4	25.4				Average Speed Per Hour	30.1	34.7	30.1	31.5	32.2	35.7

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

**MAXIMUM PERMISSIBLE SPEED**

**Passenger Trains and Silk Trains**

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

**Freight Trains**

Between Black River and Tacoma Jct.....40 M. P. H.  
Between Tacoma Jct. and Tacoma.....10 M. P. H.

See other speed restrictions on page 12.

**DRAW BRIDGES**

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

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

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



FIRST CLASS						Time Table No. 32 IN EFFECT 12.01 A. M. JUNE 1st, 1930	STATIONS	Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	SECOND CLASS													
8	2	16	52	18	54							92	266	94	264										
Passenger	Passenger	Passenger	O-W. R. & N. No. 561 Passenger	Passenger	O-W. R. & N. No. 563 Passenger							O-W. R. & N. No. 691 Time Freight	Freight	Way Freight	Time Freight										
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sun.	Daily																
A 9.30PM	A 9.00PM	A 6.00PM		A 9.05AM		-----SEATTLE-----	37.6							A 3.30PM											
						3.4 ARGO O. W. R. & N. Co. Crossing Northern Pacific Railway Co. Crossing	34.2																		
						1.7 -----VAN ASSELT-----	32.5																		
A 9.10PM	A 8.40PM	A 5.40PM	A 4.20PM	A 8.44AM	A 6.00AM	4.3 -----BLACK RIVER----- Northern Pacific Railway Co. Crossing	28.2	BI			YWRKJ	A 6.25AM	A 9.41AM	A 2.00PM	A 11.05PM										
f 8.57	8.29	5.28	263 4.06	1 8.31	5.46	6.9 -----KENT-----	21.3	K	10.00PM to 7.00AM			6.05	9.25	1.15	10.44										
f 8.48	8.22	5.18	3.56	17 8.23	5.36	5.0 -----AUBURN-----	16.3	BR	12.00M to 8.00AM			5.52	9.10	12.30PM	10.29										
8.41	8.16	5.10	3.47	8.15	5.28	4.6 -----BENROY-----	11.7		No Office		P	5.40	8.58	11.59	10.15										
f 8.35	8.12	5.04	3.42	8.09	5.23	2.5 -----SUMNER-----	9.2	UX	11.45PM to 7.45AM		W	5.34	17 8.46 8.36	15 10.21	10.07										
f 8.31	8.10	5.01	3.38	8.05	5.20	1.7 -----NORTH PUYALLUP-----	7.5	PX	5.00PM to 8.00AM			5.30	8.25	10.01	10.02										
8.22	91 8.02	263 4.52	L 3.29PM	266 7.57	L 5.10AM	5.5 -----TACOMA JCT.-----	2.0	JN			RJ@KB	L 5.15AM	L 8 10AM	L 9.45AM	L 9.45PM										
L 8.15PM	L 7.55PM	L 4.45PM		L 7.50AM		2.0 -----TACOMA-----	0.0	MA			@RBK														
1.15	1.05	1.15	.51	1.15	.50	Schedule Time						1.10	1.31	5.45	1.20										
30.1	34.7	30.1	30.8	30.1	31.5	Average Speed Per Hour						22.5	17.3	6.2	19.7										

**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 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 should 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, should 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 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. 32 IN EFFECT 12:01 A. M. JUNE 1st, 1930			Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS		THIRD CLASS	
291		215		Sidings	Other Tracks		STATIONS	216						292			
Way Freight Except Mon.	Passenger Daily	Passenger Daily	Way Freight Except Sun.					Passenger Daily	Way Freight Except Sun.								
L 3.00AM	L 8.00AM				Yard	0.0	.....CEDAR FALLS.....	54.7	MY			ⓄOYZ WRB	A 7.10PM	A 5.15PM			
3.27	f 8.15					5.9	5.9 TANNER Northern Pacific Railway Co. Crossing	48.8		No Office		K	f 6.54	4.40			
3.39	s 8.21	42	19	8.0		8.0	2.1 NORTH BEND	46.7		No Office		WY	s 6.48	4.28			
3.56	s 8.30	35		11.2		11.2	3.2 SNOQUALMIE FALLS	43.5	Q	5.00PM to 8.00AM			s 6.38	3.50			
4.01	f 8.34	23		12.3		12.3	1.1 TOKUL	42.4		No Office			f 6.34	3.45			
4.20	s 8.45	11		16.9		16.9	4.6 FALL CITY	37.8		No Office			f 6.23	3.25			
4.47	s 8.59	40	20	22.3		22.3	5.4 CARNATION	32.4	J	5.00PM to 8.00AM		W	s 6.09	3.05			
5.07	f 9.07	36	4	25.6		25.6	3.3 STILLWATER	29.1		No Office		P	s 6.01	2.50			
5.29	s 9.20	36	20	31.0		31.0	5.4 DUVALL	23.7	VA	5.00PM to 8.00AM			s 5.48	2.30			
5.47	f 9.34	15	10	36.6		36.6	5.6 HIGH ROCK	18.1		No Office		P	f 5.35	2.10			
6.04	s 9.44	31	130	40.8		40.8	4.2 MONROE	13.9	MR	5.00PM to 8.00AM		WYK	s 5.25	1.55			
				41.4		41.4	0.6 G. N. RY. CROSSING	13.3		No Office		G					
6.16	f 9.48	15	16	42.6		42.6	1.2 WOODRUFF	12.1		No Office		K	f 5.21	1.35			
6.28	f 9.54		11	44.8		44.8	2.2 LETTUCETON	9.9		No Office			f 5.15	1.25			
6.45	s 10.01	42	20	47.7		47.7	2.9 SNOHOMISH	7.0	MI	5.00PM to 8.00AM			s 5.08	1.15			
				51.9		51.9	4.2 Drawbridge	2.8				G					
7.15	10.14		Yard	53.1		53.1	1.2 Drawbridge BELT YARD	1.6		No Office		KZJ	4.55	12.45			
A 7.30AM	A 10.20AM			54.7		54.7	1.6 EVERETT	0.0	RT	5.00PM to 8.00AM		ⓄOBTWR	L 4.50PM	L 12.30PM			
4.30	2.20	Schedule Time											2.20	4.45			
12.2	23.4	Average Speed Per Hour											23.4	11.5			

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Gates have been installed at the following points: At 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 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	Meadow Brook.....1.6 miles west of No. Bend
Galvers.....1.25 miles west of Fall City	Stuart.....0.8 mile west of Stillwater
Horrocks.....2.0 miles east of Carnation	Tokul Creek.....1.5 miles west of Tokul

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

First class trains run under control and all other trains should 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  
 Between Cedar Falls and Carnation .....25 M. P. H.  
 Between Carnation and Everett .....35 M. P. H.  
 Over Tokul Creek Bridge .....15 M. P. H.

Freight Trains  
 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 Falls City and a point three miles west.....12 M. P. H.  
 Between all other points.....20 M. P. H.

See other speed restrictions on page 12.



SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 32 IN EFFECT 12.01 A. M. JUNE 1st, 1930				THIRD CLASS		
117		Sidings	Other Tracks	Distance from Beverly Jct.	Distance from Hanford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	116	
Mixed	Except Sun.								Mixed	Except Sun.
STATIONS										
L	3:05 PM			0.0	45.2		No Office	PJR	A	9:20 PM
f	3:20		6	4.0	41.2		No Office		f	9:00
f	3:50		28	14.4	30.8		No Office	PW	f	8:30
f	4:20		9	21.3	23.9		No Office		f	8:00
f	4:30		9	24.3	20.9		No Office	P	f	7:50
f	4:40		5	27.4	17.8		No Office		f	7:40
f	4:50		12	30.7	14.5		No Office		f	7:30
s	5:20	25	75	37.4	7.8	WB	5:00 PM to 8:00 AM		s	7:00
A	5:50 PM	10	30	45.2	0.0	HN	5:00 PM to 8:00 AM	YWR	L	6:20 PM
2:45				Schedule Time						3:00
16.4				Average Speed per Hour						15.1

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 32 IN EFFECT 12.01 A. M. JUNE 1st, 1930				SECOND CLASS		
395		Sidings	Other Tracks	Distance from Bagley Jct.	Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	396	
Way Freight	Except Sun.								Way Freight	Except Sun.
STATIONS										
L	12:05 PM			0.0	17.5		No Office	PJR	A	9:00 AM
s	12:30	25	8	2.2	15.3		No Office	W I M L E	s	8:35
f	12:50	19		7.1	10.4		No Office		f	8:13
f	1:00	7	46	8.4	9.1		No Office		f	8:07
f	1:10		4	10.2	7.3		No Office	G	f	7:59
f	1:20	6	13.3	13.3	4.2		No Office		f	7:47
f	1:35	4	15.5	15.5	2.0		No Office	YJR	f	7:38
A	1:50 PM	24	55	17.5	0.0	CW	5:15 PM to 6:45 AM	WR	L	7:30 AM
1:45				Schedule Time						1:30
10.0				Average Speed Per Hour						11.7

SPECIAL RULES

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

Trains need not obtain clearance card at Beverly Jct.

MAXIMUM SPEED PERMISSIBLE

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Bleakley 1.0 mile west of White Bluffs

SPECIAL RULES

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

Wye switches at Enumclaw Jct. must be left set for the track of the White River Lumber Company. Trains need not obtain clearance at Bagley Jct. or Enumclaw Jct.

All trains reduce speed to six (6) miles per hour approaching and passing through yard limits at Selleck expecting to find main track occupied.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains Between Bagley Jct. and Enumclaw... 25 M. P. H. Freight Trains Between Bagley Jct. and Enumclaw... 15 M. P. H. See other speed restrictions on page 12.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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

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

FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 32 IN EFFECT 12.01 A. M. JUNE 1st, 1930				FIRST CLASS		
1		Sidings	Other Tracks	Distance from Park Jct.	Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	2	
Passenger	Daily								Passenger	Daily
STATIONS										
L	10:57 AM			0.0	5.5		No Office	PYJ	A	6:11 PM
	11:01		21	1.3	4.2		No Office			6:09
	11:05		17	3.5	2.0		No Office			6:05
	11:07		40	4.5	1.0		No Office			6:02
A	11:10 AM		16	5.5	0.0	F	5:00 PM to 8:00 AM	RY	L	6:00 PM
.13				Schedule Time						.11
25.4				Average Speed Per Hour						30.0

SPECIAL RULES

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

Trains need not obtain Clearance card at Park Jct.

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

MAXIMUM SPEED PERMISSIBLE

Passenger Trains Between Park Jct. and Ashford... 30 M. P. H. Freight Trains Between Park Jct. and Ashford... 20 M. P. H. See other speed restrictions on page 12.







		SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 32 IN EFFECT 12:01 A. M. JUNE 1st, 1930						FIRST CLASS	THIRD CLASS	
		463	415		Sidings	Other Tracks	Distance from Frederickson	Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	416		462	
		Time Freight	Passenger									Passenger		Time Freight	
		Except Sat.	Daily		Daily		STATIONS				Daily		Except Sun.		
		L 11.35 <sup>PM</sup>	Lf	1.36 <sup>PM</sup>	40	7	0.0	FREDERICKSON	93.8	SJ		YR	Af	4.04 <sup>PM</sup>	A 10.55 <sup>PM</sup>
		11.45	f	1.43			3.4	LOVELAND	90.4		No Office		f	3.57	10.43
		11.55	f	1.51	48	2	8.0	GREENDALE	85.8		No Office	W	f	3.48	10.28
			f	1.57			9.7	ROY	82.1		No Office		f	3.42	
		12.15 <sup>AM</sup>	s	2.07	41	50	15.8	McKENNA	78.0	MC	4.15 <sup>PM</sup> to 7.15 <sup>AM</sup>	Y	s	3.32	10.00
		12.40	s	2.22	42		23.4	RAINIER	70.4	RN	5.00 <sup>PM</sup> to 8.00 <sup>AM</sup>		s	3.17	9.32
		1.05	f	2.37	39		31.2	OFFUTT LAKE	62.6		No Office	W	f	3.02	9.05
		1.50	s	2.50 <sup>416</sup>	36	45	37.2	MAYTOWN	56.6	MT	5.00 <sup>PM</sup> to 8.00 <sup>AM</sup>	W-B-J-O RYP	s	2.50 <sup>415</sup>	8.42
		2.01	f	2.59	26	20	41.1	MUMBY	52.7		No Office		f	2.35	8.27
		2.20	s	3.10		7	46.6	ROCHESTER Northern Pacific Railway Co. Crossing	47.2	RH	5.00 <sup>PM</sup> to 8.00 <sup>AM</sup>		s	2.20	8.07
		A 2.43 <sup>AM</sup>	As	3.15 <sup>PM</sup>			48.5	HELING JCT.	45.3		No Office	R K J	Ls	2.15 <sup>PM</sup>	L 8.00 <sup>PM</sup>
							50.0	INDEPENDENCE	43.8						
							54.6	BALCH	39.2						
							58.5	CEDARVILLE	35.3						
							62.6	LANKNER	31.2						
							65.2	RONY	28.6						
							67.1	SAGINAW	26.7						
							68.8	SOUTH ELMA	25.0						
							72.2	FULLER	21.6						
							78.7	SOUTH MONTESANO	15.1						
							80.1	MELBOURNE	13.7						
							82.9	PREACHERS SLOUGH	10.9						
							86.4	NORTH RIVER JCT.	7.4						
							87.5	COSMOPOLIS	6.3						
							89.3	SOUTH ABERDEEN	4.5						
							90.2	ABERDEEN	3.6						
		A 5.45 <sup>AM</sup>	A	5.00 <sup>PM</sup>			93.8	HOQUIAM	0.0			WTYCO RKB	L	12.30 <sup>PM</sup>	L 5.00 <sup>PM</sup>
		6.10		3.24				Schedule Time						3.34	5.55
		1.52		27.6				Average Speed Per Hour						26.3	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 Spruetton.  
 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 Mummy  
 Craftdale 1.5 miles west of Cedarville  
 Johnson Creek 0.9 mile east of Rainier  
 Skookumchuck 3.8 miles east of Offutt Lake  
 Spruetton 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 should 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. 32 IN EFFECT 12:01 A. M. JUNE 1st, 1930			Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 13	FIRST CLASS		THIRD CLASS	
Way Freight	Passenger	Sidings	Other Tracks	STATIONS			Passenger	Way Freight									
Except Sun.	Daily						Daily	Except Sun.									
L 7:00AM	L 616 2:50PM	45	0.0	MAYTOWN			65.7	MT	5 PM to 8 AM	⊕-W-B-J ⊕-R-Y-P	A 616 2:45PM	A 662 1:20PM					
7:20	f 3:03	68	7.4	ESSEX			58.8		No Office		f 2:31	12:50					
7:35	f 3:09	5	10.7	Ford's Prairie Coal Co. Crossing FORAN			55.0		No Office	G	f 2:25	12:40					
			12.4	Northern Pacific Railway Co. Crossing O. W. R. & N. Co. Crossing BLAKESLEE JCT.			53.3			I							
8:01	s 3:15	63	13.7	CENTRALIA			52.0	CN	4:30 PM to 7:30 AM	Z-P	s 2:18	12:25PM					
			14.3	Northern Pacific Railway Co. Crossing			51.4			G							
			17.0	2 Northern Pacific Railway Co. Crossings			48.7			G							
8:30	s 3:23	64	17.4	CHEHALIS			48.3	CH	5:00 PM to 8:00 AM	K-P-W	s 2:10	11:50					
			19.5	Northern Pacific Railway Co. Crossing			46.2			I							
8:40	f 3:30	6	21.4	JOY			44.3		No Office		f 2:01	10:50					
8:45	f 3:35	15	23.6	WEST ADNA			42.1		No Office		f 1:55	10:35					
8:55	f 3:45	18	27.2	RUTH			38.5		No Office	P	f 1:46	10:20					
9:15	f 3:59	12	33.0	MAYS			32.7		No Office		f 1:32	9:55					
662 9:40	s 4:06	58	36.1	Schafer Bros. Lbr. Co. Crossing Northern Pacific Railway Co. Crossing DRYAD			29.6	YD	5:00PM to 8AM	GWP	s 1:25	663 9:40					
			36.4	Northern Pacific Railway Co. Crossing			29.3			I							
9:50	f 4:12	18	37.4	Northern Pacific Railway Co. Crossing DOTY			28.3		No Office	GP	f 1:20	9:17					
10:20	s 4:36	25	48.0	BURT			17.7	BU	5PM to 8AM		s 12:56	8:40					
10:25	4:40	58	48.9	BEDFORD			16.8		No Office	W	12:53	8:35					
10:35	4:47	13	51.1	MACPHAIL			14.6		No Office		12:48	8:25					
10:55	f 4:57	25	54.4	SUTICO			11.3		No Office	P	f 12:38	8:05					
11:05	f 5:03	26	56.0	FIRDALE			9.7		No Office	W-P	f 12:34	7:50					
11:22	f 5:10		59.2	MOOSE			6.5		No Office		f 12:25	7:35					
11:34	f 5:16	6	61.9	LANDING			3.8		No Office		f 12:18	7:25					
11:39	f 5:18	10	62.9	WILLAPA			2.8		No Office		f 12:15	7:20					
11:45	f 5:22	43	64.3	SUNSET DUMP			1.4		No Office	P	f 12:13	7:15					
A 616 12:05PM	A 5:25PM	26	130	RAYMOND			0.0	RD	5:30 PM to 8 AM	⊕-W-K-B ⊕-O-Y	L 663 12:10PM	L 7:10AM					
				Northern Pacific Railway Co. Crossing							2:35	6:10					
				Schedule Time							25.4	10.7					
				Average Speed Per Hour													

**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.

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

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

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**  
Shepard.....3.6 miles west of Maytown  
Swem.....3.0 miles east of Burt  
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 should 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.

**OPERATION OF TRAINS ON MOUNTAIN GRADES**

**Locations are Specified on Time-Tables**

**BRAKE RESISTANCE DECREASES AS SPEED INCREASES; THEREFORE, THE SPEED 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 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 helper is used on rear of freight trains, it must be in advance of boarding outfits, 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 should 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 should 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.

Enginers 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 should 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 W	53 R
Auburn	Dr. B. E. Hoyer	" "	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. W. E. Heilsen	" "	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	53
Centralia	Dr. David Livingstone	" "	765-R and 848	284
Chehalis	Dr. H. L. Petit	" "	187 W	187 R
Doty	Dr. E. W. Stevens	" "	614	613
Raymond	Dr. A. L. MacLennan	" "	94	95

**HOSPITALS**

Ellensburg, Washington.....	Ellensburg General Hospital	Tacoma, Washington.....	St. Joseph's Hospital
Cle Elum, Washington.....	Roslyn Cle Elum Hospital	Hoquiam, Washington.....	Hoquiam Hospital
Everett, Washington.....	Providence Hospital	Chehalis, Washington.....	St. Helen's Hospital
Seattle, Washington.....	Providence 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 should normally be that prescribed by the schedule, but where trains have been delayed the speed may 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 tracks, comfort of passengers and all the circumstances.

The following speed restrictions should be strictly observed:

Class K-1 engines in passenger service and equipped with swing motion trucks should not exceed thirty-five miles per hour; when equipped with rigid trucks should not exceed twenty-five miles per hour. Class L engines on passenger trains should 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 should 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 should 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 should slow up to fifteen miles an hour for dispatching this mail.

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

Between Tacoma and Seattle, 25 miles per hour.

Between Seattle and Cedar Falls, 25 miles per hour.

Between Cedar Falls and Rockdale, 20 miles per hour.

Between Hyak and Kittitas, 25 miles per hour.

Between Kittitas and Beverly, 20 miles per hour.

Between Beverly and Othello, 25 miles per hour.

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

Enumclaw Line, fifteen miles per hour.

Tacoma to Morton, fifteen miles per hour.

Frederickson to Helsing Jct., twenty miles per hour.

Maytown to Raymond, fifteen miles per hour.

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

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

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

## MAIN LINE

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

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

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

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, steam derricks 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.

## Special Regulation

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.

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 between Tacoma Junction and Hillsdale, all trains between Everett station and Belt Yard, and all trains using main line at any time in Seattle terminals, must comply with these instructions.

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.



<b>SYMBOLS</b>		
Ⓞ—Standard Clock	T—Turntable	D—Drenching Tower.
W—Water	Y—Wye	B—Bulletin Boards
C—Coal	P—Dispatchers Telephone	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.
- Boylston—3000 ft. east of east switch—3000 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—2000 ft. west of west switch.
- Enumclaw—2000 ft. east of White River Lumber Co. switch.

**CEDAR FALLS AND EVERETT SUB-DIVISION**

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

**TACOMA AND MORTON SUB-DIVISION**

- Tacoma—Yard limits extend from 4500 ft. east of Tacoma Jct. to Tide Flats Yard, Tacoma Passenger Station, and to yard limit sign 3480 ft. west of west switch, Hillsdale.
- Frederickson—2300 ft. east of east switch—2700 ft. west of west switch.
- Kapowsin—3000 ft. east of east switch—1600 ft. west of west switch.
- Eatonville—1250 ft. east of east switch—4250 ft. west of west switch.
- Reliance—2000 ft. east of east switch—1070 ft. west of west switch.
- 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.
- Ruth—2000 ft. east of east switch—2000 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	TONNAGE RATING								THROUGH EFFICIENCY RATING
	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		
E. F.	5000	3000	1500	5000	1575	1575	5000		4012
	WESTWARD								
	OTHELLO TO BEVERLY	BEVERLY TO BOYLSTON	BOYLSTON TO KITTITAS	KITTITAS TO CLE ELUM	CLE ELUM TO HYAK	HYAK TO CEDAR FALLS	CEDAR FALLS TO TACOMA		THROUGH EFFICIENCY RATING
E. F.	5000	1100	3100	5000	3700	2900	5000		4148

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

**TONNAGE REDUCTION FOR WEATHER CONDITIONS.**

Not Applicable to trains handled by electric power.

10 to 20 above.....	Reduce 10 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 .....	5:45 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 .....	231 tons
C-3 .....	185 tons	G-4 .....	95 tons	EP-1 .....	238 tons
C-2 .....	175 tons	A-2 .....	154 tons	EP-2 .....	272 tons
C-1 .....	151 tons	A-1 .....	134 tons	EP-3 .....	310 tons
B-3 .....	142 tons				

**S. C. WHITTEMORE**  
Chief Dispatcher.

**J. S. ECCLES,**  
Assistant Trainmaster.

**F. BUCHANAN,**  
Traveling Engr. and Asst. Trainmaster

**W. E. CUMMINS,**  
Trainmaster.

**W. A. ALLEN,**

**H. E. PETERSON**

**W. A. MONROE**

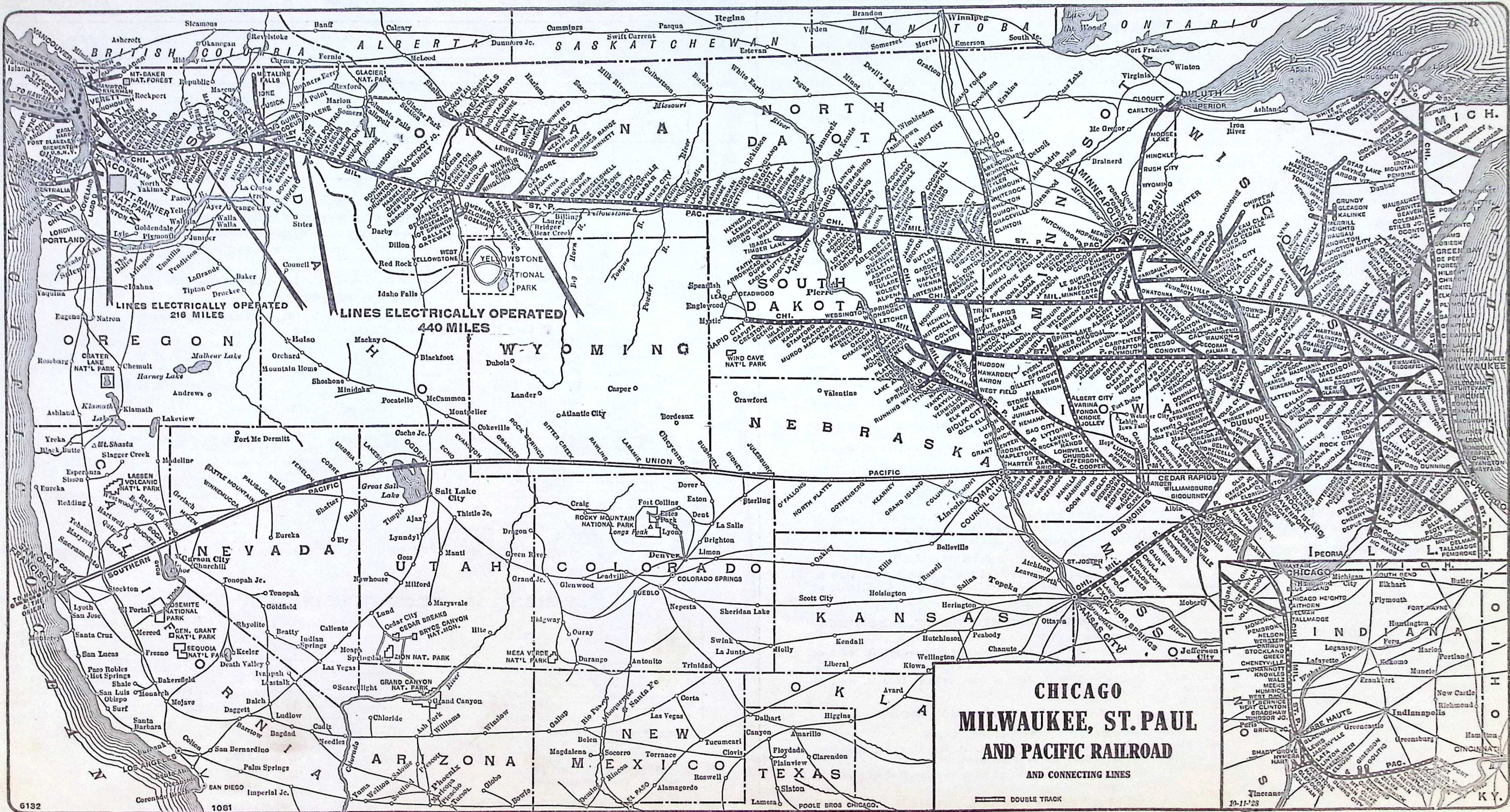
**J. N. MITCHELL,**

**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



*Na Meyer*  
*Chabls*

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.  
Office of Superintendent  
Coast Division

RECEIVED  
SEP 10 1930  
Supt. Transp.  
SEATTLE, WASH.

Tacoma - August 2 3rd, 1930.

Bulletin H-84.

ALL CONCERNED:

My Bulletin H-54, is hereby cancelled.

Effective August 25th, 1930, Hanford Line  
Trains 117 and 116, will run as near as possible as per  
time-table schedule:

117 Except Sunday	Stations	116 Except Sunday
Lv. 3:00 PM	Beverly	Ar. 9:25 PM
3:05	Beverly Jct.	9:20
3:20	Levering	9:00
3:50	Priest Rapids	8:30
4:20	Vernita	8:00
4:30	Riverland	7:50
4:40	Haven	7:40
4:50	Allard	7:30
5:20	White Bluffs	7:00
Ar. 5:50 PM	Hanford	Lv. 6:20 PM

F. E. Devlin,  
Superintendent.

cc - TJH WEC JSE JAW  
SCW FB CHB JFB  
HR PW DER HMG  
LKS NHF EAM HHS  
GSF LTG GIR PAG  
HAE GSC HWW.  
All Agents.

To be received for:

Posted \_\_\_\_\_ Time \_\_\_\_\_ Date \_\_\_\_\_



This Bulletin Superseded Bulletin H-84 of August 23, 1930 (see previous page)

Seattle, September 17, 1930

File: AG 667

WPM Mobri  
CAN HMG MC  
COB LKS DL  
RBC NHP Lewis  
PIK DER Spe  
SOW FED Tac

Effective Monday, September 22nd, and until further notice  
Hanford Line trains will be operated daily except Sunday on  
the following schedule:

Leave	Beverly	4:00	AM
"	Beverly Jct.	4:05	
	Levering	4:20	
	PriestRapids	4:50	
	Vernita	5:20	
	Riverland	5:30	
	Haven	5:40	
	Allard	5:50	
	WhiteBluffs	6:30	
Ar.	Hanford	7:00	
Lv.	"	7:30	
	WhiteBluffs	9:00	
	Allard	9:30	
	Haven	9:40	
	Riverland	9:50	
	Vernita	10:00	
	PriestRapids	10:30	
	Levering	11:00	
	Beverly Jct.	11:20	
Ar.	Beverly	11:25	

cc: CPR GBH JLB HR JFB FNE FWMcD  
H.A.Elwell, Ry.Mail Service  
E.M.Whittle, Ry.Exp.Agency  
E.A.Munsey,  
NAM

H. A. Meyer  
Supt. Transportation