

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

COAST DIVISION

TIMETABLE No. 34

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, DEC. 28TH, 1930

Superseding Time Table No. 33

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		Time Table No. 34 IN EFFECT 12.01 A. M. DEC. 28th, 1930				FIRST CLASS				SECOND CLASS							
115		263		7		15		Sidings	Other Tracks	Distance from Othello	STATIONS	Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	16		18		264		266		118	
Mixed	Time Freight			Passenger	Passenger											Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Freight	Mixed	Time Freight
Mon., Wed., Fri.	Daily			Daily	Daily											Daily	Daily	Daily	Daily	Mon., Wed., Fri.					
L 5:00AM	L 3:00AM			L 12:30PM	L 1:45AM			Yard	0.0	0.0	OTHELLO	98.9	SO		B@TORWCA	A 3:35AM	A 3:30PM			A 5:00PM	A 3:00AM	A 2:30PM			
5:12	3:26			12:40	1:54	66	11	5.5	5.5	5.5	ANSON	93.4		No Office	P	263 3:26	3:20			4:20	2:40	2:18			
f 5:20	3:40			f 12:46	2:00	64	11	9.2	9.2	9.2	TAUNTON	89.7		No Office	P	3:20	3:15			4:00	2:30	f 2:10			
f 5:35	4:05			f 12:53	2:12	63	18	15.0	15.0	15.0	CORFU	83.9		No Office	PW	3:09	f 2:05		18	3:15 2:50	2:12	f 1:55			
f 5:58	4:35			f 1:08	2:28	66	12	24.7	24.7	24.7	SMYRNA	74.2		No Office	P	2:54	2:50			2:10	1:25	f 1:30			
f 6:10	4:52			118 1:16	2:46	61	19	31.2	31.2	31.2	JERICHO	67.7		No Office	P	15 2:46	2:40			1:46	12:45	f 1:16			
s 6:25	5:10			264 1:28	2:58	No. 2 101 No. 1 74	75	37.8	37.8	37.8	BEVERLY	61.1	BV		@OYBWR	2:36	s 2:30			7 1:28	12:25AM	s 12:50			
A 6:35AM								38.8	38.8	38.8	BEVERLY JCT.	60.1		No Office	J							L 12:45PM			
	5:25			1:36	3:05	65	11	40.6	40.6	40.6	CONASSETT	58.3		No Office	P	2:29	2:23			1:08	11:50				
	5:40			f 1:44	3:13	39	3	44.0	44.0	44.0	DORIS	54.9		No Office	P	2:20	2:15			12:56	11:35				
	6:10			18 2:01	3:27	64	5	49.6	49.6	49.6	RYE	49.3		No Office	PW	2:05	7 2:01			12:34	11:01				
	6:25			2:12	3:36	79	9	52.9	52.9	52.9	CHEVIOT	46.0		No Office	P	1:56	1:53			12:15PM	10:43				
	6:40			2:21	3:45	79	20	56.6	56.6	56.6	BOYLSTON	42.3		No Office	P	1:47	1:45			11:55	10:15				
	7:00			2:32	3:59	64	8	62.1	62.1	62.1	RENSLOW	36.8		No Office	P	1:35	1:32			11:35	9:40				
	7:20			f 2:44	4:12	75	85	67.2	67.2	67.2	KITTITAS	31.7	KY		@BY	1:25	f 1:23			11:15	9:10				
	7:40			s 2:54	4:22	61	48	73.6	73.6	73.6	ELLENSBURG	25.3	NB	5:00PM to 8:00AM		s 1:15	s 1:14			10:35	8:40				
	8:05			f 3:03	4:32	64	20	80.5	80.5	80.5	THORP	18.4	RP	5:00PM to 8:00AM		1:05	f 1:04			10:01	7:59				
	8:30			3:18	4:44	66	3	88.9	88.9	88.9	HORLICK	10.0		No Office	P	12:51	12:51			9:35	7:30				
	A 9:00AM			A 3:35PM	5:00AM			Yard	98.9	98.9	CLE ELUM	0.0	CM		@WRB	L 12:35AM	L 12:35PM			L 9:00AM	L 7:00PM				
1.35	6.00			3.05	3.15						Schedule Time					3.00	2.55			8.00	8.00	1.45			
24.5	16.5			32.1	30.4						Average Speed per Hour					33.0	33.9			12.4	12.4	22.2			

SPECIAL RULES

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

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

Train 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-five (35) miles per hour where track and other conditions will permit.

See other speed restrictions on page 10.

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

SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Time Table No. 34 IN EFFECT 12:01 A. M. DEC. 28th, 1930				FIRST CLASS		SECOND CLASS						
395		263		7		15		Sidings	Other Tracks	Distance from Cle Elum	Distance from Seattle	Telephone Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	18		16		264		396	266
Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight
Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Yard	0.0	CLE ELUM	89.9	CM		WRBj	A 12.35PM	A 12.35AM	A 7.00AM		A 5.00PM			
	L 9.30AM	L 3.35PM	L 5.00AM						7.5	LAVENDER	82.4		No Office	P	12.24	12.23			6.35		4.40	
	9.55	3.46	5.11					66	11.6	EASTON	78.3	EA	5.00PM to 8.00AM	YK	f 12.19	12.17			6.12		4.30	
	10.05	f 3.52	f 5.18					65	20.1	WHITTIER	69.8		No Office	P	f 12.05PM	12.02AM			15		7	
	10.30	f 4.06	f 5.32					66	24.1	KEECHELUS	65.0		No Office	P	f 11.59				5.32		4.06	
		f 4.12	f 5.38						29.0	HYAK	60.9	HY			f 11.51	11.45			5.00		3.09	
	11.00	f 4.20	f 5.46					E74 W79	31.6	ROCKDALE	58.3		No Office	W	f 11.45	11.38			4.40		2.35	
	11.10	f 4.26	f 5.53					E95 W69	36.7	BANDERA	53.2		No Office	P	f 11.33	11.27			4.20		1.55	
	11.33	4.39	6.06					64	40.7	MINOT	49.2		No Office									
									42.0	GARCIA	47.9		No Office	PW	11.21	11.16			3.55		1.25	
	11.54	f 4.52	6.19					63	47.6	RAGNAR	42.3		No Office	P	11.08	11.05			3.30		12.59	
	12.20PM	5.05	6.32					63	50.8	CEDAR FALLS	39.1	MY		WORYBjZ	s 11.00	s 10.57			3.01	A 9.40AM	263	
	L 11.45AM	12.43	s 5.13	s 6.41				E80 W70	54.8	BAGLEY JCT.	35.1		No Office	JP						L 9.00AM	395	
	A 12.05PM								55.6	BARNESTON	34.3		No Office	P	10.49	10.47			2.20		11.50	
	1.10	5.20	6.50					65	59.5	TRUDE	30.4		No Office	P	10.41	10.40			2.01		11.30	
	1.30	5.27	6.57					65	62.1	LANDSBURG	27.8		No Office	P	10.36							
		f 5.32	7.02					10	64.4	NOBLE	25.5		No Office	P	10.33	10.33			1.40		11.05	
	1.45	5.36	7.07					65	67.8	MAPLE VALLEY	22.1	MV		WJR	Lf 10.27AM	L 10.27PM			L 1.25AM		L 10.40AM	
	A 2.05PM	A f 5.42PM	A 7.15AM					80	71.6	CEDAR MOUNTAIN	18.3											
									78.1	INDIAN	16.8											
									74.6	ELLIOTT	15.3											
									78.1	Northern Pacific Railway Co. Crossing RENTON	11.8	RN										
									80.5	BLACK RIVER O. W. R. & N. Co. Crossing	9.4	BI		PI								
									84.8	VAN ASSELT	5.1											
									86.5	ARGO O. W. R. & N. Co. Crossing Northern Pacific Railway Co. Crossing	3.4			I								
	A 5.30PM	A 6.25PM	A 8.00AM						89.9	SEATTLE	0.0	OW			L 9.45AM	L 9.45PM			L 12.10AM		L 7.45AM	
	.20	8.00	2.50	3.00						Schedule Time				2.50	2.50				6.50	.40	9.15	
	12.0	11.2	31.7	30.0						Average Speed Per Hour				31.7	31.7				13.2	6.0	9.7	

SPECIAL RULES

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

MAXIMUM SPEED PERMISSIBLE

Passenger Trains and Silk Trains
Between Cle Elum and Hyak 50 M. P. H.
Between Hyak and Cedar Falls 25 M. P. H.
Between Cedar Falls and Maple Valley 50 M. P. H.

Freight Trains
Between Cle Elum and Hyak 35 M. P. H.
Between Hyak and Cedar Falls 20 M. P. H.
Between Cedar Falls and Maple Valley 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 10.
Nos. 395 and 396 will lose both class and schedule between Cedar Falls and Bagley Jct. when 30 minutes or more late.

Passenger trains will use 6 and freight trains 12 minutes through Snoqualmie Tunnel.
Automatic Block System is in use between Cle Elum and Maple Valley. See Rules 221-B, 311, 362 and 505-B.
The following automatic block signals are placed on left hand side of track as seen from the approaching train. Eastward, two-unit, interlocked home signal at Black River Jct. (Northern Pacific Railway Co. Crossing).
Signal 45-6, Eastward, at East headblock, Garcia.
Signal 36-0, Eastward, at West headblock, Rockdale.
Signal 25-4, Eastward, between Hyak and Whittier.

MOUNTAIN GRADE: Between East Switch Cedar Falls and East Switch Rockdale.
Head lights and Marker lamps must be lighted both day and night while passing through Snoqualmie Tunnel between Hyak and Rockdale.
Between Maple Valley and Spokane St. Tower, Seattle, Pacific Coast Railroad Co. Time Table and Rules govern.
Standard clock at Stacey St. Yard.
Between Argo and Union Passenger Station, Seattle, O. W. R. & N. Co. Time Table and Rules govern.
All toilets must be kept locked in trains between east switch, Cedar Falls and Landsburg, and in city limits, Renton and Seattle. Refuse must not be thrown from private, dining or other cars within these limits. Conductors will be held responsible for a strict observance of this rule.
On mountain grades, at meeting points made by train order, the ascending train will take siding, unless otherwise specified in the order.
When passenger trains meet at Cedar Falls, they should use short No. 1 for passing track; the Eastward train, taking siding, head in at cross-over West of Depot; Westward train, taking siding, head in at the East passing track switch.
Junction switch at Bagley Junction should be set and locked for Cle Elum and Maple Valley subdivision.
Seattle Water Shed sign located one mile east Cedar Falls Station.
Flag stops No. 15 for revenue passengers only.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Silver Peak 1.4 miles west of Rockdale
Meadow Creek 2.5 miles west of Whittier
Miller & Dunn 0.75 mile west of Whittier

SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Distance from Seattle	Time Table No. 34 IN EFFECT 12:01 A. M. DEC. 28th, 1930				Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	FIRST CLASS				SECOND CLASS			
91	93	263	53	7	51	15	Sidings	Other Tracks	STATIONS				54	18					52	16	92	266	94	264		
O-W.R.&N. No. 692 Time Freight	Time Freight	Time Freight	O-W.R.&N. No. 564 Passenger	Passenger	O-W.R.&N. No. 562 Passenger	Passenger							O-W.R.&N. No. 563 Passenger	Passenger					O-W.R.&N. No. 561 Passenger	Passenger	O-W.R.&N. No. 691 Time Freight	Freight	Way Freight	Time Freight		
Daily	Except Sun.	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Except Sun.	Daily								
	L 5.00PM			L 6.40PM		L 8.15AM			0.0	SEATTLE	37.6				A 9.25AM		A 9.15PM			A 3.30PM						
									3.4	ARGO O. W. R. & N. Co. Crossing Northern Pacific Railway Co. Crossing	34.2															
									5.1	VAN ASSELT	32.5															
L 6.35PM	L 5.30PM	L 3.45PM	L 11.34PM	L 7.00PM	L 12.20PM	L 8.36AM		Yard	9.4	BLACK RIVER Northern Pacific Railway Co. Crossing	28.2	BI		YWRIKJ	A 6.00AM	A 9.04AM	A 4.23PM	A 8.54PM	A 6.25AM	A 8.36AM	A 2.00PM	A 11.05PM				
6.50	5.45	4.10	11.45	f 7.11	12.31	f 8.50	68	112	16.3	KENT	21.3	K	10.00PM to 7.00AM		5.46	15 8.50	263 4.10	8.42	6.05	8.20	1.15	10.44				
7.00	5.55	4.20	11.53	f 7.18	12.39	f 8.58	E73 W85	75	21.3	AUBURN	16.3	BR	12.00M to 8.00AM		5.36	8.42	4.02	8.34	5.52	8.08	51 12.39PM	10.29				
7.10	6.05	4.28	11.59	7.25	12.46	9.06	84		25.9	BENROY	11.7		No Office	P	5.28	8.35	3.55	8.27	5.40	7.58	11.59	10.15				
7.15	6.15	4.35	12.03AM	f 7.31	s 12.50	f 9.12	35	50	28.4	SUMNER	9.2	UX	11.45PM to 7.45AM	W	5.23	8.29	3.50	8.22	5.34	7.50	10.21	10.07				
7.20	6.25	4.38	12.07	f 7.34	12.53	f 9.15	79	32	30.1	NORTH PUYALLUP	7.5	PX	5.00PM to 8.00AM		5.20	8.25	3.47	8.19	5.30	7.46	10.01	10.02				
A 7.34PM	A 6.40PM	A 4.47PM	A 12.16AM	7.42	A 1.02PM	9.23			35.6	TACOMA JCT.	2.0	JN		RJ@KB	L 5.11AM	8.17	L 3.39PM	8.12	L 5.16AM	L 7.30AM	L 9.45AM	L 9.45PM				
				A 7.50PM		A 9.30AM			37.6	TACOMA	0.0	MA		@RBK	L 8.10AM		L 8.05PM									
.59	1.40	1.02	.42	1.10	.42	1.15				Schedule Time					.49	1.15	.44	1.10	1.09	1.06	5.45	1.20				
25.7	21.4	25.3	37.6	32.2	37.6	30.1				Average Speed Per Hour					32.2	30.1	36.7	32.2	22.8	23.9	6.2	19.5				

SPECIAL RULES

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

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 10.

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 2.8 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.

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

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

For Eastward Trains:

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

For Westward Trains from Seattle:

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

For Westward Trains from Black River Yard via Wyo:

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

Trains approaching interlocking plant, desiring to use main line to Tacoma or Seattle will sound one long blast of the whistle. Trains desiring to use wyo, 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 Cle Elum and points east only.

No 16 stops at Sumner for express on flag.

Flag stop No. 15 for revenue passengers only.

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.

Train 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.

WESTWARD CEDAR FALLS AND EVERETT—SUBDIVISION EASTWARD

WESTWARD TACOMA AND MORTON—SUBDIVISION EASTWARD 5

THIRD CLASS	Capacity of Siding in Cars	Time Table No. 34 IN EFFECT 12.01 A. M. DEC. 28th, 1930		Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	THIRD CLASS
		291	292					
Way Freight	Siding	Other Tracks	STATIONS	Distance from Cedar Falls	Telegraph Calls	Office Closed Week Days	SYMBOLS	Way Freight
Except Sun.								Except Sun.
L 7:00AM		YardCEDAR FALLS.....	0.0			QOYZ WRB	A 3:00PM
7:27			5.9 TANNER Northern Pacific Railway Co. Crossing	5.9		No Office	K	2:25
7:37	42	19	2.1 NORTH BEND	8.0		No Office	WY	2:10
7:56	35		3.2 SNOQUALMIE FALLS	11.2	Q	5:00PM to 8:00AM		1:55
8:01	23		1.1 TOKUL	12.3		No Office		1:40
8:20	11		4.6 FALL CITY	16.9		No Office		1:20
8:47	40	20	5.4 CARNATION	22.3	J	5:00PM to 8:00AM	W	1:00
9:00	36	4	3.3 STILLWATER	25.6		No Office	P	12:45
9:29	36	20	5.4 DUVALL	31.0	VA	5:00PM to 8:00AM		12:25
9:47	15	10	5.6 HIGH ROCK	36.6		No Office	P	12:05PM
10:04	31	130	4.2 MONROE	40.8	MR	5:00PM to 8:00AM	WYK	11:50
			0.6 G. N. RY. CROSSING	41.4		No Office	G	
10:16	15	16	1.2 WOODRUFF	42.6		No Office	K	11:30
10:30		11	2.2 LETTUCETON	44.8		No Office		11:20
292 11:00	42	20	2.9 SNOHOMISH	47.7		No Office		291 11:00
			4.2 Drawbridge	51.9			G	
11:15		Yard	1.2 Drawbridge BELT YARD	53.1		No Office	KZJ	10:40
A 11:30AM			1.6 EVERETT	54.7	RT	5:00PM to 8:00AM	QOBTWR	L 10:30AM
4:30			Schedule Time					4:30
12.2			Average Speed Per Hour					12.2

THIRD CLASS	SECOND CLASS	FIRST CLASS	Capacity of Siding in Cars	Time Table No. 34 IN EFFECT 12.01 A. M. DEC. 28th, 1930		Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	FIRST CLASS	THIRD CLASS	
				415	416							
Way Freight	Time Freight	Passenger	Siding	Other Tracks	STATIONS	Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS	416	592	462
Mon., Wed. and Fri.	Except Sat.	Daily								Passenger	Way Freight	Time Freight
L 7:15AM	L 10:30PM	L 10:10AM		TACOMA.....	0.0			QRBK	A 7:55PM	A 1:00PM	A 11:55PM
7:35	11:00	10:22	95	182	3.1 HILLSDALE	3.1		No Office		7:43	12:40	11:30
		10:26		30	2.4 MIDLAND	5.5		No Office		7:39		
8:01	162 11:10	10:30	52		1.4 ALLISON	6.9		No Office	W.4 Mi E	7:36	12:20	11:10
8:13	A 11:30PM	A 10:40AM	40	7	4.3 FREDERICKSON	11.2	P	No Office	YRJP	L 7:29PM	12:05PM	L 10:55PM
8:23				32	1.6 BERKELEY	12.8		No Office			11:55	
				5	2.2 HARDING	15.0		No Office				
				7	0.9 GRAHAM	15.9		No Office				
8:58				80	1.5 THRIFT	17.4		No Office			11:35	
9:45				19	5.6 KAPOWSIN	23.0	KN	5:00PM to 8:00AM	WO		11:09	
					3.3 HOLZ	26.3		No Office				
10:40				8	2.0 CLAY CITY	28.3		No Office			10:44	
11:01				69	4.3 EATONVILLE	32.6	V	5:00PM to 8:00AM	W		10:14	
11:35				19	4.0 LA GRANDE	36.6		No Office			9:30	
11:55				32	4.6 ALDER	41.2	AD	5:00PM to 8:00AM			9:01	
12:20PM				48	2.1 RELIANCE	43.3	RA	3:30PM to 6:30AM			8:50	
12:35				21	2.9 WILLIAMSON	46.2		No Office			8:30	
12:45				24	1.0 ELBK	47.2	H	5:00PM to 8:00AM	W		8:20	
12:59					2.4 PARK JCT.	49.6		No Office	PYJ		7:20	
A 1:20PM				35	4.1 West Fork Logging Co. Crossing MINERAL	53.7	D	10:00PM to 6:00AM	WORBG		L 7:01AM	
					0.7 EAST CREEK JCT.	54.4		No Office	Y			
					1.7 CARLSON LBR. CO. CROSSING	56.1		No Office				
				14	3.5 COWLITZ JCT.	59.6		No Office				
				15	5.2 COAL CANYON	64.8		No Office	W.2 Mi E			
				25	2.4 MORTON	67.2	MN	4:00PM to 7:00AM	Y			
6:05	1:00	.27			Schedule Time					.26	5:59	1:00
8.8	11.2	25.5			Average Speed Per Hour					25.9	9.0	11.2

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
Morrocks.....2.0 miles east of Carnation	Tokul Creek.....1.5 miles west of Tokul

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.
Seattle Water Shed sign located one mile west of west switch Cedar Falls.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains	Freight Trains
Between Cedar Falls and Carnation25 M. P. H.	Between a point one mile west of Cedar Falls and a point one and one-half miles east of Tanner.....12 M. P. H.
Between Carnation and Everett35 M. P. H.	Between Falls City and a point three miles west.....12 M. P. H.
Over Tokul Creek Bridge15 M. P. H.	Between all other points.....20 M. P. H.

See other speed restrictions on page 10.

SPECIAL RULES

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

MAXIMUM SPEED PERMISSIBLE

Passenger Trains	Freight Trains
Between Tacoma and Park Jct.....40 M. P. H.	Between Tacoma and Morton20 M. P. H.
Double track in use between Tacoma Jct. and Tide Flats Yard. See page 4.	See other speed restrictions on page 10.
Trains should reduce speed to six (6) miles per hour approaching and passing through yard limits at Reliance, expecting to find main line occupied. 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.	
Junction switch near Passenger Station at Tacoma, and junction switch at Park Junction, should be set and locked for Tacoma and Morton subdivision.	
Junction switch at Frederickson should be set and locked for Frederickson and Helsing Junction subdivision.	

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Cambridge.....2.0 miles west of East Creek Jct.	Fern Hill Lbr. Co.....Harvard	LeRoy Tbr. Co.....1 mile east of Alder
Carlson Lbr. Co.....1.5 miles west of East Creek Jct.	Fitzner.....3.0 miles west of Eatonville	Millberry.....2.9 miles west of East Creek Jct.
Divide.....4.0 miles west of East Creek Jct.	Harvard.....1.3 miles west of Hillsdale	Rock Quarry.....3.3 miles west of LaGrande
Electron.....0.3 mile west of Kapowsin	Kirby.....0.6 mile east of Harding	Tilton River Log. Co.....0.5 mile west of Cowlitz Jct.
Everitt Fisher Coal Co.....0.25 mile west of Coal Canyon		

Not necessary for trains to obtain clearance card at Frederickson.
Gates have been installed at West Fork Logging Co. Crossing just east of station at Mineral. 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.

6 WESTWARD BEVERLY JCT. AND HANFORD---SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Distance from Beverly Jct.	Time Table No. 34 IN EFFECT 12:01 A. M. DEC. 28th, 1930				Distance from Hanford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	THIRD CLASS	
115	Mixed	Sidings	Other Tracks		STATIONS		Mixed	118						
	Mon., Wed. Fri.													
L	6 35AM			0.0	BEVERLY JUNCTION	45.2	No Office	PJR	A	12.45PM				
f	6 50		6	4.0	4.0 LEVERING	41.2	No Office		f	12.30PM				
f	7 20		28	14.4	10.4 PRIEST RAPIDS	30.8	No Office	PW	f	11.59				
f	7 45		9	21.3	6.9 VERNITA	23.9	No Office		f	11.30				
f	7 55		9	24.3	3.0 RIVERLAND	20.9	No Office	P	f	11.20				
f	8 05		5	27.4	3.1 HAVEN	17.8	No Office		f	11.10				
f	8 15		12	30.7	3.5 ALLARD	14.5	No Office		f	11.00				
s	8 45	25	75	37.4	6.7 WHITE BLUFFS	7.8	WB	5.00PM to 8.00AM	s	10.30				
A	9 20AM	10	30	45.2	7.8 HANFORD	0.0	HN	5.00PM to 8.00AM	YWR	L	9.50AM			
	2.45				Schedule Time					2.55				
	16.4				Average Speed per Hour					15.1				

WESTWARD BAGLEY JCT. AND ENUMCLAW---SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Distance from Enumclaw	Time Table No. 34 IN EFFECT 12:01 A. M. DEC. 28th, 1930				Distance from Bagley Jct.	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	SECOND CLASS	
395	Way Freight	Sidings	Other Tracks		STATIONS		Way Freight	396						
	Except Sun.													
L	12.05PM	11		0.0	BAGLEY JCT.	17.5	No Office	PJR	A	9.00AM				
s	12.30	25	8	2.2	2.2 SELLECK Northern Pacific Railway Co. Crossing	15.3	No Office	W 1 MLE	s	8.35				
f	12.50	19		7.1	4.9 PALMER Northern Pacific Railway Co. Crossing	10.4	No Office		f	8.13				
f	1.00	7	46	8.4	1.3 BAYNE	9.1	No Office	G	f	8.07				
f	1.10		4	10.2	1.8 CUMBERLAND Northern Pacific Railway Co. Crossing	7.3	No Office	G	f	7.59				
f	1.20		6	13.3	3.1 VEAZIE	4.2	No Office		f	7.47				
f	1.35		4	15.5	2.2 ENUMCLAW JCT.	2.0	No Office	P Y J R	f	7.38				
A	1.50PM	24	55	17.5	2.0 ENUMCLAW	0.0	CW	5.15PM to 6.45AM	WR	L	7.30AM			
	1.45				Schedule Time					1.39				
	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.

Passenger Trains **MAXIMUM SPEED PERMISSIBLE** Between Beverly Jct. and Hanford.....25 M. P. H.
 Freight Trains **MAXIMUM SPEED PERMISSIBLE** Between Beverly Jct. and Hanford.....25 M. P. H.
 See other speed restrictions on page 10.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS
 Bleakley1.0 mile west of White Bluffs

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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.

Passenger Trains **MAXIMUM SPEED PERMISSIBLE** Between Bagley Jct. and Enumclaw.....25 M. P. H.
 Freight Trains **MAXIMUM SPEED PERMISSIBLE** Between Bagley Jct. and Enumclaw.....15 M. P. H.
 See other speed restrictions on page 10.

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
 Durham Coal Co.....2.5 miles west of Selleck
 Kanasket1.4 miles East of Palmer

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.

WESTWARD

PARK JCT. AND ASHFORD---SUBDIVISION

EASTWARD

FIRST CLASS		Capacity of Sidings in Cars		Distance from Park Jct.	Time Table No. 34 IN EFFECT 12:01 A. M. DEC. 28th, 1930				Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	FIRST CLASS	
		Sidings	Other Tracks		STATIONS									
				10	0.0	PARK JCT.	5.5	No Office	PYJ					
				21	1.3	1.3 HICKEY	4.2	No Office						
				17	3.5	2.2 NATIONAL	2.0	No Office						
				40	4.5	1.0 CAMP 17	1.0	No Office						
				16	5.5	1.0 ASHFORD	0.0	F	No Office	PRY				
						Schedule Time								
						Average Speed Per Hour								

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.

Passenger Trains **MAXIMUM SPEED PERMISSIBLE** Between Park Jct. and Ashford30 M. P. H.
 Freight Trains **MAXIMUM SPEED PERMISSIBLE** Between Park Jct. and Ashford.....30 M. P. H.
 See other speed restrictions on page 10.

				SECOND CLASS	FIRST CLASS		Time Table No. 34 IN EFFECT 12:01 A. M. DEC. 28th, 1930				FIRST CLASS		THIRD CLASS				
				463	415		STATIONS				416	462					
				Time Freight	Passenger						Passenger	Time Freight					
				Except Sat.	Daily						Daily	Except Sun.					
				L 11.30 PM	L 10.40 AM						A 7.29 PM	A 10.55 PM					
				11.40	f 10.47						f 7.21	10.43					
				11.55	f 10.55						f 7.12	10.28					
					f 11.01						f 7.06						
				12.30 AM	s 11.10						s 6.57	10.00					
				12.55	f 11.25						f 6.42	9.32					
				1.20	f 11.42						f 6.26	9.05					
				1.50	s 11.59						s 6.12	8.42					
				2.01	f 12.08 PM						f 6.00	8.27					
				2.20	s 12.18						s 5.45	8.07					
				A 2.43 AM	As 12.23 PM						Ls 5.40 PM	L 8.00 PM					
					12.28						5.35						
					12.38						5.25						
					12.45						5.15						
					12.52						5.08						
					12.57						5.03						
					1.00						4.59						
					1.04						4.56						
					1.10						4.50						
					1.22						4.38						
					1.25						4.35						
					1.31						4.27						
					1.42						4.15						
				A 5.45 AM	A 2.05 PM						L 3.55 PM	L 5.00 PM					
				6.15	3.25						3.34	5.55					
				15.0	27.2						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 10.
 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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Arkley 5.25 miles east of Rainier
 Bordeaux Mummy
 Johnson Creek 0.9 mile east of Rainier
 Skookumchuck 3.3 miles east of Offutt Lake
 Spruceston 2.0 miles east of Cedarville
 Not necessary for trains to obtain clearance card at Frederickson.
 Junction switch at Frederickson and Maytown should be set and locked for Frederickson and Helsing Junction subdivision.
 Gates have been installed at Weyerhaeuser Timber Co. Crossing 2.9 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. 34 IN EFFECT 12:01 A. M. DEC. 28th, 1930			Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	FIRST CLASS		THIRD CLASS
663	617	615	618	616	662		STATIONS	618	616					662		
Way Freight	Passenger	Passenger	Passenger	Passenger	Way Freight											
Except Sun.	Daily	Daily	Daily	Daily	Except Sun.											
L 7.00AM	616 Ls 6.15PM	618 L 11.59AM				MAYTOWN				65.7	MT	5 PM to 8 AM	W-B-J O-R-Y-P	615 As 11.59AM	617 A 6.10PM	662 A 7.00PM
7.20	662 f 6.28	f 12.13PM				7.4 ESSEX				58.8		No Office		f 11.45	f 5.57	617 6.28
7.35	f 6.35	f 12.19				3.3 Ford's Prairie Coal Co. Crossing FORAN				55.0		No Office	G	f 11.39	f 5.51	6.10
						1.7 Northern Pacific Railway Co. Crossing O. W. R. & N. Co. Crossing BLAKESLEE JCT.				53.3			I			
8.01	s 6.42	s 12.25				1.3 CENTRALIA				52.0	CN	4.30 PM to 7.30 AM	Z-P	s 11.33	s 5.44	6.00
						0.6 Northern Pacific Railway Co. Crossing				51.4			G			
						2.7 2 Northern Pacific Railway Co. Crossings				48.7			G			
8.30	As 6.50PM	s 12.33				0.4 CHEHALIS				48.3	CH	5.00 PM to 8.00 AM	K-P-W-R	Ls 11.25AM	s 662 5.36	616 5.46 5.27
						2.1 Northern Pacific Railway Co. Crossing				46.2			I			
8.40		f 12.41				1.9 JOY				44.3		No Office			f 5.27	4.30
8.45		f 12.46				2.2 WEST ADNA				42.1		No Office			f 5.22	4.20
8.55		f 12.54				3.6 RUTH				38.5		No Office	P		f 5.13	4.05
9.15		f 1.08				5.8 MAYS				32.7		No Office			f 4.59	3.40
9.40		s 1.15				3.1 Schafer Bros. Lbr. Co. Crossing Northern Pacific Railway Co. Crossing DRYAD				29.6	YD	5.00PM to 8AM	GWP		s 4.52	3.25
						0.3 Northern Pacific Railway Co. Crossing				29.3			I			
9.50		f 1.18				1.0 Northern Pacific Railway Co. Crossing DOTY				28.3		No Office	GP		f 4.48	3.20
10.20		s 1.42				10.6 BURT				17.7	BU	5PM to 8AM			s 4.25	2.45
10.25		1.45				0.9 BEDFORD				16.8		No Office	W		4.22	2.40
10.35		1.52				2.2 MACPHAIL				14.6		No Office			4.17	2.30
10.55		f 2.02				3.3 SUTICO				11.3		No Office	P		f 4.02	2.15
11.05		f 2.07				1.6 FIRDALE				9.7		No Office	W-P		f 3.58	615 2.07
11.22		f 2.14				3.2 MOOSE				6.5		No Office			f 3.50	1.51
11.34		f 2.20				2.7 LANDING				3.8		No Office			f 3.43	1.45
11.39		f 2.23				1.0 WILLAPA				2.8		No Office			f 3.40	1.40
11.45		f 2.26				1.4 SUNSET DUMP				1.4		No Office	P		f 3.38	1.35
A 12.05PM		A 2.30PM				1.4 RAYMOND Northern Pacific Railway Co. Crossing				0.0	RD	5.30 PM to 8 AM	W-K-B R-O-Y		L 3.35PM	L 1.30PM
5.05	.35	2.31				Schedule Time								.34	2.35	5.30
12.9	27.8	25.3				Average Speed Per Hour								30.0	25.4	12.0

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 CROSSING INTERLOCKED—SEE SPECIAL RULE PAGE 10

MAXIMUM SPEED PERMISSIBLE

Passenger Trains	Freight Trains
Between Maytown and MacPhail _____ 35 M. P. H.	Between Maytown and MacPhail _____ 20 M. P. H.
Between MacPhail and Firdale _____ 25 M. P. H.	Between MacPhail and Firdale _____ 15 M. P. H.
Between Firdale and Raymond _____ 35 M. P. H.	Between Firdale and Raymond _____ 20 M. P. H.

See other speed restrictions on page 10.

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.

Delivering Form 19 Train Orders in Automatic and Manual Block Signal Territory.

IN AUTOMATIC SIGNAL TERRITORY

When an operator receives a "19" train order for a train at a station provided with a three (3) position train order semaphore, the semaphore will be placed at "stop" position. When the engineer notes the position of the semaphore he will sound four short blasts of the whistle. When the whistle signal is sounded, the semaphore will be raised to (caution—45 degrees) the 19 position and the engineer will acknowledge the position by two short—space—three short blasts of the whistle. The operator will then deliver the order and clearance card in accordance with the rule.

IN MANUAL BLOCK TERRITORY

When an operator receives a train order for a train at a station provided with a two position semaphore he will be governed by the following:

"When an operator receives the signal 19 followed by the direction, he must immediately display the 'stop signal' for the direction indicated and then reply 'stop displayed', adding the direction; and until the orders have been delivered or annulled the signal must not be restored to 'proceed'. While 'stop' is indicated trains must not proceed without a clearance card. (Form A or A-1)."

A green flag by day or a green light by night placed on the semaphore will indicate that the operator has a 19 order to deliver.

When the operator fails to make delivery of a 19 order the train must stop and get the order.

OPERATION OF TRAINS ON MOUNTAIN GRADES

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 is 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.

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 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	251
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. Hoye	" "	9 J	9 M
Auburn	Dr. John Darst	" "	199J	354M
Puyallup	Dr. S. D. Barry	" "	Main 500	Main 4
Sumner	Dr. G. C. Kohl	" "	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. H. T. Doust	" "	Get thru Operator Mineral	
Morton	Dr. C. B. Ritchie	" "	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	Hoquiam 58
Hoquiam	Dr. J. F. McDonald	" "	680	Hoquiam 209
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	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.

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

SYMBOLS

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

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

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. 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.

MAYTOWN AND RAYMOND SUB-DIVISION RAILWAY CROSSINGS INTERLOCKED

The home and distant signals used in operating the Interlocking plant at Blakesley Jct., are upper quadrant. The home signals are electrically operated, two position. Distant signals semi-automatic, three position.

The home and distant signals protecting the crossing 2.1 miles West of Chehalis, are upper quadrant. Home signals are electrically operated, two position. Distant signals are semaphore fixed type.

The home signals protecting the crossing on connections with the C. C. & C. Railroad, are color light type, two indication. There are no distant signals for this crossing.

The home signals at Dryad are color light type, two indication. Distant signals semaphore fixed type.

The following rules govern movements over both of the crossings located 2.1 miles West of Chehalis, and at Dryad.

Home signals at these crossings have automatic control. They are located approximately 550 feet from crossing, on right hand side of track, and their indications are in accordance with the rules 602-A and 602-G.

The fixed distant signals at the crossings 2.1 miles West of Chehalis are located approximately 3000 feet from home signals. At Dryad they are located 1400 feet from home signal for Westward movement and 2200 feet from home signal for Eastward movements. They are located on right hand side of track, and their indications are in accordance with rule 603-J.

All trains will approach the home signals at these crossings 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 cable trains may require emergency stops, switching, or transfers over main line tracks where opposition to regular schedule, 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 using main line at any time in Seattle terminals, must comply

with these instructions. Trains between Everett station and Belt Yard, and all trains using 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.	35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.	30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.	25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.	20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.	15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

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.

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—4400 ft. west of west switch.
 Enumclaw—2000 ft. east of White River Lumber Co. switch.
 Bayne—2600 ft. east of east switch—1500 ft. west of west 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—1000 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							
	EASTWARD				WESTWARD			
	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
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	Seattle,	Arnt Setter, 521 Second Ave.
Tacoma,	A. A. Mierow, 1105 Broadway	Raymond,	W. C. Vandervort
Hoquiam,	Fred. Straub	Enumclaw,	A. C. Melness
Everett	H. Mayer, 2809 1/2 Colby St.		

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 4:45 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	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-8	142 tons				

S. C. WHITTEMORE
 Chief Dispatcher.

J. S. ECCLES,
 Assistant Trainmaster.

F. BUCHANAN,
 Travelling Engr. and Asst. Trainmaster

E. L. CLEVELAND,
 Trainmaster.

E. G. FOWLER

W. A. ALLEN,

H. E. PETERSON

W. A. MONROE

J. N. MITCHELL,

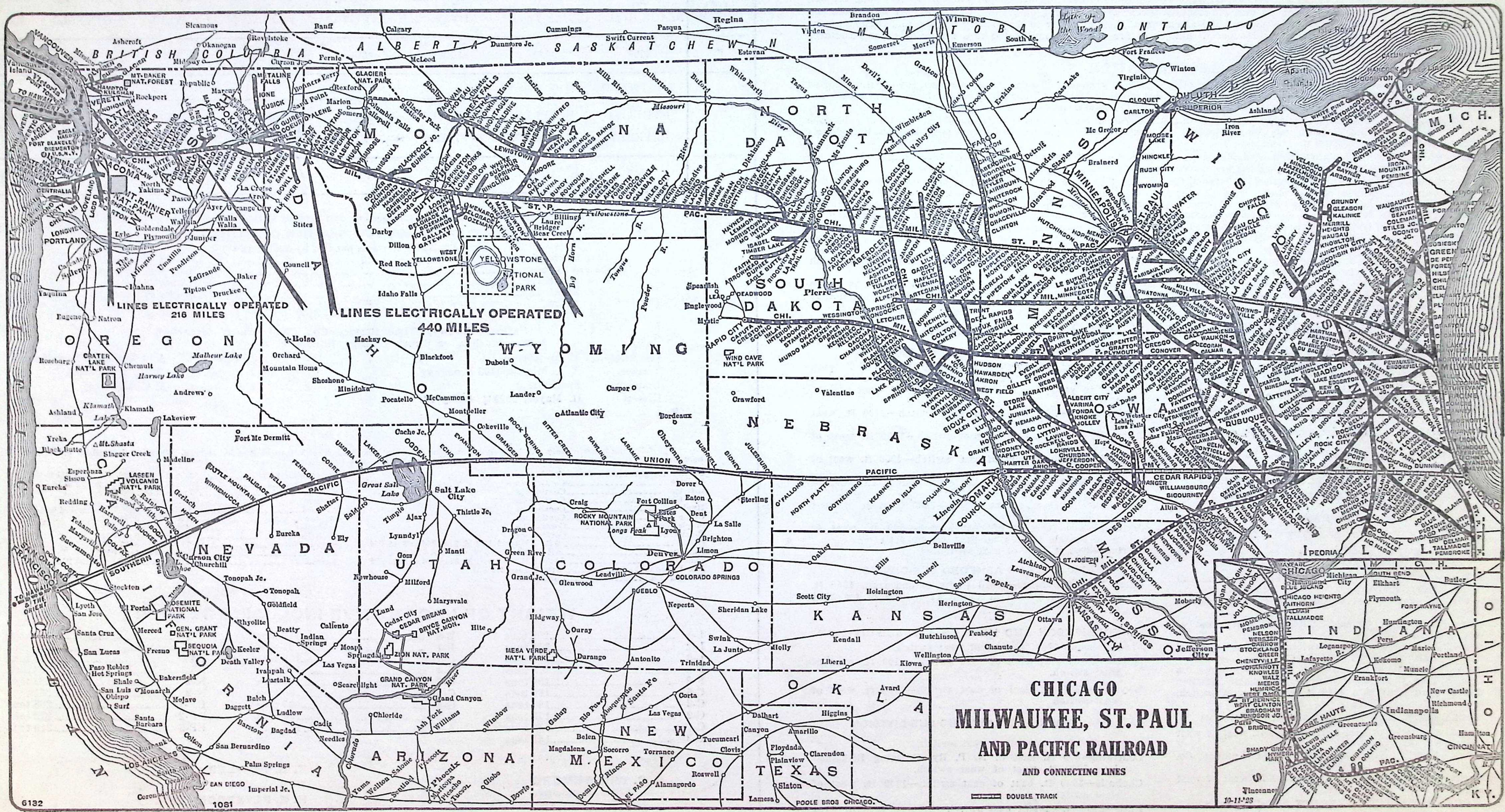
M. J. O'CONNOR

Train Dispatchers.

D. W. BOH,

Train Dispatcher

Between Enumclaw and Enumclaw Jct.



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

AND CONNECTING LINES

DOUBLE TRACK