

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

COAST DIVISION

## SUPPLEMENT NO. 1 TO TIME TABLE No. 36

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

PACIFIC OR 120th MERIDIAN TIME

WEDNESDAY, JULY 1<sup>ST</sup>, 1931

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.

WESTWARD

TACOMA AND MORTON—SUBDIVISION

EASTWARD

THIRD CLASS	SECOND CLASS	FIRST CLASS	Capacity of Sidings in Cars		Distance from Tacoma	STATIONS	Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS	THIRD CLASS	
			2	592							462		
591	463	1	Sidings	Other Tracks							2	592	462
Way Freight	Time Freight	Passenger									Passenger	Way Freight	Time Freight
Mon., Wed. and Fri.	Except Sat.	Daily									Daily	Tue., Thur. and Sat.	Except Sun.
L 7:30AM	L 10:30PM	L 9:40AM			0.0	TACOMA	67.2	MA		@RBK	A 7:45PM	A 1:00PM	A 11:55PM
7:50	11:00	9:52	95	182	3.1	3.1 HILLSDALE	64.1	No Office			7:33	12:35	11:30
		9:55		30	5.5	2.4 MIDLAND	61.7	No Office					
8:15	462 11:10	9:57	52		6.9	1.4 ALLISON	60.3	No Office	W. 4 Mi E		7:23	12:10PM	463 11:10
8:27	A 11:30PM	10:04	40	7	11.2	4.3 FREDERICKSON	56.0	No Office		YRJP	7:14	11:45	L 10:55PM
8:35		10:07	32		12.0	1.6 BERKELEY	54.4	No Office			7:10	11:30	
					15.0	2.2 HARDING	52.2	No Office					
					15.9	0.9 GRAHAM	51.3	No Office					
8:55		10:14	80	5	17.4	1.5 THRIFT	49.8	No Office			7:00	11:00	
9:20		592 10:23	19	47	23.0	5.6 KAPOWSIN	44.2	No Office		WO	6:50	10:23	
					26.3	3.3 HOLZ	40.9	No Office					
					28.3	2.0 CLAY CITY	38.9	No Office					
10:00		10:38	69	30	32.6	4.3 EATONVILLE	34.6	V	4.45PM to 7.45AM	W	6:32	9:30	
10:17		10:46	19		36.6	4.0 LA GRANDE	30.6	No Office			6:25	8:45	
10:37		11:00	32	25	41.2	4.6 ALDER	26.0	AD	4.45PM to 7.45AM		6:11	8:25	
10:45		11:04	48		43.3	2.1 RELIANCE	23.9	No Office			6:07	8:15	
10:55		11:10	21		46.2	3.9 WILLIAMSON	21.0	No Office			6:01	8:00	
11:00		11:12	24	30	47.2	1.0 ELBE	20.0	No Office		W	5:59	7:50	
11:10		A 11:17AM			49.6	2.4 PARK JCT.	17.6	No Office		PYJ	L 5:56PM	7:20	
A 11:30AM			35	200	53.7	4.1 West Fork Logging Co. Crossing MINERAL	13.5	D	3.15PM to 6.15AM	WORBG		L 7:00AM	
					54.4	0.7 EAST CREEK JCT.	12.9	No Office		Y			
					56.1	1.7 CARLSON LBR. CO. CROSSING	11.1	No Office					
					59.6	3.5 COWLITZ JCT.	7.6	No Office					
			14		64.8	5.2 COAL CANYON	2.4	No Office	W. 2 Mi E				
			15		67.2	2.4 MORTON	0.0	MN	4.45PM to 7.45AM	Y			
4.00	1.00	1.37				Schedule Time					1.49	6.00	1.00
13.4	11.2	30.7				Average Speed Per Hour					27.3	9.4	11.2

SPECIAL RULES

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

MAXIMUM SPEED PERMISSIBLE

See other speed restrictions on page 9.

Between Tacoma and Park Jct. .... 40 M. P. H.	Between Park Jct. and Morton ..... 30 M. P. H.	Between Tacoma and Mineral ..... 25 M. P. H.
Double track in use between Tacoma Jct. and Tide Flats Yard. See page 4.	Between Mineral and Morton ..... 20 M. P. H.	
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. .... 3.0 miles west of Eatonville	LeRoy Tbr. Co. .... 1 mile east of Alder
Carlson Lbr. Co. .... 1.5 miles west of East Creek Jct.	Fitzer ..... 3.0 miles west of Eatonville	Millberg ..... 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 Kapowain	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.

WESTWARD

PARK JCT. AND ASHFORD—SUBDIVISION

EASTWARD 5

FIRST CLASS	Capacity of Sidings in Cars	Distance from Park Jct.	STATIONS	Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS
								2
1								2
Passenger	Sidings	Other Tracks						Passenger
Daily								Daily
L 11:17AM	10	0.0	PARK JCT.	5.5		No Office	PYJ	A 5:56PM
	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		
A 11:30AM	16	5.5	1.0 ASHFORD	0.0	F	4.30PM to 7.30AM	RPY	L 5:45PM
.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 9.

Special Rules and Instructions

That part of Rules 19 and D-19 in the Book of Rules and Regulations prescribing the kind of markers to be displayed is changed to read "By day green flags 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 A1)."

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.