

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

COAST DIVISION

TIME TABLE No. 37

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, OCTOBER 23RD, 1932

Superseding Time Table No. 36 and Supplement No. 1 thereto.

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.

Table with columns for Second Class (115, 263), First Class (15), Capacity of Sidings, Stations (Othello to Cle Elum), Distance from Cle Elum, Telegraph Calls, Office Closed Week Days, Symbols, and First/Second Class times (16, 264, 116).

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.

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 are for the use of work train crews, helper crews, and crews on Beverly Jct. and Hanford Subdivision only.

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...40 M. P. H.
Between Beverly and Boylston...18 M. P. H.
Between Boylston and Kittitas...22 M. P. H.
Between Kittitas and Cle Elum...40 M. P. H.

See other speed restrictions on page 9.

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

Table with columns for Second Class (395), Capacity of Sidings, Time Table No. 37, Stations (BAGLEY JCT. to ENUMCLAW), Distance from Enumclaw, Telegraph Calls, Office Closed Week Days, Symbols, and Second Class times (264, 116).

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Wye switches at Enumclaw Jct. must be set for the track of the White River Lumber Company.

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.

Table with columns for Second Class (115), Capacity of Sidings, Time Table No. 37, Stations (BEVERLY JUNCTION to HANFORD), Distance from Hanford, Telegraph Calls, Office Closed Week Days, Symbols, and Third Class times (116).

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Trains need not obtain clearance card at Beverly Jct.

Way freight trains between Beverly Jct. and Hanford...30 M. P. H. except between one mile west of Levering to four miles west of Priest Rapids, 20 M. P. H.

WESTWARD

CLE ELUM AND MAPLE VALLEY—SUBDIVISION

EASTWARD

SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Distance from Cle Elum	STATIONS	Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	FIRST CLASS		SECOND CLASS	
395	263	15		Sidings	Other Tracks							16	264	396	
Way Freight	Time Freight	Passenger				Passenger	Time Freight	Way Freight							
Mon. Wed. & Fri.	Daily	Daily				Daily	Daily	Tues. Thur. & Sat.							
L 9:30AM		L 4:55AM		Yard		0.0	CLE ELUM	89.9	CM	@WRB	A 12:45AM		A 10:15AM		
261 9:50		5:07		66	29	7.5	7.5 LAVENDER	82.4		No Office	P	12:34		263 9:50	
10:05		f 5:14		65	34	11.6	4.1 EASTON	78.3	EA	5:00PM to 8:00AM	YK	f 12:28		9:30	
10:30		5:30		66	15	20.1	8.5 WHITTIER	69.8		No Office	P WSMIER	12:10		9:05	
11:00		f 5:39				24.1	4.0 KEECHELUS	65.8		No Office	P	f 12:03AM			
11:10		f 5:49		E74 W79	27	29.0	4.9 HYAK	60.9	HY	4:15PM to 7:15AM		f 11:51		8:30	
11:25		f 5:56		95	129	31.6	2.6 ROCKDALE	58.3		No Office	W	f 11:44		8:15	
11:40		6:09		64	10	36.7	5.1 BANDERA	53.2		No Office	P	11:32		7:50	
11:51		6:22				40.7	4.0 MINOT	49.2		No Office		11:22		7:30	
12:20PM		6:35		63	18	42.0	1.3 GARCIA	47.9		No Office	PW	11:20		7:25	
L 3:00PM	12:43	s 6:45		E80 W70	Yard	50.8	3.2 CEDAR FALLS	39.1	MY		WORYE@YZ	s 11:00		15 6:45	
A 3:30PM						54.8	4.0 BAGLEY JCT.	35.1		No Office	JP	10:52		L 9:15AM	
1:10		6:53		65		55.6	0.8 BARNESTON	34.3		No Office	P	10:51		6:10	
1:30		7:01		65		59.5	3.9 TRUDE	30.4		No Office	P	10:45		5:50	
		7:05			10	62.1	2.6 LANDSBURG	27.8		No Office	P	10:40			
1:45		7:08		65	18	64.4	2.3 NOBLE	25.5		No Office	P	10:36		5:30	
A 2:05PM	A 7:15AM			80	14	67.8	3.4 MAPLE VALLEY	22.1	MY		WJR	L 10:30PM		L 5:15AM	
						71.6	3.8 CEDAR MOUNTAIN	18.3							
						73.1	1.5 INDIAN	16.8							
						74.6	1.5 ELLIOTT	15.3							
						78.1	3.5 Nor. Pac. Ry. Co. Crossing RENTON	11.8	RN						
						80.5	2.4 BLACK RIVER O. W. R. & N. Co. Crossing	9.4	BI		I				
						84.8	4.3 VAN ASSELT	5.1							
						86.5	1.7 ARGO O. W. R. & N. Co. Crossing Nor. Pac. Ry. Co. Crossing	3.4			I				
A 5:30PM	A 8:00AM					89.9	3.4 SEATTLE	0.0	OW			L 9:45PM		L 1:00AM	
.30	8.00	3.05					Schedule Time					3.00		9.15	
9.3	11.2	29.1					Average Speed Per Hour					30.0		9.72	

WESTWARD CEDAR FALLS AND EVERETT—SUBDIV. EASTWARD 3

SECOND CLASS		Capacity of Sidings in Cars		Distance from Cedar Falls	STATIONS	Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	SECOND CLASS	
291	292	Sidings	Other Tracks							291	292
Way Freight	Time Freight	Passenger				Way Freight	Time Freight	Way Freight			
Tues. Thur. & Sat.	Daily	Daily				Tues. Thur. & Sat.	Daily	Tues. Thur. & Sat.			
L 10:30AM		Yard		0.0	CEDAR FALLS	54.7	MY		@OYZ WRB	A 2:30PM	
10:57				5.9	5.9 TANNER Northern Pacific Railway Co. Crossing	48.8		No Office	K	1:55	
11:06		42	19	8.0	2.1 NORTH BEND	46.7		No Office	W	1:40	
11:24		35		11.2	3.2 SNOQUALMIE FALLS	43.5	Q	5:00PM to 8:00AM		1:26	
11:29		23		12.3	1.1 TOKUL	42.4		No Office		1:17	
11:48		11		16.9	4.6 FALL CITY	37.8		No Office		12:58	
12:05PM		40	20	22.3	5.4 CARNATION	32.4		No Office	W	12:40	
12:25		36	4	25.6	3.3 STILLWATER	29.1		No Office	P	12:25	
12:45		36	20	31.0	5.4 DUVALL	23.7	VA	5:00PM to 8:00AM		12:06PM	
1:02		15	10	36.6	5.6 HIGH ROCK	18.1		No Office	P	11:48	
1:17		31	130	40.8	4.2 MONROE	13.9	MR	5:00PM to 8:00AM	WK	11:35	
				41.4	0.6 G. N. RY. CROSSING	13.3		No Office	G		
1:26		15	16	42.6	1.3 WOODRUFF	12.1		No Office	K	11:20	
1:36			11	44.8	2.2 LETTUCETON	9.9		No Office		11:10	
1:58		42	20	47.7	2.9 SNOHOMISH	7.0	MI	5:00PM to 8:00AM		10:55	
				51.9	4.2 Drawbridge	2.8			G		
2:15		Yard		53.1	1.2 Drawbridge BELT YARD	1.6		No Office	KZI	10:40	
A 2:30PM				54.7	1.6 EVERETT	0.0	RT	5:00PM to 8:00AM	@OBTWR	L 10:30AM	
4.00					Schedule Time					4.00	
13.7					Average Speed Per Hour					13.7	

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 crossing 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 miles west of Monroe
Galvers1.25 miles west of Fall City
Horrocks 2.0 miles east of Carnation
Meadow Brook1.6 miles west of No. Bend
Stuart0.8 mile west of Stillwater
Tokul Creek1.5 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
Between Cedar Falls and Carnation...25 M. P. H.
Between Carnation and Everett.....35 M. P. H.
Over Tokul Creek Bridge15 M. P. H.
Freight Trains
Between a point one mile west of Cedar Falls and a point one and one-half miles east of Tanner12 M. P. H.
Between Fall City and a point three miles west12 M. P. H.
Between all other points25 M. P. H.

See other speed restrictions on page 9.

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, 40 M. P. H. Between Hyak and Cedar Falls, 22 M. P. H. Between Cedar Falls and Maple Valley, 40 M. P. H. See other speed restrictions on page 9.

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, inter-locked home signal at Black River Jct. (Northern Pacific Railway Co. Crossing). Signal 43-0, Eastward, between Ragnar and Garcia. Signal 43-7, Westward, between Garcia and Bandera. 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. 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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS—Meadow Creek, 2.5 miles west of Whittier. Miller & Dunn, 0.75 mile west of Whittier.

WESTWARD

TACOMA AND MORTON—SUBDIVISION

EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Time Table No. 37 IN EFFECT 12:01 A. M. OCTOBER 23rd, 1932			THIRD CLASS				
563	591		STATIONS	Distance from Tacoma	Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	564	592	590
Time Freight Except Sun.	Way Freight Mon., Wed. and Fri.	Sidings	Other Tracks					Time Freight Except Mon.	Way Freight Tue., Thur. and Sat.	Way Freight Mon., Wed. and Fri.
L 9:45 PM	L 7:30 AM			0.0	TACOMA	67.2	MA	@RBK	A 1:50 AM	A 1:00 PM
10:05	7:50	95	182	3.1	HILSDALE	64.1	No Office		1:30	12:40
			30	5.5	MIDLAND	61.7	No Office			
10:15	8:15	52		6.9	ALLISON	60.3	No Office	W. 4 Mi E	1:15	12:20
A 10:30 PM	8:27	40	7	11.2	FREDERICKSON	56.0	No Office	YRJP	L 1:00 AM	12:05 PM
	8:35	32		12.8	BERKELEY	54.4	No Office			11:55
			5	15.0	HARDING	52.2	No Office			
			7	15.9	GRAHAM	51.3	No Office			
	8:55	80	5	17.4	THRIFT	49.8	No Office			11:35
	9:20	19	47	23.0	KAPOWSIN	44.2	No Office	WO		11:09
				26.3	HOLZ	40.9	No Office			
			8	28.3	CLAY CITY	38.9	No Office			10:44
	10:00	69	30	32.6	EATONVILLE	34.6	Y	5:00 PM to 8:00 AM	W	10:14
	10:17	19		36.6	LA GRANDE	30.6	No Office			9:30
	10:37	33	25	41.3	ALDER	26.0	AD	4:45 PM to 7:45 AM		9:01
	10:45	48		43.3	RELiance	23.9	No Office			8:50
	10:55	21		46.2	WILLIAMSON	21.0	No Office			8:30
	11:00	24	20	47.2	ELBE	20.0	No Office	W		8:20
	11:10			49.6	PARK JCT.	17.6	No Office	PYJ		7:20
	11:30	35	200	53.7	West Fork Logging Co. Crossing MINERAL	13.5	D	3:15 PM to 6:15 AM	WORBG	L 7:00 AM
				54.4	EAST CREEK JCT.	12.8	No Office	Y		
				56.1	CARLSON LBR. CO. CROSSING	11.1	No Office			
	11:55	14		59.6	COWLITZ JCT.	7.6	No Office			1:35
	12:20 PM	15		64.8	COAL CANYON	2.4	No Office	W. 2 Mi E		1:10
A 12:30 PM		25		67.2	MORTON	0.0	MN	4:00 PM to 8:00 AM	Y	L 1:00 PM
.45	5.90				Schedule Time				.50	6.00
14.9	13.4				Average Speed Per Hour				13.5	9.4

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

Double track in use between Tacoma Jct. and Tide Flats Yard. See page 4.
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.
Carlson Lbr. Co. 1.5 miles west of East Creek Jct.
Divide 4.0 miles west of East Creek Jct.
Electron 0.3 mile west of Kapowsin
Everitt Fisher Coal Co. 0.25 mile west of Coal Canyon

Fern Hill Lbr. Co. Harvard
Fitzer 3.0 miles west of Eatonville
Harvard 1.3 miles west of Hillsdale
Kirby 0.6 mile east of Harding

LeRoy Thr. Co. 1 mile east of Alder
Millberg 2.9 miles west of East Creek Jct.
Rock Quarry 3.3 miles west of LaGrande
Tilton River Log. Co. 0.5 mile west of Cowlitz Jct.

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

EXTRA FREIGHT SERVICE	Capacity of Sidings in Cars		Time Table No. 37 IN EFFECT 12:01 A. M. OCTOBER 23rd, 1932			Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	EXTRA FREIGHT SERVICE
	Sidings	Other Tracks	STATIONS	Distance from Park Jct.	Distance from Ashford					
		10	0.0	PARK JCT.	5.5		No Office	PYJ		
		21	1.3	HICKEY	4.2		No Office			
		17	3.5	NATIONAL	2.0		No Office			
		40	4.5	CAMP 17	1.0		No Office			
		16	5.5	ASHFORD	0.0	F	5:00 PM to 8:00 AM	RPY		
				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.

MAXIMUM SPEED PERMISSIBLE

Between Park Jct. and Ashford Passenger Trains 30 M. P. H. Between Park Jct. and Ashford Freight Trains 20 M. P. H.
See other speed restrictions on page 9.

FREIGHT TONNAGE RATING

EASTWARD								
CLASS	TACOMA TO RENTON	RENTON TO CED. FALLS	CED. FALLS TO HYAK	HYAK TO KITTITAS	KITTITAS TO BEVERLY	BEVERLY TO OTHELLO	THROUGH EFFICIENCY RATING	
EF 1	6000	3000	1500	5000	1600	5000	4018	
EF 2	9000	4500	2300	7500	2400	7500	6027	
EP 2	3450	1715	860	3000	925	2300	2192	
EP 3	4300	2200	1050	3500	1150	2500	2253	
WESTWARD								
	OTHELLO TO BEVERLY	BEVERLY TO BOYLSTON	BOYLSTON TO KITTITAS	KITTITAS TO CLE ELUM	CLE ELUM TO HYAK	HYAK TO CED. FALLS	CED. FALLS TO TACOMA	
EF 1	5000	1100	3100	5000	3700	2900	5000	4148
EF 2	7500	1650	4650	7500	5550	4350	7500	6242
EP 2	3500	580	1400	3500	2400	1250	3500	2333
EP 3	3500	600	1500	3600	2500	1350	3500	2421

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 below Reduce 20 per cent.
Zero to 10 above Reduce 15 per cent. 10 to 20 below Reduce 30 per cent.

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	432 tons
C-1	151 tons	A-1	134 tons	EP-2	272 tons
B-3	142 tons			EP-3	310 tons

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	Hyak	7:15 AM - 4:15 PM
Beverly	12:01 AM - 8:00 AM	Kent	8:00 AM to 10:00 AM, 7:00 PM to 9:00 PM
Kittitas	12:01 AM - 10:00 PM	Auburn	8:30 AM to 10:30 AM, 7:00 PM to 9:00 PM
Cle Elum	Continuous	Sumner	7:45 AM to 9:45 AM, 1:00 PM to 3:00 PM, 6:45 PM to 8:45 PM
Cedar Falls	Continuous	No. Puyallup	7:00 PM to 9:00 PM
Maple Valley	Continuous	Tacoma Jct.	Continuous
Black River	Continuous	Tacoma	7:00 AM to 4:00 PM

6 WESTWARD FREDERICKSON AND HELSING JCT.—SUBDIV. EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 37 IN EFFECT 12:01 A. M. OCTOBER 23rd, 1932		STATIONS		Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	SECOND CLASS 462	THIRD CLASS 564
563	463	Sidings	Other Tracks	Distance from Frederickson	Distance from Hoquiam							Time Freight	Except Sun.
Time Freight	Time Freight											Except Sun.	
Except Sun.	Except Mon.												
L 10.30PM		40	7	0.0	FREDERICKSON	93.8	No Office	YRJP				A 1.00AM	
10.40			8	3.4	1.4 LOVELAND	90.4	No Office						12.50
10.55		48	2	8.0	4.6 GREENDALE	85.8	No Office	W					12.35
				11.7	3.7 ROY	82.1	No Office						
11.25		41	50	15.8	4.1 McKENNA	78.0	No Office	Y					12.20AM
564 11.50		42		23.4	7.6 RAINIER	70.4	No Office	P					563 11.50
				26.3	2.9 Weyerhaeuser Timber Co. Crossing	67.5		G					
12.10AM		39		31.2	4.9 OFFUTT LAKE	62.6	No Office						11.20
A 12.35AM	L 12.35AM	36	45	37.2	6.0 MAYTOWN	56.6	MT 10.30PM to 1.30PM	W-J-O RYP				A 9.30PM	L 10.55PM
	12.45	26	20	41.1	3.9 MUMBY	52.7	No Office						9.10
	1.00		7	46.6	5.5 ROCHESTER Northern Pacific Railway Co. Crossing	47.2	No Office						8.50
	A 1.10AM			48.5	1.9 HELSING JCT.	45.3	No Office	R K J				L 8.40PM	
				50.0	1.5 INDEPENDENCE	43.8							
				54.6	4.6 BALCH	39.2							
				58.5	3.9 CEDARVILLE	35.3							
				62.6	4.1 LANKNER	31.3							
				65.2	2.6 RONY	28.6							
				67.1	1.9 SAGINAW	26.7							
				68.8	1.7 SOUTH ELMA	25.0							
				72.2	3.4 FULLER	21.6							
				78.7	6.5 SOUTH MONTESANO	15.1							
				80.1	1.4 MELBOURNE	13.7							
				82.9	2.8 PREACHERS SLOUGH	10.9							
				86.4	3.5 NORTH RIVER JCT.	7.4							
				87.5	1.1 COSMOPOLIS	6.3							
				89.3	1.8 SOUTH ABERDEEN	4.5							
				90.2	0.9 ABERDEEN	3.6							
	A 3.15 AM			93.8	3.6 HOQUIAM	0.0		W TYCO R BK				L 6.30PM	
2.05	2.40				Schedule Time							3.00	2.05
17.9	21.2				Average Speed Per Hour							18.9	17.9

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

MAXIMUM SPEED PERMISSIBLE

Passenger Trains _____ 40 M. P. H.
 Between Frederickson and Helsing Jct. _____ 40 M. P. H.
 Between Helsing Jct. and Aberdeen, O.-W. R. & N. 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.
Freight Trains _____ 25 M. P. H.
 Between Frederickson and Helsing Jct. _____ 25 M. P. H.
 Between Aberdeen and Hoquiam, Northern Pacific Railway Co. Time Table and Rules govern.
 See other speed restrictions on page 9.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Arkeley _____ 5.25 miles east of Rainier
 Bordeaux _____ Mumbly
 Johnson Creek _____ 0.9 mile east of Rainier
 Skookumchuck _____ 3.3 miles east of Offutt Lake
 Sprucon _____ 2.0 miles east of Cedarville

Not necessary for trains to obtain clearance card at Frederickson.
 Junction switch at Frederickson should be set and locked for Frederickson and Helsing Junction subdivision.
 Junction switch at Maytown should be set and locked for Maytown and Raymond 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.

WESTWARD MAYTOWN AND RAYMOND—SUBDIVISION EASTWARD

THIRD CLASS		SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 37 IN EFFECT 12:01 A. M. OCTOBER 23rd, 1932		STATIONS		Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 10	THIRD CLASS	
663	563	Sidings	Other Tracks	Distance from Maytown	Distance from Raymond									662	564
Way Freight	Time Freight													Way Freight	Time Freight
Mon. Wed. & Fri.	Except Mon.													Mon. Wed. & Fri.	Except Sun.
	L 12.35AM			45	0.0	MAYTOWN	65.7	MT	10.30PM to 1.30PM				W-J O-R-Y-P		A 10.55PM
	1.00			68	7.4	7.4 ESSEX	58.3		No Office						10.05
				5	10.7	3.3 Ford's Prairie Coal Co. Crossing FORAN	55.0		No Office				G		
					12.4	1.7 Northern Pacific Railway Co. Crossing O. W. R. & N. Co. Crossing BLAKESLEE JCT.	53.3						I		
	1.25			63	36	1.3 CENTRALIA	52.0	CN	5.00PM to 8.00AM				Z-P		9.35
					14.3	0.6 Northern Pacific Railway Co. Crossing	51.4						G		
					17.0	2 Northern Pacific Railway Co. Crossings	48.7						G		
L 9.30PM	A 1.45AM	64	100	17.4	0.4 CHEHALIS	48.3	CH	4.45 AM to 8.00AM 4.00 PM to 8.45PM				K-P-W-R	A 7.20PM	L 9.15PM	
	1.45				17.4	CHEHALIS	40.6								9.15
	A 6.00AM				58.0	40.6 LONGVIEW	0.0								L 6.30PM
					19.5	2.1 Northern Pacific Railway Co. Crossing	46.2						I		
	9.40			6	21.4	1.9 JOY	44.3		No Office					7.00	
	9.45			15	23.6	2.2 WEST ADNA	42.1		No Office					6.50	
	9.55			18	27.2	3.6 RUTH	38.5		No Office				P	6.35	
	10.15			12	33.0	5.8 MAYS	32.7		No Office					6.10	
					36.1	3.1 Northern Pacific Railway Co. Crossing Schafer Bros. Lbr. Co. Crossing DRYAD	29.6	YD	5.00PM to 8AM				GWP	5.55	
					36.4	0.3 Northern Pacific Railway Co. Crossing	29.3						I		
	10.50			18	37.4	1.0 Northern Pacific Railway Co. Crossing DOTY	28.3		No Office				GP	5.50	
	11.20			25	48.0	10.6 BURT	17.7		No Office				P	5.15	
	11.25			58	48.9	0.9 BEDFORD	16.8		No Office				W	5.10	
	11.35			13	51.1	2.2 MACPHAIL	14.6		No Office					5.00	
	11.55			25	54.4	3.3 SUTICO	11.3		No Office					4.45	
	12.05AM			26	56.0	1.6 FIRDALE	9.7		No Office				W-P	4.30	
	12.34			6	61.9	5.9 LANDING	3.8		No Office					4.15	
	12.39			10	62.9	1.0 WILLAPA	2.8		No Office					4.10	
	12.45			43	64.3	1.4 SUNSET DUMP	1.4		No Office				P	4.05	
A 1.00AM		26	130	65.7	1.4 RAYMOND Northern Pacific Railway Co. Crossing	0.0	RD	5.00 PM to 8 AM				W-K-B R-O-Y	L 4.00PM		
3.30	5.25													3.20	4.25
13.8	10.7													14.5	13.1

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

MAXIMUM SPEED PERMISSIBLE

Passenger Trains _____ 35 M. P. H.
 Between Maytown and MacPhail _____ 35 M. P. H.
 Between MacPhail and Firdale _____ 25 M. P. H.
 Between Firdale and Raymond _____ 35 M. P. H.
Freight Trains _____ 25 M. P. H.
 Between Maytown and MacPhail _____ 25 M. P. H.
 Between MacPhail and Firdale _____ 15 M. P. H.
 Between Firdale and Raymond _____ 25 M. P. H.
 See other speed restrictions on page 9.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Johnson and Baker _____ 3.2 miles west of Doty
 Junction switch at Maytown should be set and locked for Maytown and Raymond subdivision.
 Switch leading to C. C. & C. connection at Chehalis should be set and locked for that connection.
 Switch at the C. M. St. P. & P. end of interchange track with the N. P. tracks at Chehalis Jct. should be set and locked for the interchange track.
 Between Chehalis Jct. and Longview, Northern Pacific Railway Co's. Time Table and Rules Govern.

WESTWARD DISCOVERY JCT. AND DISQUE-SUBDIV. EASTWARD

SECOND CLASS	Capacity of Sidings in Cars		Time Table No. 37				SECOND CLASS
91	Sidings	Other Tracks	In Effect 12:01 A. M.		Distance from Port Townsend	Distance from Disque	92
Way Freight			OCTOBER 23rd, 1932					Way Freight
Mon., Wed. Fri.	STATIONS						Mon., Wed. Fri.
			0.0	.....	69.1	.....
L 11.05AM	70	13.0	13.0	.....	56.1	.....	A 8.05AM
	10	14.4	1.4	.....	54.7	.....
	10	20.4	6.0	.....	48.7	.....
	27	25.7	5.3	.....	43.4	.....
12.05PM	45	32.5	6.8	.....	36.6	.....	7.05
	22	36.1	3.6	.....	33.0	.....
	10	39.9	3.8	.....	29.2	.....
	12	42.9	3.0	.....	26.2	.....
	30	48.4	5.5	.....	20.7	.....
A 1.05PM	40	50.8	2.4	.....	18.3	.....	L 6.00AM
		55.0	4.2	.....	14.1	.....
	27	58.6	3.6	.....	10.5	.....
	3	59.8	1.2	.....	9.3	.....
	12	62.1	2.3	.....	7.0	.....
	4	64.5	2.4	.....	4.6	.....
	31	67.2	2.7	.....	1.9	.....
		69.1	1.9	.....	0.0	.....
2.00	Schedule Time						2.05
18.9	Average Speed Per Hour						17.8

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS

This time table conveys no right to trains between Discovery Jct. and Port Townsend. Pt. T. S. R. R. time table and rules govern.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains.....40 M. P. H. Freight Trains.....20 M. P. H.
Freight trains hauling logs.....15 M. P. H.

See other speed restrictions on page 9

All trains and yard engines will come to a full stop before passing over the street crossing at Laurel Street in Port Angeles. Trains cannot meet or pass at Maynard, Gardiner, Crane, Ranger, Covill or Ramapo.

Yard Limit Signs are located as follows: Discovery Jct.: 500 ft. West of West Wye Switch. Port Angeles: 500 ft. East of East Switch. Ennis Creek, 1500 ft. West of Switch leading to Bayside Yard.

Trains on the Discovery Jct. and Disque Sub. Div. and the Port Townsend Southern R. R. being handled by the same Dispatcher, schedules will be considered as in effect between Port Angeles and Port Townsend exactly the same as though the whole line were shown as one sub-division on a time table.

The special rule on page 8 reading "All trains must obtain clearance Form A-1 before leaving initial station" is modified to read as follows: "All trains must obtain clearance cards Form A-1 before leaving initial station, except that trains in turn-around service originating at Port Angeles will obtain a clearance card before departing from that station and may depart from the turn-around point when their schedule or right authorizes them to do so without a clearance card."

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Johnson and Gunstone4.0 Miles W. Maynard
Bekkevar2.8 Miles W. Gardiner
Johnson Creek4.5 Miles W. Blyn
Iven0.3 Miles W. Agnew

N. F. BINGHAM,
Chief Dispatcher.

WESTWARD BELLINGHAM AND GLACIER-Sub-Div. EASTWARD

SECOND CLASS	Capacity of Sidings in Cars		Time Table No. 37				THIRD CLASS
91	Sidings	Other Tracks	IN EFFECT 12:01 A. M.		Distance from Bellingham	Distance from Glacier	92
Way Freight			OCTOBER 23rd, 1932					Way Freight
Except Sun.	STATIONS						Except Sun.
L 7.00AM		Yard	0.0	.....	46.8	.....	A 12.30PM
			4.0	.....	42.8	.....	12.10PM
7.25	23		4.0	.....	42.8	.....
7.35			5.9	.....	40.9	.....	11.50
f 7.40	13		7.9	.....	38.9	.....	f 11.35
			2.5	.....	36.4	.....	f 11.20
7.45	8		10.4	.....	35.4	.....	f 11.10
f 7.48	38		11.4	.....	35.4	.....	f 11.10
f 7.53			12.7	.....	34.1	.....	f 10.50
f 7.55	16		12.9	.....	33.9	.....	f 10.45
f 8.07	20		17.0	.....	29.8	.....	f 10.25
s 8.15	30		17.8	.....	29.0	.....	s 10.15
92 8.30	16		19.3	.....	27.5	.....	10.00 8.30
f 8.40	19		22.2	.....	24.6	.....	f 8.10
s 8.50	Yard		25.1	.....	21.7	.....	s 8.00
			26.1	.....	20.7	.....
f 9.05	8		27.4	.....	19.4	.....	f 7.50
			31.9	.....	14.9	.....	7.25
9.25	22		31.9	.....	14.9	.....
f 9.30	17		32.7	.....	14.1	.....	f 7.20
f 9.35			33.4	.....	13.4	.....	f 7.10
f 9.45	50		35.0	.....	11.8	.....	f 6.55
f 9.55	12		36.3	.....	10.5	.....	f 6.35
f 10.25	16		39.5	.....	7.3	.....	f 6.25
f 10.55	15		44.1	.....	2.7	.....	f 6.10
A 11.15AM	20		46.8	.....	0.0	.....	L 6.00AM
4.15	Schedule Time						6.30
11.0	Average Speed Per Hour						7.2

SPECIAL RULES

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

Trains will come to full stop before crossing Guide Meridian Street at Cornwall, excepting Westward trains approaching Guide Meridian Crossing under control need not come to full stop when in judgment of Engineer stop is not necessary for safe movement over crossing.

Trains will reduce speed to four miles per hour over crossing at Badger, Everson and Hinton. All trains reduce speed to 10 miles per hour over high trestles between Columbia and Lambertson.

Yard Limit signs are located as follows:

Bellingham: 2250 feet west of Mile Post 2 Waterfront Line, and 2000 feet west of Lake Line switch High Line. Wahl & Goshen: 2000 feet east of east switch Wahl to 500 feet west of west switch Goshen. Everson & Hampton: 2000 feet east of east switch Everson to 2000 feet west of west wye switch Hampton. Sumas: 2000 feet east of east wye switch to 2000 feet west of B. C. E. switch. Kulshan: 2000 feet east of east switch.

Maximum speed permissible: Bellingham and Glacier, 20 M. P. H. Hampton-Lynden, 15 M. P. H.

See other speed restrictions on page 9

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS:

NAME	Miles	Car Capacity	NAME	Miles	Car Capacity
Lind Spur.....	2.7	3	Hawkins.....	0.8	4
Gravel Pit.....	2.8	20	Blair.....	3.1	4
Comont Spur.....	3.3	50	Jacobs.....	4.1	4
Coal Mine.....	3.9	25	Heaton-Olson.....	0.9	20
Hinton.....	2.3	4	Bell Creek.....	2.1	2
			Sumas.....		4
			Lamberton.....		4
			Lamberton.....		4
			Warnick.....		20
			Deming.....		2

Westward BELLINGHAM AND SQUALICUM JCT.--Sub-Div. Eastward 7

EXTRA FREIGHT SERVICE	Capacity of Sidings in Cars		Time Table No. 37				EXTRA FREIGHT SERVICE
	Sidings	Other Tracks	IN EFFECT 12:01 A. M.		Distance from Bellingham	Distance from Squalicum Jct.	
			OCTOBER 23rd, 1932				
	STATIONS						
			0.0	.....	3.1	.....
			3.1	.....	0.0	.....

Westward GOSHEN JCT. AND KULSHAN--Sub-Div. Eastward

EXTRA FREIGHT SERVICE	Capacity of Sidings in Cars		Time Table No. 37				EXTRA FREIGHT SERVICE	
	Sidings	Other Tracks	IN EFFECT 12:01 A. M.		Distance from Kulshan	Distance from Goshen Jct.	Office Closed	Symbols See Special Rule Page 10
			OCTOBER 23rd, 1932					
	STATIONS							
			0.0	.....	11.5	.....	No Office	P J R
			6.1	.....	5.4	.....	No Office	I P
	35	2	7.1	.....	4.4	.....	No Office	P
	Yard		11.5	.....	0.0	.....	No Office	P W Y

Westward HAMPTON AND LYNDEN--Sub-Div. Eastward

SECOND CLASS	Capacity of Sidings in Cars		Time Table No. 37				THIRD CLASS
191	Sidings	Other Tracks	IN EFFECT 12:01 A. M.		Distance from Lynden	Distance from Hampton	192
Way Freight			OCTOBER 23rd, 1932					Way Freight
Except Sun.	STATIONS						Except Sun.
L 8.30AM	20		0.0	.....	5.4	.....	A 10.00AM
A 8.50AM		Yard	5.4	.....	0.0	.....	191 9.40AM
.20	Schedule Time.....						.20
16.2	Average Speed Per Hour....						16.2

SPECIAL RULES

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

Train 191 need not obtain clearance card at Hampton. Trains will reduce speed to four miles per hour at Slade Crossing 1.3 miles East of Lynden.

A swinging type crossing gate has been installed in place of the interlocking plant at crossing with the Northern Pacific Railway one mile east of Deming.

Signs reading "Railroad Crossing Stop 200 Feet" are located on right-hand side of track approaching the crossing on the C. M. St. P. & P. R. R.

The normal position of the crossing gate will be against trains of the C. M. St. P. & P. R. R. Company, and the gate must be set, except when a train or engine on the C. M. St. P. & P. R. R. track is using, or intending to use the crossing. They must be restored to the normal position immediately after the movement over the crossing has been completed.

The lighting arrangement will consist of a red light for "Stop" and a yellow light for "Proceed" indications at slow speed on top of gate post, and in addition a red light on gate arm for "Stop" when gate is swung across track. The "Proceed" indication will be given for trains on the Northern Pacific Railway track only.

Trains on C. M. St. P. & P. R. R. track will come to a full stop at the crossing stop sign, regardless of position of gate, and will not proceed past the crossing stop sign, nor swing gate, nor occupy the crossing until any train approaching on the Northern Pacific Railway has either passed the crossing or come to a full stop. An indicator is provided at the crossing to indicate the approach of trains on the Northern Pacific Railway. C. M. St. P. & P. R. R. trainmen will observe this indicator before unlocking and swinging the gate. It is necessary to push the button on indicator in order to clear same.

To set the gate for trains on any one line it must be swung its full movement over and at right angles to the track of the conflicting line. Gate must be kept locked when in its normal position.

A. C. BOWEN,
Chief Dispatcher.

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	Discovery Jct. and Disque.
	Cedar Falls and Everett	Bellingham and Glacier.
	Bagley Jct. and Enumclaw	Goshen Jct. and Kulshan.
	Tacoma and Morton	Hampton and Lynden.
	Park Jct. and Ashford	Squalicum Jct. and Bellingham.
	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 and when picking up 19 orders.

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.

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.

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows:

"When trains taking siding, in automatic block signal territory, the main line switch must not be retored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling up cars on sidings connected with main line, extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made."

Oil switches located as follows:

Junction switch Frederickson and Tide Flats line double track switch, Tacoma Junction.

At Frederickson switch should be set and locked for Frederickson-Helsing Jct. sub-division.

Tide Flats Line should be set for incoming track.

These switches may be run through at a speed of 10 miles per hour. Backing movement should not be made with only a portion of the train through the switch. In case of snow, sleet or other conditions which interfere with normal operation of oil switches, they must not be run through but instead should be handled manually.

Employees must not get out on the exterior of the cab, nor hang out of gangway, nor be on the running board of any engine or electric locomotive for any purpose while it is in motion.

When necessary the engine or electric locomotive must be stopped.

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows:

"After opening or closing switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position.

That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relined to their normal position, switch lock must positively be placed in the staple and locked."

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows:

"INDICATION: Approach next signal prepared to stop.

Trains exceeding medium speed, must immediately reduce to that speed."

NAME: Approach signal."

In this connection the following special rule defining speeds is adopted:

"Normal Speed—The maximum speed authorized by time table in territory involved.

Medium Speed—One-half the authorized maximum speed.

Slow Speed—One-fourth the authorized maximum speed."

When the view of persons using road or street crossings is being obstructed by road or yard trains standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

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.

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.

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 the crossing located 2.1 miles West of Chehalis, and the one 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 crossing 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.

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."

OPERATION OF TRAINS ON MOUNTAIN GRADES

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 33 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 33 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. Eastward trains, Boylston to Beverly, will stop at Rye, and Westward freight trains, Rockdale to Cedar Falls, will stop at Garcia to permit trainmen to inspect trains and to cool wheels. In these districts if trains are handled by exclusive regenerative braking they need not stop for inspection and to cool wheels.

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.

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.
- Steam shovels and steam ditchers, twenty miles per hour.
- Lidgerwood unloaders, fifteen miles per hour.

Trains handling steam derrick, locomotive pile driver and locomotive ditcher machines, will observe the following speed restrictions between points shown below unless otherwise directed.

- Between Tacoma 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.
- Cedar Falls to Everett, 15 miles per hour.
- Bagley Jct. to Enumclaw, 15 miles per hour.
- Tacoma to Morton, fifteen miles per hour.
- Fredrickson to Helsing Jct., twenty miles per hour.
- Maytown to Raymond, fifteen miles per hour.
- Bellingham to Glacier, 15 miles per hour.

Where locomotive cranes are handled in freight trains, the boom not attached to the machine and crane moving on its own wheels, the heavy or boiler end should be forward.

Trains having mail for where they do not stop should slow up to fifteen miles an hour for dispatching this mail.

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.

Work trains handling laborers must not exceed twenty miles per hour, and cars used in carrying men to and from their work must not be run ahead of engine if it can be avoided.

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

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.

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 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.

Extreme care, and as much slower speed as will insure safety, should be maintained around curves West of Mumby.

All trains reduce speed to 15 miles per hour approaching the highway crossing about two miles west of Rainier.

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 reduce speed to fifteen (15) miles per hour over bridge GG-76 Nisqually River.

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.

SPECIAL RULES AND INSTRUCTIONS

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. A. I. Bouffleur ...Chief SurgeonSeattle
 Dr. H. Eugene Allen .District SurgeonSeattle
 Dr. W. F. Hoffman ...OculistSeattle
 Dr. M. R. WaltzOculistSeattle
 Dr. H. G. WillardDistrict SurgeonTacoma
 Dr. D. H. BellOculistTacoma
 Dr. A. W. HoweOculistTacoma
 Dr. J. N. GoodhartDistrict Surgeon .Bellingham
 Dr. S. S. HoweOculistBellingham

HOSPITALS

EllensburgEllensburg General Hospital
 Cle ElumRoslyn Cle Elum Hospital
 Everett Providence Hospital
 Seattle Providence Hospital
 Port Angeles Port Angeles General Hospital
 TacomaSt. Joseph's Hospital
 Hoquiam Hoquiam Hospital
 ChehalisSt. Helen's Hospital
 RaymondRiverside Hospital
 Bellingham.....St. Lukes Hospital

Location	Name	Title	Office Telephone	Residence Telephone
Othello	Dr. J. E. Guernsey	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. S. L. Caldbick	"	9363	9163
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
Facoma	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. W. J. Glovatsky	"	113	114
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
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
Port Townsend	Dr. L. T. Seavey	"		
Sequim	Dr. J. F. Jessup	"	751	17 J
Port Angeles	Dr. W. J. Taylor	"	17 N	372
Sumas	Dr. E. S. Sarvis	"		1982
Lynden	Dr. F. L. Wood	"	1981	

STRETCHERS

Othello, Beverly, Ellensburg, Cle Elum, Hyak, 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.

WATCH INSPECTORS

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

Cle Elum—M. W. Davies. Raymond—L. A. Jarnagin.
 Tacoma—A. A. Mierow, 1105 Broadway. So. Bend—Halvor Holte
 Hoquiam—Fred Straub. Enumclaw—A. C. Melsness.
 Everett—H. Mayer, 2809½ Colby St. Snoqualmie—Geo. M. Nelson.
 Seattle—Arnt Setter, 521 Second Ave. Port Angeles—J. L. Coffey.
 Bellingham—Wellman's.

SYMBOLS

⊙—Standard Clock I—Interlocked
 W—Water G—Gated
 C—Coal D—Drenching Tower
 O—Oil B—Bulletin Boards
 R—Register J—Junction
 T—Turntable Z—Track Scales
 Y—Wye f—Refreshments
 P—Dispatchers Telephone. K—Connection with a Foreign Road

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. west of west switch—2000 ft. east of east switch.
 Cle Elum—2625 ft. east of east switch

MAPLE VALLEY AND CLE ELUM SUB-DIVISION

Cle Elum—4200 ft. west of west switch.
 Easton—2650 ft. east of east switch—2600 ft. west of west switch.
 Rockdale and Hyak—Yard limits extend from 3500 feet west of west switch at Rockdale to 3000 feet east of east switch at Hyak.
 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.
 McPhail—2000 feet east of east switch; 2000 feet west of west switch.
 Sutico—3700 ft. east of east switch—4500 ft. west of west switch.
 Willapa & Willapa Jct.—2000 ft. east of Willapa Jct. to west switch at Willapa.
 Raymond—2800 ft. east of east switch at Sunset Dump.

BEVERLY JCT. AND HANFORD SUBDIVISION

Hanford—2000 feet east of east switch.
 White Bluffs—2000 feet west of west switch—2000 feet east of east switch.
 Priest Rapids—2000 feet west of west switch—2000 feet east of east switch.

S. C. WHITEMORE
 Chief Dispatcher.
 E. L. CLEVELAND,
 Trainmaster.

H. L. WILTROUT
 E. G. FOWLER
 H. E. PETERSON
 W. A. MONROE
 J. N. MITCHELL,
 M. J. O'CONNOR
 F. A. CHALK
 C. P. MILES
 Train Dispatchers.

D. W. B. CH,
 Train Dispatcher
 Between Enumclaw and Enumclaw Jct.