

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

COAST DIVISION

## TIME TABLE No. 38

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

PACIFIC OR 120th MERIDIAN TIME

### SUNDAY, APRIL 23<sup>RD</sup>, 1933

Superseding Time Table No. 37 and Idaho Division Time Table No. 33.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

G. H. HILL,  
Asst. Superintendent

T. J. HAMILTON,  
Asst. Superintendent

N. A. MEYER,  
Superintendent of Transportation

J. L. BROWN,  
General Superintendent of Transportation

F. E. DEVLIN,  
Superintendent.

C. H. BUFORD,  
General Manager.



2 WESTWARD		AVERY AND MALDEN—SUBDIVISION										EASTWARD			
SECOND CLASS		First Class	Capacity of Sidings in Cars		Time Table No. 38					First Class	SECOND CLASS				
63	263	15	Sidings	Other Tracks	Distance from Avery	In Effect 12:01 a. m. APRIL 23rd, 1933					16	64	264		
Time Freight	Time Freight	Passenger				Distance from Malden	Office Closed Week Days	SYMBOLS	See Special Rule Page 5	Passenger	Time Freight	Time Freight			
Ex. Sat.	Daily	Daily	STATIONS										Daily	Ex. Mon.	Daily
	L 9.15AM	L 6.03PM		Yard	0.0	108.8	NF	9.00PM to 5.00AM	D B@WORT	A 11.10AM		A 10.55AM			
	9.35	f 6.14	67	20	5.3	103.5		No Office	P	f 10.59		10.25			
		f 6.30		5	13.0	95.8		No Office	W. 1/2 M.E.	f 10.43					
	<sup>264</sup> 9.58	6.32	67	18	13.8	95.0		No Office	P	10.41		<sup>263</sup> 9.58			
	<sup>16</sup> 10.23	f 6.48	100	20	22.4	86.4		No Office	WP	<sup>203</sup> f 10.23		9.25			
	10.50	6.57	67	15	27.5	81.3		No Office	P	10.13		9.00			
	11.15	f 7.08	67	240	33.3	75.5	SJ	5.00PM to 8.00AM		f 10.03		8.30			
	11.40	7.20	67		39.9	68.9		No Office	P	9.50		8.00			
L 6.30PM	12.30PM	s 7.34	E 67 W 72	500	45.4	63.4	CB	10.00PM to 6.00 AM	BJZD P@WOY	s 9.40	A 3.00AM	7.25			
6.55	12.55	7.44	67		51.3	57.5		No Office	PW	9.25	2.30	6.50			
7.20	1.17	7.57	67	16	57.2	51.6		No Office	P	9.14	2.05	6.20			
7.40	1.35	8.07	67	15	61.6	47.2		No Office	P	9.06	1.40	6.00			
A <sup>15</sup> 8.05PM	1.46	Af <sup>63</sup> 8.13PM		0	64.4	44.4	WJ		WRYJ	Lf 9.01AM	L 1.30AM	5.45			
	1.51		67	100	65.2	43.6		No Office	K			5.40			
	2.05		67	25	68.9	39.9		No Office	PW			5.25			
	2.20		67	25	72.0	36.8		No Office	P			5.10			
	2.55		67	30	80.1	28.7	TK	4.00PM to 7.00AM	W			4.35			
	3.22		67	20	87.3	21.5		No Office	P			4.05			
	3.47		67	20	93.2	15.6		No Office	PW			3.35			
	4.10		62	20	99.7	9.1		No Office	K			3.05			
	A 4.45PM			Yard	108.8	0.0	M	4.00AM to 10.00AM 6.00PM to 8.00PM	DW @ORTB			L 2.30AM			
1.35	7.30	2.10	Schedule Time										2.09	1.30	8.25
12.0	14.5	29.7	Average Speed per Hour										29.9	12.7	12.9

**SPECIAL RULES**

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

Train order signals will also be used as block signals. See Rules 221-B and 311.

Manual Block System is in use between Malden and Plummer Jct. Automatic Block System is in use between Avery and Sorrento. Staff Block System is in use in Avery Yard.

The train order signal at Plummer Junction has three arms. The two upper arms govern movements Avery to Malden Subdivision; the lower arm governs movements Plummer Junction to Marengo Subdivision.

Trains which have no occasion for stopping at Plummer Junction will register by card; except that in case a train is carrying signals for a following section, the train will be stopped and the conductor will register in person.

No. 15 and 16 stop on flag at Herrick.

Industrial tracks not shown as stations:  
Black Jack Spur, 3 miles east of Marble Creek.  
Herrick, 4.2 miles west of Pocono.  
Riverdale, 3.5 miles west of Omega.  
Cherry Creek, 2.4 miles west of St. Maries.  
Wallner, 3.0 miles east of Tekoa.  
Lone Pine, 4.0 miles west of Tekoa.  
Swan, 2.6 miles west of Seabury.  
Williams, 3.5 miles east of Rosalia.  
Squaw Canyon, 5.5 miles west of Rosalia.

**MAXIMUM SPEED PERMISSIBLE**  
Passenger and Silk Trains

Between Avery and Ramsdell, 50 miles per hour.  
Between Ramsdell and Plummer, schedule time.  
Between Plummer and Malden, 40 miles per hour.  
Around sharp curves between Avery and Plummer Junction, 30 miles per hour.

Over the street crossing at the east siding switch and the crossing just west of depot at St. Maries, 6 miles per hour.  
Over Bridge E. E. 44, one mile west Ramsdell, 25 miles per hour.

**Freight Trains**  
30 miles per hour.  
Over Bridge EE44, one mile west of Ramsdell, 15 miles per hour.

See other speed restrictions on page 13.

STATION	Sunday and Holiday Hours
St. Joe	None
St. Maries	6:00 a.m. to 10 a.m. 6:30 p.m. to 8:00 p.m.
Plummer Jct.	Continuous
Tekoa	None
Malden	4:00 p.m. to 6:00 p.m. 10:00 p.m. to 12:01 a.m.

WESTWARD		ST. MARIES AND ELK RIVER—SUBDIVISION										EASTWARD		
SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 38					Second Class	SECOND CLASS				
103		Sidings	Other Tracks	Distance from St. Maries	In Effect 12:01 a. m. APRIL 23rd, 1933					102	SECOND CLASS			
Mixed	Mon., Wed. and Fri.				Distance from Elk River	Office Closed Week Days	SYMBOLS	See Special Rule Page 5	Mixed	Tues., Thurs. and Sat.				
STATIONS														
L 10.00AM		Yard		0.0	72.2	CB	10.00PM to 6.00AM	@WOR Y@BJZD	A 4.15PM					
f 10.30	17			9.4	62.8		No Office		f 3.41					
f 10.35	45	20		11.1	61.1		No Office	P	f 3.35					
f 10.44	28			13.5	58.7		No Office	P W 1 Mile W	f 3.25					
f 11.06	50			19.6	52.6		No Office	P	f 3.05					
f 11.19		10		23.1	49.1		No Office	P	f 2.53					
f 11.26		60		25.1	47.1		No Office	P	f 2.46					
s 11.34	27	3		27.1	45.1		No Office	PW	s 2.39					
f 11.51	40	5		31.7	40.5		No Office		f 2.23					
s 12.10PM	30			36.9	35.3		No Office		s 2.05					
f 12.30		6		42.4	29.8		No Office	WP	f 1.48					
f 12.40	20			44.8	27.4		No Office	P	f 1.40					
Af 12.58PM				50.4	21.8		No Office		Lf 1.20PM					
Ls 1.15PM	120			52.4	19.8	BO		YOWKR	As 1.00PM					
f 1.47	15			61.1	11.1		No Office	W 1/2 Mile E	f 12.20PM					
f 2.20	19			70.3	1.9		No Office		f 11.52					
A 2.30PM	15	200		72.2	0.0	KR	5.00PM to 8.00AM	YWR	L 11.45AM					
4.30									4.30					
16.0									16.0					

**SPECIAL RULES**

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

Nos. 103 and 102 will stop on signal at the following points not shown as stations:  
Gaskells Landing, 4.5 miles west of St. Maries.  
Careys, 3 miles west of Rover.  
Wayland, 1.5 miles west of Mashburn.  
Metropolitian, 2.2 miles east of Clarkia.  
Collins, 4.2 miles west of Sherwin.  
Fedens, 2.0 miles west of Neva.

Industrial tracks not shown as stations:  
Rock Spur, 3.0 miles west of St. Maries.  
Gaskells Landing, 4.5 miles west of St. Maries.  
Flat Creek Dam, 2.5 miles west of Rover.  
Careys, 3 miles west of Rover.  
Wayland, 1.5 miles west of Mashburn.  
Eller, 0.5 miles east of Wayland.  
Renfrew Creek, 0.6 miles west of Santa.  
Carpenter Creek, 2 miles west of Fernwood.  
Phillips Spur, 2.5 miles west of Fernwood.  
Jims Spur, 0.8 miles west of Emerald Creek.  
Metropolitan, 2.2 miles east of Clarkia.  
Katz, 2.5 miles west of Clarkia.

Owen, 1.6 miles east of Neva.  
Fedens, 2.0 miles west of Neva.  
Kameron, 4 miles west of Neva.

**MAXIMUM SPEED PERMISSIBLE**  
Passenger Trains

Between St. Maries and Elk River, 30 miles per hour and 20 miles per hour around sharp curves.

**Freight Trains and Mixed Trains**

Between St. Maries and Elk River, 25 miles per hour with trains consisting of only empties or light loads.  
20 miles per hour when handling logs, lumber, and other heavy loads.  
15 miles per hour on sharp curves.  
Class N engines should not go in on Sherwin Siding.

See other speed restrictions on page 13.

Between Purdue and Bovill, W. I. & M. Ry. time table and rules govern.



SECOND CLASS		FIRST CLASS					Capacity of Sidings in Cars	Distance from Plummer Junction	Time Table No. 38				SYMBOLS See Special Rule Page 5	FIRST CLASS				SECOND CLASS	
63	463		15	217	43	STATIONS			Distance from Marengo	Telegraph Calls	Office Closed Week Days	16		42	216				464
Time Freight	Time Freight		Passenger	Passenger	O.W. R. & N. No. 86 Passenger					Passenger	O.W. R. & N. No. 85 Passenger	Passenger				Time Freight	Time Freight		
Ex. Sat.	Daily		Daily	Daily	Daily	Sidings	Other Tracks			Daily	Daily	Daily				Daily	Ex. Sun.		
L 8.30 <sup>15</sup> PM			Lf 8.13 <sup>63</sup> PM		L 4.47 <sup>43</sup> PM	10		0.0	..... PLUMMER JUNCTION.....	102.7	WJ		WYRJ	Af 9.01 <sup>16</sup> AM	A 9.18 <sup>42</sup> AM			A 1.15 <sup>64</sup> AM	
8.50			8.23		4.59 <sup>s</sup>	15		6.4	..... 6.4 WORLEY.....	96.3	WY	5.00PM to 8.00AM	f 8.51	8.06 <sup>s</sup>			12.45		
9.01			8.25		5.01	96		7.8	..... 1.4 MOZART.....	94.9		No Office	P	8.49	9.04			12.35	
9.25			8.35		5.10 <sup>f</sup>	15		13.1	..... 5.3 SETTERS.....	89.6		No Office		f 8.41	f 8.55			12.15	
9.44			8.40		5.14	46	15	15.5	..... 2.4 SAXBY.....	87.2		No Office	P	8.37	8.51			12.05 <sup>AM</sup>	
A 10.05 <sup>PM</sup>			A 8.49 <sup>PM</sup>		A 5.22 <sup>PM</sup>	67	10	19.8	..... 4.3 MANITO.....	82.9	MU		RWY	L 8.30 <sup>AM</sup>	L 8.43 <sup>AM</sup>			L 11.55 <sup>PM</sup>	
								23.0	..... 3.2 FREEMAN.....	79.7									
								25.9	..... 2.9 MICA.....	76.8									
								28.3	..... 2.4 REDLIN.....	74.4									
								31.9	..... 3.6 CHESTER.....	70.8									
								35.0	..... 3.1 DISHMAN.....	67.7									
								38.8	..... 3.8 EAST SPOKANE.....	63.9									
								39.6	Double Track {	63.1									
								40.8		..... 0.8 N. P. CROSSING.....	61.9								
(A 11.55 <sup>PM</sup> )	(L 5.30 <sup>PM</sup> )		(A 9.35 <sup>PM</sup> ) (L 10.00 <sup>PM</sup> )	(A 6.10 <sup>PM</sup> )	(A 6.15 <sup>PM</sup> )		Yard	41.5		..... 1.2 SPOKANE YARD.....	61.2	SN		⊗WO RTKBZ	(L 7.45 <sup>AM</sup> ) (A 7.25 <sup>AM</sup> )	(L 8.00 <sup>AM</sup> )	(L 8.05 <sup>AM</sup> )		(A 2.15 <sup>AM</sup> )
								46.8	..... 5.3 COWLES.....	55.9									
								51.1	..... 4.3 MARSHALL.....	51.6									
								58.3	..... 7.2 CHENEY.....	44.4									
								63.6	..... 5.3 GEIB.....	39.1									
								68.6	..... 5.0 MASON.....	34.1									
								76.0	..... 7.4 CROSKEY.....	26.7									
								80.1	..... 4.1 WELLS.....	22.6									
								86.6	..... 6.5 PALM LAKE.....	16.1									
								91.8	..... 5.2 ASHBY.....	10.9									
								96.0	..... 4.2 EMDEN.....	6.7									
	(A 8.30 <sup>PM</sup> )		(A 11.35 <sup>PM</sup> )					102.7	..... 6.7 MARENGO.....	0.0	RA		RWYJK	(L 5.40 <sup>AM</sup> )				(L 11.15 <sup>PM</sup> )	
3.25	3.00		3.22		.35				Schedule Time					3.21	.35			3.00	3.30
11.9	20.6		30.5		33.9				Average Speed per Hour					30.7	33.9			20.6	11.7

**SPECIAL RULES**

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

Between Marengo and Manito, O.-W. R. & N. time table and rules will govern.

The train order signal at Plummer Junction has three arms. The two upper arms govern movements Avery to Malden Subdivision; the lower arm governs movements Plummer Jct. to Marengo Subdivision.

Switching limits extend from Spokane to 1,000 feet beyond Hill on O.-W. R. & N.

Automatic block system is in use between Manito and Plummer Jct.

No. 16 will register by card at Manito except that in case they are carrying signals for a following section the train will be stopped and the conductor will register in person.

Industrial tracks not shown as stations:  
Mercer, 3.0 miles west of Plummer Junction.

Sunday and Holiday Hours  
Manito .....Continuous.  
Worley .....None.  
Plummer Jct. ....Continuous.  
Marengo .....Continuous.

**MAXIMUM SPEED PERMISSIBLE—Passenger Trains**  
Between Plummer Junction and Manito, 50 miles per hour.  
20 miles per hour around ten degree curve one-half mile west of Plummer Junction.

**Freight Trains**  
40 miles per hour.  
15 miles per hour around ten degree curve one-half mile west of Plummer Junction.  
See other speed restrictions on page 13.



4 WESTWARD MALDEN AND OTHELLO—SUBDIVISION EASTWARD

SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars			Time Table No. 38			FIRST CLASS		SECOND CLASS	
263		15		Sidings	Other Tracks	Distance from Malden	In Effect 12:01 a. m. APRIL 23rd, 1933			16		264	
Time Freight		Passenger					Distance from Othello	Telegraph Calls	Office Closed Week Days	SYMBOLS	See Special Rule Page 5	Passenger	Time Freight
Daily		Daily							Daily	Daily			
L 5.15PM				Yard		0.0	MALDEN	103.4	M	4.00AM to 10.00AM 6.00PM to 8.00PM	@DTWBOR	A 1.45AM	
5.28				20		3.6	PINE CITY	99.8		No Office		1.25	
5.33				67	30	5.6	KENOVA	97.8		No Office	P	1.20	
5.55				67	20	11.3	ROCK LAKE	92.1		No Office	P	12.55	
6.15				67	20	17.0	LAVISTA	86.4		No Office	P	12.30	
6.25				10		19.2	EWAN	84.2	WN	5.00 PM to 8.00AM	W	12.25	
6.35				57	9	22.7	CASTLETON	80.7		No Office	P	12.10AM	
7.00				67	35	29.6	REVERE	73.8		No Office	WP	11.45	
7.15				67	16	33.7	PAXTON	69.7		No Office	P	11.30	
7.55		Ls 11.45PM		67	50	44.0	MARENGO	59.4	RA		KYWRJ	A 5.35AM	
8.20		11.56		67		49.9	HILLCREST	53.5		No Office	P	5.25	
8.30		f 12.03AM		100	30	53.5	RALSTON	49.9		No Office	WP	f 5.19	
9.05		12.18		67	15	63.3	VASSAR	40.1		No Office	P	5.03	
9.25		s 12.28		67	30	68.0	LIND	35.4	NE	5.00PM to 8.00AM		s 4.55	
9.55		12.43		67	12	76.0	SERVIA	27.4		No Office	P	4.41	
10.20		f 12.52		67	25	80.9	ROXBORO	22.5		No Office	P	f 4.34	
11.05		f 1.10		67	25	90.6	WARDEN	12.8		No Office	JYW	f 4.18	
11.45		1.25		67	30	99.4	NOVARA	4.0		No Office	P	4.02	
A 12.10AM		A 1.35AM		Yard		103.4	OTHELLO	0.0	SO		@DTWORB	L 3.55AM	
6.55		1.50					Schedule Time					1.40	
14.9		32.4					Average Speed per Hour					35.6	

SPECIAL RULES

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

In making the interchange at Marengo, the O-W. R. & N. Company will deliver their cars for this Company on tracks No. 1 and 2 and we will deliver cars for them on west leg of wye.

Train Order Signals will also be used as block signals. See Rules 221-B and 311.

Automatic Block System is in use between Marengo and Othello. Manual Block System is in use between Marengo and Malden.

Industrial tracks not shown as stations:  
Pizarro, 5 miles west of Ralston.

STATION	Sunday and Holiday Hours
Ewan	None.
Marengo	Continuous.
Lind	None.
Malden	4:00 P.M. to 6:00 P.M. 10:00 P.M. to 12:01 A.M.

MAXIMUM SPEED PERMISSIBLE

Passenger and Silk Trains  
Between Malden and Castleton, 40 miles per hour.  
Between Castleton and Othello, 50 miles per hour.  
Freight Trains  
35 miles per hour.

See other speed restrictions on page 13.

WESTWARD—WARDEN and Marcellus—Subdivision—EASTWARD

Second Class		Capacity of Sidings in Cars		Time Table No. 38			FIRST CLASS		SECOND CLASS		
303		Sidings	Other Tracks	Distance from Warden	In Effect 12:01 a. m. APRIL 23rd, 1933			16		264	
Mixed					Distance from Marcellus	Telegraph Calls	Office Closed Week Days	SYMBOLS	See Special Rule Page 5	Passenger	Time Freight
Mon., Wed. and Fri.								Daily	Daily		
L 7.00AM				0.0	WARDEN	46.9		No Office	YWRJ	A 3.45PM	
s 7.25	30	15	8.2	38.7	TIFLIS			No Office	P JRY	s 3.20	
s 7.55	31		16.2	30.7	RUFF		RU	5.00PM to 8.00AM	W	s 12.20PM	
s 8.15	30	15	22.0	24.9	MOODY			No Office	P	s 11.55	
s 8.35	30	15	27.0	19.9	BATUM			No Office	P	s 11.35	
s 8.50		20	30.9	16.0	LAUER			No Office	P	s 11.20	
s 9.15	30	12	37.7	9.2	SCHOONOVER			No Office	P	s 10.55	
s 9.35		18	42.1	4.8	PACKARD			No Office	P	s 10.35	
A 9.55AM	304	32	46.9	0.0	MARCELLUS			No Office	YWR	L 10.15AM	
2.55					Schedule Time					3.00	
16.0					Average Speed per Hour					15.6	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. TRAINS NEED NOT OBTAIN CLEARANCE CARD AT MARCELLUS, TIFLIS AND WARDEN.

Industrial tracks not shown as stations:

Jantz, 4.2 miles west of Lauer.  
Schafer, 2 miles west of Packard.

MAXIMUM SPEED PERMISSIBLE.

Freight Trains .....25 miles per hour

All offices between Warden and Marcellus closed on Sunday

See other speed restrictions on page 13.

WESTWARD—Tiflis and Neppel—Subdivision—EASTWARD

Second Class		Capacity of Sidings in Cars		Time Table No. 38			FIRST CLASS		SECOND CLASS	
313		Sidings	Other Tracks	Distance from Tiflis	In Effect 12:01 a. m. APRIL 23rd, 1933			314		
Mixed					Distance from Neppel	Telegraph Calls	Office Closed Week Days	SYMBOLS	See Special Rule Page 5	Mixed
Mon., Wed. and Fri.								Mon., Wed. and Fri.		
L 1.00PM		15	0.0	15.0	TIFLIS			No Office	P JYR	A 3.20PM
s 1.25	25		6.0	9.0	SIELER			No Office		s 2.55
A 2.00PM	314	30	40	15.0	NEPPEL		NP	5.00PM to 8.00AM	YR	L 2.30PM
1.00					Schedule Time					.50
15.0					Average Speed per Hour					18.0

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. TRAINS NEED NOT OBTAIN CLEARANCE CARD AT TIFLIS.

Industrial tracks not shown as stations:

Laing, 4.6 miles west of Tiflis.  
McDonald, 5.5 miles east of Neppel.

All offices between Tiflis and Neppel closed on Sunday.

MAXIMUM SPEED PERMISSIBLE

Freight Trains .....25 miles per hour

See other speed restrictions on Page 13.



WESTWARD—DISHMAN AND METALINE FALLS—SUBDIVISION—EASTWARD

W... d'Aler Subdivision—Eastward 5

SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars	Distance from Dishman	Time Table No. 38		Distance from Metaline Falls	Telegraph Calls	Office Closed Week Days	SYMBOLS	FIRST CLASS		SECOND CLASS		THIRD CLASS
291	295	293	203				218	294					292	296			
Way Freight	Way Freight	Way Freight	Passenger		Sidings	Other Tracks	STATIONS	Distance from Metaline Falls	Telegraph Calls	Office Closed Week Days	SYMBOLS	218	294	292	296		
Ex. Sun.	Ex. Sun.	Tues., Thur. and Sat.	Ex. Sun.									Passenger	Way Freight	Way Freight	Way Freight		
L 10.00 <sup>292</sup> PM	L 7.35 <sup>AM</sup>		Ls 8.23 <sup>AM</sup>		25	75	DISHMAN	120.1	SP	O.W. R. & N. Office	WRYK	As 5.47 <sup>PM</sup>		A 9.30 <sup>PM</sup>	A 1.15 <sup>PM</sup>		
10.40	7.50		f 8.35		50		GREENACRES	114.4		No Office		f 5.37		8.55	12.55		
11.20	8.15		f 8.47		50		SPOKANE BRIDGE	108.4		No Office	W	f 5.26		8.20	12.30		
11.45	A 8.30 <sup>AM</sup>		s 8.54		30	15	McGUIRES	105.1		No Office	J	s 5.19		8.00	L 12.15 <sup>PM</sup>		
							S. C. & P. R. CROSSING	104.9		No Office							
							N. P. R. R. CROSSING	103.6		No Office							
							S. I. R. R. CROSSING	103.5		No Office							
12.01 <sup>AM</sup>			f 8.58		28	50	GRAND JUNCTION	103.5		S. I. Office	K	f 5.14		7.40			
12.25			s 9.12		28	30	RATHDRUM	96.8		No Office	WK	s 5.02		7.05			
12.40			f 9.18		65	26.3	STURGEON	93.8		No Office		f 4.56		6.50			
12.50			f 9.21			27.9	TWIN LAKES	92.2		No Office		f 4.53		6.35			
1.00			f 9.27		30	0	SEASONS	89.5		No Office		f 4.48		6.19			
1.20			f 9.35		65	34.7	JENIDA	85.4		No Office		f 4.41		5.50			
A 1.30 <sup>AM</sup>		L 6.00 <sup>AM</sup>	s 9.40		70	150	SPIRIT LAKE	83.0	FH	10.00PM to 6.00AM	@TOWZBR	s 4.36	A 1.30 <sup>PM</sup>	L 5.30 <sup>PM</sup>			
		6.20	f 9.48		28	30	COLEMAN	79.1		No Office		f 4.26	1.05				
		6.35	s 9.55		45	10	BLANCHARD	75.4		No Office	W	s 4.20	12.45				
		7.10	s 10.07		48	8	TWEEDIE	69.6		No Office		s 4.09	12.10 <sup>PM</sup>				
		s 7.50	s 10.24		30	50	NEWPORT	61.1	WR	5.00PM to 8.00AM	KWZ	s 3.53	s 11.20				
		f 8.25	f 10.38		48	5	WOLFRED	54.4		No Office		f 3.40	f 10.38				
		s 9.00	s 10.49		48	50	DALKENA	49.1	DN	5.00PM to 8.00AM	W	s 3.28	s 10.20				
		f 9.08	f 10.52		6	72.5	DAVIS JUNCTION	47.6		No Office		f 3.21	f 10.10				
		s 9.30	s 11.00		48	50	USK	43.9		No Office	Y	s 3.14	s 9.57				
		s 9.45	s 11.04		40	78.1	CUSICK	42.0	CU	5.00PM to 8.00AM		s 3.10	s 9.45				
		f 10.10	s 11.17		15	84.4	LOCKE	35.7		No Office		s 2.59	f 9.20				
		s 10.27	f 11.25		48	88.3	JARED	31.8		No Office		f 2.51	s 9.00				
		f 10.50	f 11.35		12	93.3	RUBY	26.8		No Office		f 2.42	f 8.35				
		f 11.05	f 11.42		7	97.0	BLUESLIDE	23.1		No Office		f 2.35	f 8.15				
		f 11.20	f 11.49		48	5	LOST CREEK	19.2		No Office		f 2.28	f 7.55				
		f 11.45	s 11.59		48	5	TIGER	13.5		No Office		s 2.18	f 7.25				
		11.55 <sup>293</sup> s 12.25 <sup>PM</sup>	s 12.08 <sup>PM</sup>		40	160	IONE	9.5	ON	4.00PM to 7.00AM	YW	s 2.10	s 7.00				
		A 1.00 <sup>PM</sup>	A 12.30 <sup>PM</sup>		25	125	METALINE FALLS	0.0	MF	3.30PM to 6.30AM	@YR	L 1.45 <sup>PM</sup>	L 6.00 <sup>AM</sup>				
3.30	0.55	7.00	4.07				Schedule Time					4.02	7.30	4.00	1.00		
10.6	16.3	11.9	29.2				Average Speed per Hour					29.7	11.1	9.3	15.0		

297		Sidings in Cars		Distance from McGuire's	Time Table No. 38		Distance from Coeur d'Alene	Telegraph Calls	Office Closed Week Days	SYMBOLS	THIRD CLASS	
Way Freight	Ex. Sun.	Sidings	Other Tracks		297	298					Way Freight	Ex. Sun.
L 8.40 <sup>AM</sup>		30	15	0.0	McGUIRES		10.4		No Office	R	A 12.15 <sup>PM</sup>	
				1.4	N. P. R. Y. CROSSING		9.0					
8.50		28		1.8	POST FALLS		8.6		No Office		11.55	
9.45		25		8.7	GIBBS		1.7		No Office	KZW	11.25	
A 10.00 <sup>AM</sup>		50		10.4	COEUR D'ALENE		0.0	CD	7.00PM to 8.00AM	YR	L 11.00 <sup>AM</sup>	
1.20					Schedule Time						1.15	
7.8					Average Speed per Hour						8.3	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.  
 Maximum Speed Permissible. 25 miles per hour.  
 Trains need not obtain clearance card at McGuire's.  
 See other speed restrictions on Page 13.  
 Industrial tracks not shown as stations:  
 Huetters, 4.4 miles west of Post Falls.  
 Blackwell Lbr. Co. mill, 5.4 miles west of Post Falls.  
 Engines of following classes will not be used on the track leading to Blackwell Lbr. Co.  
 Spur: L1-2-3, N1-2-3.

SPECIAL RULES AND INSTRUCTIONS

WATCH INSPECTORS  
 National Railway Time Service Co., Chief Watch Inspectors, 58 East Washington Street, Chicago, Illinois.  
 T. J. Morris.....Othello, Wash. T. J. Morris.....Spokane, Wash.  
 T. J. Morris.....Spirit Lake, Idaho T. J. Morris.....Malden, Wash.  
 A. F. Benson.....Newport, Wash. B. A. Johnson.....St. Maries, Idaho  
 Cle Elum—M. W. Davies. Raymond—L. A. Jarnagin.  
 Tacoma—A. A. Mierow, 1105 Broadway. So. Bend—Halvor Holte  
 Enumclaw—A. C. Melsness.  
 Hoquiam—Fred Straub. Snoqualmie—Geo. M. Nelson.  
 Everett—H. Mayer, 2809½ Colby St. Port Angeles—J. L. Coffey.  
 Seattle—Weisfield & Goldberg, Bellingham—Wellman's.  
 Inc., 414 Pike St. Morton—J. A. Heavenston.  
 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

MAXIMUM SPEED PERMISSIBLE—Passenger Trains  
 Between Dishman and Ione, 45 miles per hour.  
 Between Ione and Metaline Falls, 25 miles per hour.  
 Around Curve 1½ miles west of Newport, 25 miles per hour.  
 Freight Trains  
 25 miles per hour.  
 Around curve 1½ miles west of Newport, 20 miles per hour.  
 Between Ione and Metaline Falls, 20 miles per hour.  
 See other speed restrictions on page 13.

SPECIAL RULES  
 EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT THAT NO. 203 IS SUPERIOR TO NO. 218.  
 Trains cannot meet or pass at Locke or Twin Lakes.  
 Passenger trains will stop for passengers at the following points not shown as stations:  
 Apple, Spur, 1.3 miles east of Metaline Falls. Andersons, 2.8 miles east of Tweedie.  
 Sand Creek, 2 miles east of Metaline Falls. Lugar Park, 0.3 miles west of Twin Lakes.  
 Vaill, 4.0 miles east of Metaline Falls. Penrith, 3.6 miles east of Newport.  
 Kirchan, 5.4 miles east of Locke. Vera, 2 miles west of Opportunity.  
 Trains 293 and 294 will carry passengers between Newport and Metaline Falls. Opportunity, 2 miles west of Dishman.

Industrial tracks not shown as stations:  
 Natvig Spur, located 2.5 miles from main line at Coleman. Hart, 2.2 miles east of Dalkena.  
 Apple Bros., 1.3 miles east of Metaline Falls. Benson, 5.8 miles east of Newport.  
 Sand Creek, 2 miles east of Metaline Falls. Lammers, 1.4 miles west of Tweedie.  
 Jeff, 3.9 miles east of Tiger. Gates, 1.7 miles east of Tweedie.  
 Alco, 5.0 miles east of Blueslide. Andersons, 2.8 miles east of Tweedie.  
 Cecil, 2.2 miles east of Jared. Hodgin, 1.8 miles east of Coleman.  
 Huff, 1 mile west of Locke. Upper Fish Lake, 1.4 miles east of Seasons.  
 Kirchan, 5.4 miles east of Locke. Dimeling, 0.1 miles east of Seasons.  
 Callispell, 5.9 miles east of Locke. Arturdee, 2 miles west of Greenacres.  
 Onserud, 1.4 miles east of Cusick. Vera, 2 miles west of Opportunity.  
 Opportunity, 2.0 miles west of Dishman.



Table with columns for Second Class (415, 263), First Class (15), Capacity of Sidings, Stations, Time Table No. 38, Distance from Cle Elum, Telegraph Calls, Office Closed Week Days, Symbols, First Class (16), Second Class (264, 416), and Average Speed per Hour.

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 .....23 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 13.

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

SUNDAY HOURS

Othello .....Continuous
Beverly .....None
Kittitas .....7:45 A.M. to 4:45 P.M.
Ellensburg .....9:30 P.M. to 5:30 A.M.
Thorp .....None
Cle Elum .....Continuous

Table with columns for Second Class (695), Capacity of Sidings, Time Table No. 38, Stations, Distance from Enumclaw, Telegraph Calls, Office Closed Week Days, Symbols, Second Class (696), and Average Speed per Hour.

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. 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 Freight Trains
Between Bagley Jct. and Enumclaw .25 M. P. H. Between Bagley Jct. and Enumclaw .15 M. P. H.
See other speed restrictions on page 13.

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
Kanasket .....1.4 miles east of Palmer

Gates have been installed at intersection of Northern Pacific Railway Co. coal mine spur with our tracks at Cumberland and at Northern Pacific Railway Co's crossing 800 ft. East of Bayne. 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.

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

Table with columns for Second Class (415), Capacity of Sidings, Time Table No. 38, Stations, Distance from Hanford, Telegraph Calls, Office Closed Week Days, Symbols, Third Class (416), and Average Speed per Hour.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain clearance card at Beverly Jct. and Hanford.

Passenger Trains MAXIMUM SPEED PERMISSIBLE Freight Trains
Between Beverly Jct. and Hanford .30 M. P. H. 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.
See other speed restrictions on page 13.



SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 38						FIRST CLASS		SECOND CLASS	
695	263	15		Sidings	Other Tracks	IN EFFECT 12:01 A. M. APRIL 23rd, 1933						16	264	696	
Way Freight Mon. Wed. & Fri.	Time Freight Daily	Passenger Daily				Distance from Cle Elum	Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	Passenger Daily	Time Freight Daily	Way Freight Tues. Thur. & Sat.		
STATIONS															
	L 9:30AM		L 4:55AM		Yard	0.0	89.9	CM	@WRB	A 12:45AM		A 10:15AM			
	264 9:50		5:07	66	29	7.5	82.4	No Office	P	12:32		263 9:50			
	10:05		f 5:14	65	34	11.6	78.3	No Office	PYK	f 12:26		9:30			
	10:30		5:30	66	15	20.1	69.8	No Office	P W5MIIE	12:08		9:00			
			f 5:39			24.1	65.8	No Office	P	f 12:01AM					
	11:00		f 5:49	E74 W79	27	29.0	60.9	HY	P	f 11:51		8:25			
	11:10		f 5:56	95	129	31.6	58.3	No Office	PW	f 11:44		8:15			
	11:25		6:09	64	10	36.7	53.2	No Office	P	11:32		7:50			
	11:40		6:20			40.7	49.2	No Office		11:22		7:30			
	11:51		6:22	63	18	42.0	47.9	No Office	PW	11:20		7:25			
	12:20PM		6:35	63	17	47.6	42.3	No Office	P	11:08		7:05			
L 3:00PM	12:43		s 6:45	E80 W70	Yard	50.8	39.1	MY	WORYB@JZ	s 11:00		15 6:45	A 9:40AM		
A 3:30PM						54.8	35.1	No Office	JP	10:52			L 9:15AM		
	1:10		6:53	65		55.6	34.3	No Office	P	10:51		6:10			
	1:30		7:01	65		59.5	30.4	No Office	P	10:45		5:50			
			7:05		10	62.1	27.8	No Office	P	10:40					
	1:45		7:08	65	18	64.4	25.5	No Office	P	10:36		5:30			
A 2:05PM		A 7:15AM		80	14	67.8	22.1	MV	WJR	L 10:30PM		L 5:15AM			
						71.6	18.3								
						73.1	16.8								
						74.6	15.3								
						78.1	11.8	RN							
						80.5	9.4	BI							
						84.8	5.1								
						86.5	3.4								
A 5:30PM		A 8:00AM				89.9	0.0	OW	@BR	L 9:45PM		L 1:00AM			
.30	8.00		3.05							3.00		9.15	.25		
8.0	11.2		29.2							30.0		9.7	9.6		
Average Speed Per Hour															

SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 38						SECOND CLASS		
591	264	15		Sidings	Other Tracks	IN EFFECT 12:01 A. M. APRIL 23rd, 1933						592		
Way Freight Tues. Thur. & Sat.	Time Freight Daily	Passenger Daily				Distance from Cedar Falls	Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	Passenger Daily	Time Freight Daily	Way Freight Tues. Thur. & Sat.	Way Freight Mon. Wed. & Fri.
STATIONS														
	L 10:30AM		L 4:55AM		Yard	0.0	54.7	MY	@OYZ WRBJ	A 2:30PM				
	10:57		5:07	66	29	7.5	48.8	No Office	K	1:50				
	11:06		f 5:14	65	34	11.6	46.7	No Office	PW	1:40				
	11:24		5:30	66	15	20.1	43.5	Q	4:45PM to 7:45AM	1:26				
	11:29		f 5:39			24.1	42.4	No Office		1:17				
	11:48		f 5:49	E74 W79	27	29.0	37.8	No Office		12:58				
	12:05PM		f 5:56	95	129	31.6	32.4	No Office	PW	12:40				
	12:25		6:09	64	10	36.7	29.1	No Office	P	12:25				
	12:45		6:20			40.7	23.7	VA	5:00PM to 8:00AM	12:06PM				
	1:02		6:22	63	18	42.0	18.1	No Office	P	11:48				
	1:17		6:35	63	17	47.6	13.9	MR	5:00PM to 8:00AM	11:35				
	1:26		s 6:45	E80 W70	Yard	50.8	13.3	No Office	G					
	1:36					54.8	12.1	No Office	K	11:20				
	1:58		6:53	65		55.6	9.9	No Office		11:10				
			7:01	65		59.5	7.0	MI	5:00PM to 8:00AM	10:55				
			7:05		10	62.1	2.8		G					
	1:45		7:08	65	18	64.4	1.0	No Office	KZI	10:40				
A 2:15		A 7:15AM		80	14	67.8	0.0	RT	5:00PM to 8:00AM	@OBTWR	L 10:30AM			
A 2:30PM						71.6								
4.00						73.1								
13.7						74.6								
Schedule Time														
Average Speed Per Hour														

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  
Meadow Brook .....1.6 miles west of No. Bend  
Horrocks ..... 2.0 miles east of Carnation  
Stuart .....0.8 mile west of Stillwater

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 Bridge .....15 M. P. H.

**Freight Trains**  
Between a point one mile west of Cedar Falls and a point one and one-half miles east of Tanner .....12 M. P. H.  
Between Fall City and a point three miles west .....12 M. P. H.  
Between all other points .....25 M. P. H.  
See other speed restrictions on page 13.

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, 40 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 13.

Nos. 695 and 696 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 10 minutes through Snoqualmie Tunnel. Automatic Block System is in use between Cle Elum and Maple Valley. See Rules 221-E, 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 26-4, 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.

SUNDAY HOURS

Cle Elum .....Continuous  
Hyak ..... 7:15 A.M. to 3:15 P.M.  
                  10:45 P.M. to 6:45 A.M.  
Cedar Falls .....Continuous



SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Distance from Seattle	Time Table No. 38 IN EFFECT 12:01 A. M. APRIL 23rd, 1933				FIRST CLASS			SECOND CLASS				
91	93	263	53	51	15			STATIONS	Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	54	52	16	92	264	94	
O-W.R. & N. No. 692 Time Freight	Time Freight	Time Freight	O-W.R. & N. No. 564 Passenger	O-W.R. & N. No. 562 Passenger	Passenger						O-W.R. & N. No. 563 Passenger	O-W.R. & N. No. 561 Passenger	Passenger	O-W.R. & N. No. 691 Time Freight	Time Freight	Way Freight			
Daily	Except Sun.	Daily	Daily	Daily	Daily	Sidings	Other Tracks				Daily	Daily	Daily	Daily	Daily	Except Sun.			
	L 4.45PM				L 8.15AM			0.0	SEATTLE	37.6	OW			A 9.15PM			A 4.00PM		
								3.4	3.4 ARGO O. W. R. & N. Co. Crossing Northern Pacific Railway Co. Crossing	34.2									
								5.1	1.7 VAN ASSELT	32.5									
L 6.35PM	L 5.05PM	L 3.45PM	L 11.34PM	L 1.17PM	L 8.36AM		Yard	9.4	4.3 BLACK RIVER Northern Pacific Railway Co. Crossing	28.2	BI		YWRKJ	A 6.00AM	A 5.55PM	A 8.54PM	A 2.09AM	A 3.10AM	A 2.10PM
6.50	5.20	4.10	11.45	1.26	f 8.49	68	112	16.3	6.9 KENT	21.3	K	11.45PM to 7.45AM	5.46	5.43	8.43	1.49	2.52	1.50	
7.00	5.35	4.20	11.53	1.32	f 8.57	E73 W85	75	21.3	5.0 AUBURN	16.3	BR	11.45PM to 7.45AM	5.36	5.35	8.33	1.36	2.39	1.32	
7.10	5.45	4.28	11.59	1.40	9.07	84		25.9	4.6 BENROY	11.7		No Office	5.28	5.27	8.26	1.24	2.27	1.05	
7.15	5.52	4.35	12.03AM	s 1.44	f 9.12	85	50	28.4	2.5 SUMNER	9.2	UX	12.01AM to 7.45AM	5.23	5.22	s 8.20	1.18	2.20	12.45	
7.20	5.57	4.38	12.07	1.49	f 9.15	79	33	30.1	1.7 NORTH PUYALLUP	7.5	PX	5.00PM to 8.00AM	5.20	5.18	8.15	1.14	2.15	12.15	
A 7.34PM	A 6.15PM	A 4.47PM	A 12.16AM	A 1.56PM	9.23			35.6	5.5 TACOMA JCT.	2.0	JN		RJOK	L 5.11AM	L 5.10 PM	8.07	L 1.00AM	L 2.00AM	L 12.01PM
					A 9.30AM			37.6	2.0 TACOMA	0.0	MA						L 8.00PM		
.59	1.30	1.02	.42	.39	1.15				Schedule Time				.49	.45	1.15	1.09	1.10	3.59	
26.6	3.7	25.4	37.4	40.3	30.0				Average Speed Per Hour				32.0	34.9	30.0	22.8	22.5	8.9	

SPECIAL RULES

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

Tracks 6, 7 and 8, Seattle Union Station, first two cross-over tracks east of station, Northern Pacific Railway Co. interchange track, Georgetown, tracks 1 and 8 Van Asselt and first cross-over east of Van Asselt are wired.

Trains will not exceed 20 m. p. h. through city limits of Auburn, and 25 m. p. h. through city limits of Kent.

Trains will not exceed 10 m. p. h. over C St., Tacoma.

MAXIMUM PERMISSIBLE SPEED

Passenger Trains and Silk Trains  
Between Black River and Tacoma Jct. 55 M. P. H.  
Between Tacoma Jct. and Tacoma 30 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 13.

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

Hughes 1.4 miles west North Puyallup  
Inter County 0.8 mile east of Benroy  
O'Brien 2.3 miles east of Kent  
Orillia 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, NORTH 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 Wye:

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 wye, will sound four long blasts of the whistle.

RULES GOVERNING OREGON-WASHINGTON RAILROAD & NAVIGATION CO. INTERLOCKING PLANT, BLACK RIVER

Train order semaphore is in front of interlocking tower. The following whistle signals will be used:

- Trains to O-W. R. & N. Co. Interchange track—1 long, 1 short.
- Trains Tacoma to Argo—1 long, 1 short, 1 long.
- Trains Argo to Tacoma—1 long, 1 short, 1 long.
- Trains Argo to Renton—1 long.
- Trains Renton to Argo—1 long.

The upper semaphore arms and lights control for the through Pacific Coast Railroad Co. Tracks and the second semaphore arms control for the diverging routes to the C. M. St. P. & P. Co. Tacoma line and O-W. R. & N. Co. Lower semaphore arm controls switching movement. Backup movements are controlled by dwarf signals.

Passenger trains register by card at Tacoma Jct. and Black River.

Automatic Block System is in use between Tacoma and Black River. See Rules 221-B, 311, 362 and 505-B.

Between Black River and Spokane St. Tower, Seattle, Pacific Coast Railroad Co. time table and rules govern.

Between Argo and Union Passenger Station, Seattle, O-W. R. & N. Co. time table and rules govern.

No. 16 stops on signal North Puyallup, Auburn and Kent for revenue passengers and express.

Nos. 51, 52, 58 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.

Junction switch at Tacoma Junction should be set and locked for main line leading to passenger station.

Standard Clock, Tide Flats Yard Office, and Roundhouse Office, Tacoma. Standard Clock in Roundhouse Office, Seattle.

SUNDAY HOURS

Kent 8:00 A.M. to 10:00 A.M.  
7:00 P.M. to 9:00 P.M.  
Auburn 8:30 A.M. to 10:30 A.M.  
7:00 P.M. to 9:00 P.M.

Sumner 7:45 A.M. to 9:45 A.M.  
1:00 P.M. to 3:00 P.M.  
6:45 P.M. to 8:45 P.M.

North Puyallup None  
Tacoma Junction Continuous  
Tacoma 8:00 A.M. to 5:00 P.M.



WESTWARD

TACOMA AND MORTON—SUBD.

EASTWARD

WESTWARD

PARK JCT. AND ASHFORD—SUBDIVISION

EASTWARD 9

Table with columns for Second Class (863, 791), Third Class (864, 792, 790), Stations, Distance from Tacoma/Morton, Telegraph Calls, Office Closed Week Days, and Symbols. Includes Time Table No. 38 in effect 12:01 A.M. April 23rd, 1933.

Table with columns for Extra Freight Service, Capacity of Sidings in Cars, Time Table No. 38, Stations, Distance from Ashford, Telegraph Calls, Office Closed Week Days, and Symbols. Includes Time Table No. 38 in effect 12:01 A.M. April 23rd, 1933.

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 30 M. P. H. Freight Trains 20 M. P. H.
See other speed restrictions on page 13.

Table with columns for Freight Tonnage Rating--West Coast Division, Class, Tonnage, and Efficiency Rating. Includes sub-tables for Eastward and Westward directions.

Table with columns for Freight Tonnage Rating--East Coast Division, % Grade, and Tonnage. Lists various routes and their corresponding tonnage ratings.

Table with columns for Weight of Locomotive Including Tender, Locomotive Type, and Weight in tons. Lists various locomotive models and their weights.

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.

SPECIAL RULES
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
MAXIMUM SPEED PERMISSIBLE
Passenger Trains 40 M. P. H. Freight Trains 30 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 DISCOVERY JCT. AND DISQUE-SUBDIV. EASTWARD

WESTWARD BELLINGHAM AND GLACIER-Sub-Div. EASTWARD

Westward BELLINGHAM AND SQUALICUM JCT.--Sub-Div. Eastward 11

SECOND CLASS	Capacity of Sidings in Cars		Distance from Port Townsend	Time Table No. 38				Distance from Disque	Telegraph Calls	Office Closed Week Days	SYMBOL See Special Rule Page 5	SECOND CLASS
	91	Way Freight		Mon., Wed., Fri.	STATIONS	Way Freight	Mon., Wed., Fri.					
			0.0	.....PORT TOWNSEND.....	69.1							
L 11.05AM	70	13.0	13.0	.....DISCOVERY JUNCTION.....	56.1	No Office	Y-J-P-K	A 8.05AM				
	10	14.4	1.4	.....MAYNARD.....	54.7	No Office	W 2 mi. W					
	10	20.4	6.0	.....GARDINER.....	48.7	No Office	P					
	27	25.7	5.3	.....BLYN.....	43.4	No Office	P					
12.05PM	45	32.5	6.8	.....SEQUIM.....	36.6	5.45PM to 8AM	P	7.05				
	22	36.1	3.6	.....CARLSBERG.....	33.0	No Office	P					
	10	39.9	3.8	.....AGNEW.....	29.2	No Office						
	12	42.9	3.0	.....CRANE.....	26.2	No Office						
	30	48.4	5.5	.....ENNIS CREEK.....	20.7	No Office						
A 1.05PM	40	50.8	2.4	.....PORT ANGELES.....	18.3	5.30PM to 8AM	⊙-W-O-R-Y-B-P-Z	L 6.00AM				
		55.0	4.2	.....JORDAN.....	14.1	No Office						
	27	58.6	3.6	.....ELWHA.....	10.5	No Office	P-K					
	3	59.8	1.2	.....RANGER.....	9.3	No Office						
	12	62.1	2.3	.....COVILL.....	7.0	No Office						
	4	64.5	2.4	.....RAMAPO.....	4.6	No Office						
	31	67.2	2.7	.....JOYCE.....	1.9	No Office	W 1.3 mi. W					
		69.1	1.9	.....DISQUE.....	0.0	No Office	P-K					
2.00				Schedule Time				2.05				
18.9				Average Speed Per Hour				18.1				

SECOND CLASS	Capacity of Sidings in Cars		Distance from Bellingham	Time Table No. 38				Distance from Glacier	Telegraph Calls	Office Closed	SYMBOLS See Special Rule Page 5	THIRD CLASS
	93	Way Freight		Except Sun.	STATIONS	Way Freight	Except Sun.					
L 7.00AM			0.0	.....BELLINGHAM.....	46.8	L	5 PM to 8 AM	⊙ W O R T K B Z	A 12.30PM			
			4.0	.....CORNWALL.....	42.8	No Office			12.10PM			
7.25	23		5.9	.....SQUALICUM JCT.....	40.9	No Office		P J	11.50			
f 7.40	13		7.9	.....VAN WYCK.....	38.9	No Office		W	f 11.35			
7.45	8		10.4	.....BADGER.....	36.4	No Office			f 11.20			
f 7.48	38		11.4	.....WAHL.....	35.4	No Office		P	f 11.10			
f 7.53			12.7	.....GOSHEN JCT.....	34.1	No Office		P J R	f 10.50			
f 7.55	16		12.9	.....GOSHEN.....	33.9	No Office			f 10.45			
f 8.07	20		17.0	.....STRANDELL.....	29.8	No Office			f 10.25			
s 8.15	30		17.8	.....EVERSON.....	29.0	No Office		W	s 10.15			
94 8.30	16		19.3	.....HAMPTON.....	27.5	No Office		P J R Y	10.00 8.30			
f 8.40	10		22.2	.....CLEARBROOK.....	24.6	No Office			f 8.10			
s 8.50		Yard	25.1	.....SUMAS.....	21.7	S	5 PM to 8 AM	B W P Y K	s 8.00			
			26.1	.....N. P. R. R. CROSSING.....	20.7	No Office						
f 9.05	8		27.4	.....LAMBERTON.....	19.4	No Office		W 3.5 mi. W	f 7.50			
9.25	22		31.9	.....HILLTOP.....	14.9	No Office		P	7.25			
f 9.30	17		32.7	.....COLUMBIA.....	14.1	No Office		P	f 7.20			
f 9.35			33.4	.....LIMESTONE JCT.....	13.4	No Office		P Y	f 7.10			
f 9.45	50		35.0	.....BALFOUR.....	11.8	No Office			f 6.55			
f 9.55	12		38.3	.....KENDALL.....	10.5	No Office			f 6.35			
f 10.25	16	47	39.5	.....MAPLE FALLS.....	7.3	No Office		Y P	f 6.25			
f 10.55	15	44.1	4.6	.....WARNICK.....	2.7	No Office		P W	f 6.10			
A 11.15AM	20	46.8	2.7	.....GLACIER.....	0.0	No Office		P Y R	L 6.00AM			
4.15				Schedule Time					5.00			
11.0				Average Speed Per Hour					9.4			

EXTRA FREIGHT SERVICE	Capacity of Sidings in Cars		Distance from Bellingham	Time Table No. 38				Distance from Squalicum Jct.	EXTRA FREIGHT SERVICE
	Way Freight	Except Sun.		STATIONS	Way Freight	Except Sun.			
			0.0	.....BELLINGHAM.....	3.1				
			3.1	.....SQUALICUM JCT.....	0.0				

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

EXTRA FREIGHT SERVICE	Capacity of Sidings in Cars		Distance from Goshen Jct.	Time Table No. 38				Distance from Kulshan	Telegraph Calls	Office Closed	Symbols See Special Rule Page 5	EXTRA FREIGHT SERVICE
	Way Freight	Except Sun.		STATIONS	Way Freight	Except Sun.						
			0.0	.....GOSHEN JCT.....	11.5	No Office	P J R					
			6.1	.....N. P. R. R. CROSSING.....	5.4	No Office	G P					
	35	2	7.1	.....DEMING.....	4.4	No Office	P					
		Yard	11.5	.....KULSHAN.....	0.0	No Office	P W Y					

Westward HAMPTON AND LYNDEN--Sub-Div. Eastward

SECOND CLASS	Capacity of Sidings in Cars		Distance from Hampton	Time Table No. 38				Distance from Lynden	Telegraph Calls	Office Closed	Symbols See Special Rule Page 5	THIRD CLASS
	193	Way Freight		Except Sun.	STATIONS	Way Freight	Except Sun.					
L 8.30AM	20		0.0	.....HAMPTON.....	5.4	No Office	P J R Y	A 10.00AM				
A 8.50AM		Yard	5.4	.....LYNDEN.....	0.0	A	5 PM to 8 AM	R Y	L 9.40AM			
.20				Schedule Time					.20			
16.2				Average Speed Per Hour					16.2			

**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 13.  
 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 Gunstone .....4.0 Miles W. Maynard  
 Bekkevar .....2.8 Miles W. Gardiner  
 Johnson Creek .....4.5 Miles W. Blyn  
 Iven .....0.8 Miles W. Agnew

E. D. PARKS,  
 Train Dispatcher.

**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 and Everson.  
 All trains reduce speed to 10 miles per hour over high trestles between Columbia and Lambertson.  
 Yard Limit signs are located as follows:  
 Bellingham: 2500 feet west of Mile Post 3 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, 20 M. P. H. Hampton-Lynden, 15 M. P. H.  
 See other speed restrictions on page 13.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS:**

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

**SPECIAL RULES**

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**  
 Train 193 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 so 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

Whistle signal prescribed by Rule 14-K must be given passing helper engines or motors cut in trains, rear end of freight trains, and track and bridge crews.

To comply with Rule 15, it will be necessary to answer torpedo signals with two short sounds of the whistle.

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.	St. Maries and Elk River.
	Cedar Falls and Everett	Bellingham and Glacier.	Metaline Falls and Dishman.
	Bagley Jct. and Enumclaw	Goshen Jct. and Kulshan.	Coeur d'Alene and McGuires.
	Tacoma and Morton	Hampton and Lynden.	Marcellus and Warden.
	Park Jct. and Ashford	Squalicum Jct. and Bellingham	Neppel and Trifflis.
	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.

#### SPRING SWITCHES ARE LOCATED AT AND NORMALLY SET AS FOLLOWS:

Frederickson Jct. switch, normally set for the Frederickson-Helsing Junction Sub-division

Tacoma Junction—Tide Flats Line double track switch, normally set for in-coming track.

Trains trailing thru these switches will make no movement in the reverse direction or against switch points until train is entirely clear of switch or switch has been thrown by hand.

Signals located as follows govern movements:

Frederickson—2 position color light signal—32 feet east of switch.

Tacoma Junction—2 position color light dwarf signal—12 feet east of switch.

Trains finding these signals at stop, in addition to observing other rules, will examine switches to know that points are fully closed before passing over same. Trains in either direction will not exceed a speed of 15 miles per hour over spring switches.

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."

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 restored 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."

Rule 27 of the Rules & Regulations of the Operating Department is hereby changed to read as follows:

"A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen it will govern, and when sufficient lights in a position-light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher."

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.

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.

#### 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."

Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practical.

Train and enginemen of freight and passenger trains will observe passing trains and if any defects are noticed, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal the members of such trains, calling attention to dangerous conditions and if nothing irregular is noted, will give proceed signal to rear of passing trains when it is practical to do so.

Train and engine crews on moving trains will be on the lookout for signal when passing other trains. At stations, interlocking plants, meeting points with other trains and where trackmen are working, when practical, exchange signals.

Operators and Agents will place themselves in a position to inspect trains when passing their stations, and give signals to train or enginemen as indicated above.

**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 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. 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. N-3 engines in passenger service should not exceed 50 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, steam derricks, locomotive pile drivers, locomotive ditcher machines.....25 miles per hr.
- Steam shovels and steam ditchers.....20 miles per hr.
- Lidgerwood unloaders .....15 miles per hr.
- Scale test cars .....30 miles per hr.

These speed restrictions apply only where conditions or instructions do not require a slower speed.

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 stations where they do not stop should not exceed fifteen miles per hour passing station.

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 Slide 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.

Reduce speed to 15 miles per hour around curves Mumby and two miles west.

All trains reduce speed to 15 miles per hour approaching the highway crossing 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 48 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 Surgeon .....Seattle  
 Dr. D. E. Cornwall....District Surgeon..St. Maries  
 Dr. S. D. Brazeau .....Oculist.....Spokane  
 Dr. Carroll Smith.....Oculist.....Spokane  
 Dr. H. Eugene Allen .District Surgeon .....Seattle  
 Dr. W. F. Hoffman ...Oculist .....Seattle  
 Dr. M. R. Waltz .....Oculist .....Seattle  
 Dr. H. G. Willard .....District Surgeon ....Tacoma  
 Dr. D. H. Bell .....Oculist .....Tacoma  
 Dr. A. W. Howe .....Oculist .....Tacoma  
 Dr. J. W. Goodheart...District Surgeon .Bellingham  
 Dr. S. S. Howe .....Oculist .....Bellingham

HOSPITALS

St. Maries .....St. Maries Hospital  
 Spokane..... { St. Lukes Hospital  
                   { Sacred Heart Hospital  
                   { Deaconess Hospital  
 Ellensburg .....Ellensburg General Hospital  
 Cle Elum .....Roslyn Cle Elum Hospital  
 Everett ..... Providence Hospital  
 Seattle ..... Providence Hospital  
 Port Angeles ..... Port Angeles General Hospital  
 Tacoma.....St. Joseph's Hospital  
 Hoquiam ..... Hoquiam Hospital  
 Chehalis .....St. Helen's Hospital  
 Raymond .....Riverview Hospital  
 Bellingham.....St. Lukes Hospital

Location	Name	Title	Office Telephone	Residence Telephone
Avery	Dr. Chas. Busey	Local Surgeon	No telephone	No telephone
St. Maries	Dr. D. E. Cornwall	" "	119	141
St. Maries	Dr. C. A. Robins	" "	119	267
Elk River	Dr. E. F. White	" "	No telephone	No telephone
Worley	Dr. J. J. Harrington	" "	2X	2X
Tekoa	Dr. C. B. Clizer	" "	15	15X
Rosalia	Dr. L. A. Quaife	" "	2504	2502
Lind	Dr. C. Henderson	" "	32	107
Spokane	Dr. E. B. Nelson	" "	Main 2939	Lakeview 0232
Rathdrum	Dr. Rex. T. Henson	" "	No telephone	No telephone
Spirit Lake	Dr. A. C. Spooner	" "	98	94
Newport	Dr. W. S. Bardwell	" "	No telephone	51
Cusick	Dr. G. M. Gould	" "	No telephone	No telephone
Ione	Dr. C. M. Canning	" "	5	11
Metaline Falls	Dr. C. M. Canning	" "	5	11
Coeur d'Alene	Dr. J. T. Wood	" "	29X	.29
Othello	Dr. J. E. Guernsey	" "	No telephone	No telephone
Ellensburg	Dr. W. A. Taylor	" "	Main 60	Main 160
Cle Elum	Dr. Jas. P. Mooney	" "	1141	411
Falls City	Dr. W. W. Cheney	" "	A2	A1
Monroe	Dr. Minard Allison	" "	Get thru Monroe Gen. Hospital	
Everett	Dr. S. L. Caldbick	" "	Main 363	Main 163
Enumclaw	Dr. E. R. Tiffin	" "	163	175
Renton	Dr. Adolph Bronson	" "	4 J	4 M
Seattle	Dr. H. Eugene Allen	" "	EllHott 3037	Garfield 0124
Seattle	Dr. E. W. Rawson	" "	Elliott 3037	East 0063
Kent	Dr. C. B. Hoffman	" "	53 W	53 R
Auburn	Dr. B. E. Hoyer	" "	9 J	9 M
Auburn	Dr. John Darst	" "	199J	354M
Puyallup	Dr. S. D. Barry	" "	Main 500	Main 4
Sumner	Dr. G. C. Kohl	" "	72	110 J
Tacoma	Dr. H. G. Willard	" "	Broadway 2203	Main 0630
Tacoma	Dr. C. C. Leaverton	Asst.	Broadway 2203	Garland 3361
Tacoma	Dr. Wm. B. McCreery	Local	Broadway 3520	Main 5264
Tacoma	Dr. Chas. R. McCreery	Asst.	Broadway 3520	Proctor 0606
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	
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. J. F. MacDonald	" "	" "	" "
Centralia	Dr. David Livingstone	" "	765-R and 848	284
Chehalis	Dr. H. L. Petit	" "	187 W	187 R
Doty	Dr. E. W. Stevens	" "	614	613
Raymond	Dr. A. C. Kuehner	" "	94	721
Sequlm	Dr. J. F. Jessup	" "	751	" "
Port Angeles	Dr. W. J. Taylor	" "	17 N	17 J
Bellingham	Dr. J. W. Goodheart	" "	103	100
Sumas	Dr. E. S. Sarvis	" "	371	372
Lynden	Dr. F. L. Wood	" "	1981	1982

STRETCHERS

Avery, St. Joe, St. Maries, Plummer, Tekoa, Rosalia, Malden, Bovill, Elk River, Spokane, Spirit Lake, Lind, Othello, Beverly, Ellensburg, Cle Elum, Hyak, Cedar Falls, Tacoma, Ashford, Mineral and Black River. Whenever passengers or employees 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.

YARD LIMIT SIGNS ARE LOCATED AS FOLLOWS:

AVERY AND MALDEN SUB-DIVISION

Avery—4000 ft. west of west switch.  
 St. Maries—2000 ft. east of Milwaukee Lbr. Co. spur switch—2000 ft. west of west switch.  
 Plummer Jct. and Plummer—Yard limits extend from 4348 ft. east of east wye switch Plummer Jct. to west switch Plummer.  
 Malden—3135 ft. east of east switch.

PLUMMER JCT. AND MARENGO SUB-DIVISION

Plummer Jct.—2000 ft. west of west wye switch.  
 Manito—2442 ft. east of east switch.

MALDEN AND OTHELLO SUB-DIVISION

Malden—5016 ft. west of west switch.  
 Marengo—2122 ft. east of east switch—2028 ft. west of west switch.  
 Lind—8448 ft. east of east switch—2640 ft. west of hole track switch.  
 Othello—2000 ft. east of east switch.

ST. MARIES AND ELK RIVER SUB-DIVISION

St. Maries—2700 ft. west of west wye switch.  
 Fernwood—1700 ft. east of east mill switch—2600 west of house track spur switch.  
 Clarkia—1600 ft. east of east switch—1600 ft. west of west switch.  
 Purdue—800 ft. east of station at end of W. I. & M. track.  
 Bovill—2000 ft. west of west switch.  
 Elk River—3000 ft. east of east switch.

DISHMAN AND METALINE FALLS SUB-DIVISION

Dishman—5000 ft. west of west switch.  
 McGuires and Grand Jct.—Yard limits extend from 2000 ft. east of east switch McGuires to 2000 ft. west of west switch Grand Jct.  
 Spirit Lake—2000 ft. east of east passenger depot siding switch—2000 ft. west of west switch.  
 Coleman—2000 ft. east of east switch—2000 ft. west of west storage track switch.  
 Newport—2000 ft. east of east switch—2000 ft. west of west switch.  
 Dalkena—2000 ft. east of east switch—2000 ft. west of planer track switch.  
 Usk-Cusick—Yard limits extend from 2000 ft. east of east switch Usk to 1734 ft. west of planer track switch Cusick.  
 Ione—2000 ft. east of east wye switch—2000 ft. west of west switch.  
 Metaline Falls—2000 ft. east of east wye switch.

MCGUIRES AND COEUR d'ALENE SUB-DIVISION

McGuires—4250 ft. west of junction switch.  
 Blackwell Spur (Gibbs)—1800 ft. west of Atlas log dump switch.  
 Gibbs and Coeur d'Alene—Yard limits extend from 1700 ft. east of Winton Mill switch Gibbs to end of track Coeur d'Alene.

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 ft. west of west switch at Rockdale to 3000 ft. 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 3500 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 ft. east of east switch; 2000 ft. 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 SUB-DIVISION

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

J. P. ROTHMAN

E. G. FOWLER

H. L. WILTROUT

N. F. BINGHAM

H. E. PETERSON

W. A. MONROE

F. A. CHALK

J. N. MITCHELL,

S. C. WHITTEMORE

M. J. O'CONNOR

C. P. MILES

Train Dispatchers

T. E. CORBETT

Chief Dispatcher.

P. L. HAYS

Chief Dispatcher, St. Maries and Elk River, Dishman and Metaline Falls, McGuires and Coeur d'Alone Sub-division

J. A. WRIGHT  
 Traveling Engineer and  
 Assistant Trainmaster

E. L. CLEVELAND,  
 Trainmaster.



Following Two Pages Pasted onto Page 5 of MILW Timetable No. 38  
of April 23, 1933.

Applies to Plummer Jct. and Marengo Subdivn (page 3) and  
Avery and Malden Subdivn (page 2).

Second Bulletin (PLH #4) Superceeds First Bulletin (PLH #3).

OFFICE OF CHIEF DISPATCHER

SPOKANE, JUNE 26th, 1933.

BULLETIN PLH #3

ALL AGENTS - COAST DIVISION.

Effective at once we will have way freight  
service between Spokane and St Maries daily, except no  
train out of Spokane on Sundays and none out of St Maries  
Saturdays. On P.O.K. Line between Dishman and Metaline  
Falls, daily except Sundays.

P. L. HAYS,  
Chief Dispatcher.

CC- FED TJH TEC - Tacoma.

NAME Seattle

WPW GHH PTO WES WWC EM OB CFR(OV)-Spokane

Chief Disprs. - Butte, Miles City, Moberge.



OFFICE OF CHIEF DISPATCHER

SPOKANE, JUNE 27th, 1933.

BULLETIN      PLH #4

ALL AGENTS - COAST DIVISION.

My bulletin PLH #3 should read;  
"Except no train out of Spokane on Sundays and  
none out of St Maries on Mondays."

P. L. HAYS,  
Chief Dispatcher.

CC - FED TJH TEC - Tacoma  
NAM - Seattle  
WFW GHH PTO WES W/C EM OB CFR (OW) - Spokane  
Chief Dispatchers - Butte, Miles City, Mobridge.

*Handwritten signature and scribbles*



Following Two Pages Pasted onto Page 7 of MILW Timetable No. 38 of April 23, 1933.

Applies to Cedar Falls and Everett Subdivn (page 7), Cle Elum and Maple Valley Subdivn (page 7) and Bagley Jct. and Enumclaw Subdivn (page 6).

First Bulletin (H-40) is Superceeded by Second Bulletin.

Tacoma, June 8th, 1933 File B

BULLETIN # H-40

All Agents:

Referring to my H-51 dated June 2nd with regard to daily, except Sunday, freight service established on the Everett-Enumclaw Line:

The schedule of the night mixed train service on that line, which became effective June 5th, 1933, is as follows:

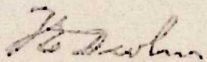
EVERETT TO ENUMCLAW

Leave Everett	11:15PM
Snohomish	11:35
Monroe	12:05 AM
Duval	12:30
Carnation	12:50
Snoqualmie Falls	1:15
North Bend	1:30
Cedar Falls	2:10
Selleck	3:45
Arr. Enumclaw	5:00 AM

ENUMCLAW TO EVERETT

Leave Enumclaw	8:00 PM
Selleck	9:00
Cedar Falls	10:30
North Bend	11:00
Snoqualmie Falls	11:25
Carnation	11:55
Duval	12:30
Monroe	12:55
Snohomish	1:30
Arr. Everett	2:00 AM

cc-TJH. GHH. ELC.  
TEC, PLH. AGB.  
H. Rowe. A.J. Hillman  
P. Wilson, G.W. Blair  
F. A. Swanson  
N. A. Meyer

  
SUPERINTENDENT



## Schedule Everett-Enumclaw run.

Tacoma - June 9th, 1933.

Mr. N. A. Meyer:

Herewith schedule of night mixed train service on  
Everett-Enumclaw Line, effective June 12, 1933.

EVERETT TO ENUMCLAW

Lv	Everett	9:00 PM
	Snohomish	9:30
	Monroe	9:55
	Duvall	10:20
	Carnation	10:40
	Snoqualmie Falls	11:05
	North Bend	11:20
	Cedar Falls	12:01 AM
	Selleck	1:35
Ar	Enumclaw	3:00 AM

ENUMCLAW TO EVERETT

Lv	Enumclaw	4:00 PM
	Selleck	5:00
	Cedar Falls	6:30
	North Bend	7:00
	Snoqualmie Falls	7:25
	Carnation	7:55
	Duvall	8:30
	Monroe	8:55
	Snohomish	9:30
Ar	Everett	10:00 PM

(Signed) F. E. Devlin  
Superintendent

cc - JLB WBD FNH HR JFB  
TJH ELC TEC



Following Two Pages Pasted onto Page 9 of MILW Timetable No. 38  
of April 23, 1933.

Both Apply to Tacoma and Morton Subdivn (page 9).

Chicago, Milwaukee, St. Paul & Pacific Railroad Company  
Office of Superintendent

Tacoma, June 28th, 1933

ALL AGENTS:

Effective Monday, June 26th, 1933, daily freight service was established on National Park Line:

The service is daily in both directions on Monday, Tuesday, Wednesday, Thursday, and Friday. East bound service on Saturday, and west bound service on Sunday.

The schedules are as follows:

TACOMA TO MORTON

Leave	Tacoma	7:30AM
	Hillsdale	7:50
	Frederickson	8:27
	Thrift	8:55
	Kapowsin	9:20
	Eatonville	10:00
	LaGrande	10:17
	Alder	10:37
	Reliance	10:45
	Elbe	11:00
	Park Jct	11:10
	Mineral	11:30
	Coal Canyon	12:20PM
Arrive	Morton	12:30PM

MORTON TO TACOMA

Leave	Morton	1:00PM
	Coal Canyon	1:10
Arrive	Mineral	2:00PM
Leave	Mineral	7:00AM
	Park Jct	7:20
	National	7:35
	Ashford	7:45
	Elbe	8:20
	Reliance	8:50
	Alder	9:01
	LaGrande	9:30
	Eatonville	10:14
	Kapowsin	11:09
	Thrift	11:35
	Frederickson	12:05PM
	Hillsdale	12:40
Arrive	Tacoma	1:00PM



FNHicks, Seattle,  
WIC Seattle,  
FN Seattle,  
FJA Tacoma,  
PW Tacoma,

Effective June 27th daily service is established on Nat Pk Line the  
run operating opposits to the schedule now in effect except that train  
will leave Tacoma Sunday instead of Saturday a,m. C 853.

TEC