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



- 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.

Time Freight   Time Freight   Passenger   Time Freight   Passenger   Time Freight   Time Freight   Passenger   Time Freight   Time Freight   Passenger   Passenger   Time Freight   Time Freight   Passenger   Time Freight   Passenger   Time Freight   Time Freight   Time Freight   Passenger   Time Freight   Time Freig	2	WESTW	ARD			AV	ERY AND MALDE	N-9	SUBI	DIVISION		E	ASTWAI	SD
Passenger   Pass				Sid	ings	E .		g g			SYMBOLS		SECONE 64	CLASS
L S.OOM L 6.03**   Yard 0.0   AVERY.   108.8 NF   0.00** to 5.00**   ENGNORT   A 11.10**			Passenger	8	. 19	nce fr		nce fr	raph	Office Closed Week Days	See Special	-	Time Freight	Time Freigh
1   1   1   1   1   1   1   1   1   1	Ex. Mon.	Daily	Daily	Sidin	Other	Dista	STATIONS	Dista	Teleg		Page 5	Daily	Ex. Mon.	Daily
8.20 ( 6.14 67 20 5.3		L 8.00M	L 6.03M		Yard	0.0	AVERY	108.8	NF	9.00PH to 5.00AM	D B¶®WORT	A 11.10M		A 10.55
8.45 6.32 67 18 13.8		8.20	1 6.14	67	20	5.3	ETHELTON	103.5		No Office	P	f 10.59		10.15
			f 6.30		5	13.0		95.8		No Office	W.14M.E.	f 10.43		
9.35 6.57 67 15 27.5 ZANE 81.3 No Office P 10.13  10.03 f 7.08 67 240 33.3 57. Joe 75.5 SJ 5.00 to 8.00 f 10.03  10.30 7.20 67 39.9 0.08 68.9 No Office P 9.50  L 2.00 11.20 s 7.34 77.2 500 45.4 ST. MARIES. 63.4 CB 10.00 to 6.00 M PP 9.40 A 3.00  2.25 11.35 7.44 67 51.3 RAMSDELL 57.5 No Office PW 9.26 2.30  3.00 11.59 7.57 67 16 57.2 PEDE 51.6 No Office PW 9.26 2.30  3.25 12.17 8 8.07 67 15 61.6 KARNAC. 47.2 No Office P 9.06 1.40  A 4.00 12.28 Af 8.13 8 9 64.4 PLUMMER JUNCTION. 44.4 WJ WRYJ Lf 9.01 M L 1.30  12.40 67 25 68.9 SORRENTO 39.9 No Office PW  1.10 67 25 73.0 MoWRY 38.8 No Office P  1.40 67 30 80.1 TEKOA. 28.7 TK 4.00 M to 7.00 M W  2.35 No Office PW  2.36 No Office PW  3.8 No Office PW  3.9 No Office PW  4.4 OFFI 1.30 No Office PW  4.4 No Office PW  4.5 No Office PW  4.6 No Office PW  4.7 No Office PW  4.8 No Office PW  4.9 No Office PW  4.00 M to 7.00 M W  4.10 M to 7.00 M W		8.45	6.32	67	18	13.8		95.0	100	No Office	P	10.41		9.45
9.35 6.57 67 15 27.5 ZANE. 81.3 NO Office P 10.13  10.03 7.08 67 240 33.3 ST.30E. 75.5 8J 5.00PH to 8.00AH 1 10.03  10.30 7.20 67 39.9 ONEGA. 88.9 NO Office P 9.50  L 2.00PH 11.20 8 7.34 E67 W72 500 45.4 ST.MARIES 83.4 CB 10.00PH to 6.00 AH RPSWOY 8 9.40 A 3.00  2.25 11.35 7.44 67 51.3 RAMSDELL 57.5 NO Office PW 9.25 2.30  3.00 11.59 7.57 67 16 57.2 PEDEE 51.6 NO Office P 9.14 2.05  3.25 12.17PH 8.07 67 15 61.6 KARNAC 47.2 NO Office P 9.06 1.40  A 4.00PH 12.28 Af 8.13PH 9 64.4 PLUMINER JUNCTION 44.4 WJ WRYJ Lf 9.01AH L 1.30  12.40 67 190 65.2 PLUMINER 43.6 NO Office P 1.10  12.55 67 25 68.9 SORRENTO 30.9 NO Office P 1.10  1.10 67 25 72.0 MOWRY 30.8 NO Office P 30.9 NO Office P 3.14  2.10 67 20 87.3 SEABURY 21.5 NO Office P 3.25 NO Office P 3.14  2.35 NO Office P 30.9 NO Office P 3.15 NO Office		9.15	f 6.48	100	20	22.4		86.4		No Office	WP	f 10.23		9.15
10.03   f 7.08   67   240   33.3   ST.JOE   75.5   SJ   5.00PH to 8.00M   f 10.03     10.30   7.20   67   39.9   ONNEGA   68.9   No Office   P   9.50     L 2.00PM   11.20   8   7.34   W 72   500   45.4   ST.MARIES   63.4   CB   10.00PH to 6.00 M   RP\$WOY   8   9.40   A   3.00     2.26   11.35   7.44   67   51.3   RAMSDELL   57.5   No Office   PW   9.25   2.30     3.00   11.59   7.57   67   16   57.2   PEDEE   51.6   No Office   P   9.14   2.05     3.25   12.17PM   8.07   67   15   61.6   KARNAC   47.2   No Office   P   9.06   1.40     A 4.00PM   12.28   Af   8.13PM   9   64.4   PLUMINER JUNCTION   44.4   WJ   WRYJ   Li   9.01PM   L   1.30     12.40   67   190   65.2   PLUMINER   43.5   No Office   PW     1.10   67   25   63.9   SORRENTO   39.9   No Office   PW     1.40   67   30   80.1   TEKOA   28.7   TK   4.00PH to 7.00PM   W     2.10   67   20   87.3   SEABURY   21.5   No Office   PW     2.35   67   20   87.3   SEABURY   21.5   No Office   PW		9.35	6.57	67	15	27.5		81.3		No Office	P	10.13		8.40
10.30   7.20   67   39.9   OMEGA   68.9   No Office   P   9.50			f 7.08	67	240	33.3	ST. JOE	75.5	SJ	5.00PM to 8.00AM		f 10.03		8.08
L 2.00FW       11.20       s       7.34       W 72       500       45.4		10.30	7.20	67		39.9	OMEGA	68.9		No Office	P	9.50		7.30
3.00 11.59 7.57 67 16 57.2	L 2.00PM	11.20	в 7.34	E 67 W 72	500	45.4	ST. MARIES	63.4	СВ	10.00PM to 6.00 AM	BJZD RP⊛WOY	8 9.40	A 3.00M	6.58
3.00 11.59 7.57 67 16 57.2 PEDEE 51.6 No Office P 9.14 2.05 3.25 12.17 M 8.07 67 15 61.6 KARNAC 47.2 No Office P 9.06 1.40  A 4.00 M 12.28 Af 8.13 M 9 64.4 PLUMMER JUNCTION 44.4 WJ WRYJ Lf 9.01 M L 1.30  12.40 67 190 65.2 PLUMMER 43.6 No Office K  12.55 67 25 68.9 SORRENTO 39.9 No Office PW  1.10 67 25 72.0 MOWRY 36.8 No Office P  1.40 67 30 80.1 TEKOA 28.7 TK 4.00 M to 7.00 M W  2.10 67 20 87.3 SEABURY 21.5 No Office PW  2.36 67 20 93.2 PANDORA 15.6 No Office PW	2.25	11.35	7.44	67		51.3	RAMSDELL	57.5		No Office	PW	9.25	2.30	5.55
3.25 12.17 M 8.07 67 15 61.6 KARNAC 47.2 No Office P 9.06 1.40  A 4.00 M 12.28 Af 8.13 M 9 64.4 PLUMMER JUNCTION 44.4 WJ WRYJ Lf 9.01 M L 1.30  12.40 67 190 65.2 PLUMMER 43.6 No Office K  12.55 67 25 68.9 SORRENTO 39.9 No Office P   1.10 67 25 72.0 MOWRY 36.8 No Office P  1.40 67 30 80.1 TEKOA 28.7 TK 4.00 M to 7.00 M W  2.10 67 20 87.3 SEABURY 21.5 No Office P  2.35 67 20 93.2 PANDORA 15.6 No Office P   6.5	3.00	11.59	7.57	67	16	57.2	5.9 PEDEE	51.6		No Office	P	9.14	2.05	5.30
A 4.00PM   12.28   Af 8.13PM   9   64.4	3.25	12.17PM	8.07	67	15	61.6	KARNAC	47.2		No Office	P	9.06	1.40	5.15
12.40	A 4.00PM	12.28	Af 8.13PM		9	64.4	PLUMMER JUNCTION	44.4	WJ		WRYJ	Lf 9.01AM	L 1.30A	5.01
12.55		12.40		67	190	65.2	PLUMMER	43.6		No Office	K			4.55
1.10 67 25 72.0 MOWRY 38.8 No Office P  1.40 67 30 80.1 TEKOA 28.7 TK 4.00PH to 7.00AH W  2.10 67 20 87.3 SEABURY 21.5 No Office P  2.35 67 20 93.2 PANDORA 15.6 No Office PW		12.55		67	25	68.9	SORRENTO	39.9		No Office	PW			4.40
1.40 67 30 80.1		1.10		67	25	72.0		35.8		No Office	P		tan a secul	4.25
2.10 67 20 87.3		1.40		67	30	80.1	TEKOA	28.7	TK	4.00PM to 7.00AM	W			3.55
2.35 67 20 93.2		2.10		67	20	87.3	SEABURY	21.5		No Office	P			3.25
		2.35		67	20	93.2	PANDORA	15.6		No Office	PW			3.00
		3.00		62	20	99.7	ROSALIA	9.1						2.35
A 3.30™ Yard 108.8		A 3.30PM			Yard	108.8		0.0	м	4.00AM to 10.00AM 6.00PM to 8.00PM	DW ⊕ORTB			L 2.00
2.00 7.30 2.10 Schedule Time 2.09 1.20	2.00	7.30	2.10	6. B.S.			Schedule Time		1000			2.09	1.30	8.55

# 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, 2.0 miles east of Tekoa. Lone Pine. 4.0 miles west of Tekon, 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

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.

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

See other speed restrictions on page 13.

Sunday and STATION 

# SPECIAL RULES

WESTWARD-ST. MARIES AND ELK RIVER-SUBDIVISION-EASTWARD

Distance Elk Rivre

62.8

61.1

58.7

52.6

49.1

47.1

45.1

40.5

35.3

29.8

27.4

21.8

19.8 во

11.1

1.9

0.0 KR

CA

72.2 CB

Time Table No. 39

In Effect 12:01 a. m.

JULY 9th, 1933

STATIONS

ST. MARIES.

LOTUS.

ALDER CREEK

....ROVER..

.MASHBURN

.SANTA.

.TYSON CREEK.

EMERALD CREEK

CLARKIA.

KEELER.

SHERWIN.

PURDUE.

PURDUE ..BOVILL.

.BOVILL.

.NEVA.

9.2 JERSEY.

ELK RIVER

Schedula Time

Average Speed per Hour

.....FERNWOOD.

# EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. BETWEEN PURDUE AND BOVILL, W. I. & M. RY. TIME TABLE AND RULES GOVERN.

Nos. 103 and 102 will stop on signal at the following points not shown as stations:

SECOND CLASS

103

Mixed

Mon., Wed.

L 10.00M

f 10.30

f 10.35

1 10.44

1 11.06

f 11.19

f 11.26

8 11.34

f 11.51

8 12.10P

f 12.30

f 12.40

Af 12.58M

La 1.15PM

1.47

2.20

2.30 4.30

16.0

Sidings in Cars

Yard 0.0

10 23.1

60 25.1

3 27.1

9.4

13.5

19.6

31.7

36.9

42.4

44.8

50.4

61.1

70.3

72.2

120 52.4

15

19

15

17

45 20 11.1

50

27

40

30

Gaskells Landing, 4.5 miles west of St.

Wayland, 1.5 miles west of Mashburn. Metropolitan, 2.2 miles east of Clarkia. Collins, 4.2 miles west of Sherwin.

Industrial tracks not shown as stations: Gaskells Landing, 4.5 miles west of St. Passenger Trains

Flat Creek Dam, 2.5 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

Metropolitan, 2.2 miles east of Clarkia. Owen, 1.6 miles east of Neva. Fedens, 2.0 miles west of Neva. Kameron, 4 miles west of Neva.

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

SECOND CLASS

102

Mixed

fues., Thun and Sat.

A 4.15PM

1 3.41

1 3.35

f 3.25

f 3.05

2.53

2.46

2.39

f 2.23

2.05

f 1.48

1.40

Lf 1.20

As 1.00PM

f 12.20M

11.52

11.454

4.30

16.0

SYMBOLS

See Special

Page 5

@WOR YPBJZD

W 1 Mile W

P

PW

WP

YOWKR

W 1/4 Mile E

YR

Office Closed Week Days

10.00PM to 6.00AM

No Office

No Office

No Offica

No Office

No Office

No Office

No Office

No Office

5.00PH to 8.00AM

No Office

No Office

No Office

5.00PM to 8.00AM

No Office

No Office

5.00PM to 8.00AM

Preight 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.

# SPECIAL RULES

.EMDEN.

MARENGO.

Schedule Time

Average Speed per Hour

91.8

96.0

102.7

10.9

6.7

0.0

RA

# 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.

(A 11.35PM)

3.22

30.5

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.

(A 8.30PU)

3.00

20.6

4.30

9.1

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 STATION [7:45 A.M. to 9:45 A.M. Worley . .None. Plummer Jct. ...... Continuous. Marengo .... 55:00 A.M. to 7:00 A.M. 6:00 P.M. to 2:00 A.M.

2.00AM to 5. 00AM 1.00PM to 6.00PM

RWYJK

(L 5.40AM)

3.21

30.7

MAXIMUM SPEED PERMISSIBLE—Passenger Trains

Between Plummer Junction and Manito, 50 miles per hour.

(L 11.15PM)

3.00

20.6

3.30

11.7

20 miles per hour around ten degree curve one-half milewest of Plummer

Freight Trains

35 miles per hour.

15 miles per hour around ten degree curve one-half mile west of Plummer

See other speed restrictions on page 13.

4	WE	STWAR	RD		MA	LD	EN AND OTHELL	.0—5	SUB	DIVISION	4	EAS	STWAI	RD	
SECON	D CLASS	FIRST	CLASS	Capac Sidi in C	ity of		Time Table No. 39		g			FIRST C	CLASS	SECOND	CLASS
	263		15	in C	ars	from	In Effect 12:01 a.m.	from	Call	Office Closed	SYMBOLS	16		264	
	Time Freight		Passenger	sãu	oles	Distance f Malden	JULY 9th, 1933	Distance from Othello	Telegraph Calls	Week Days	See Special Rule Page 5	Passenger		Time Freight	
	Daily		Daily	Sidings	Other Tracks	Dist	STATIONS	Dist	Tele		Page 5	Daily		Daily	
	L 5.15PM				Yard	0.0	MALDEN	103.4	м	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	Р			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		59.4	RA	2.00AM to 5.00AM 1.00PM to 6,00PM	KYWRJ	A 5.35AM		10.55	
	8.20		11.56	67		49.9	HILLCREST	53.5		No Office	P	5.25		10.30	
	8.30		f 12.03AM	100	30	53.5	RALSTON	49.9		No Office	WP	f 5.19		10.20	
	9.05		12.18	67	15	63.3	VASSAR	40.1		No Office	P	5.03	A CONTRACTOR	9.45	
	9.25		s 12.28	67	30	68.0	LIND	35.4	NE	5.00PM to 8.00AM		в 4.55		9.25	
	9.55		12.43	67	12	76.0	SERVIA	27.4		No Office	P	4.41		8.55	
	10.20		f 12.52	67	25	80.9	ROXEORO	22.5		No Office	P	f 4.34		8.35	
	11.05		f 1.10	67	25	90.6	9.7 WARDEN	12.8		No Office	JYW	f 4.18		7.50	
	11.45		1.25	67	30	99.4	Novara	4.0		No Office	P	4.02		7.15	
	A 12.10AM		A 1.35A	4	Yard	103.4	OTHELLO	0.0	so		⊗DTWORB	L 3.55AM		L 7.00PM	
	6.55		1.50				Schedule Time		1405			1.40		6.45	
	14.9		32.4				Average Speed per Hour		-			35.6		15.3	ı

# 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	\$5:00 A.M. to 7:00 A.M. 6:00 P.M. to 2:00 A.M.
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.

Seco	nd Class		city of		Time Table No. 39	7.3				Third Class
	303	in (	Cars	from	In Effect 12:01 a.m.	lrom i	Calls	00-01-1	SYMBOLS	304
	Mixed	8231	r K8	ance f	JULY 9th, 1933	Distance f Marcellus	Telegraph	Office Closed Week Days	See Special Rule	Mixed
	Mon., Wed and Fri.	Sidings	Other Tracks	Distance Warden	STATIONS	Dist:	Tele		Page 5	Mon., Wed. and Fri.
	L 7.00M			0.0	WARDEN	46.9		No Offico	YWRJ	A 3.45PM
	в 7.25	30	15	8.2	TIFLIS	38.7		No Office	P JRY	s 12.50
	s 7.55	31		16.2	8.0 RUFF	30.7	- A 6	No Office	w	s 12.20 <sup>M</sup>
	s 8.15	30	15	22.0	5.8 MOODY	24.9		No Office	P	s 11.55
	s 8.35	30	15	27.0	BATUM	19.9		No Office	P	в 11.35
	s 8.50		20	30.9	LAUER.	16.0		No Office.	P	s 11.20
	8 9.15	30	12	37.7	SCHOONOVER	9.2		No Office	P	s 10.55
		1	1	-						

WESTWARD—WARDEN and Marcellus—Subdivision—EASTWARD

# SPECIAL RULES

0.0

No Office

No Office

s 10.35 L 10.1544

3.00

15.6

YWR

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

.....PACKARD.....

.MARCELLUS.

Schedule Time

Average Speed per Hour

Industrial tracks not shown as stations:

9.55AM

2.55

32

Jantz, 4.2 miles west of Lauer.

Schafer, 2 miles west of Packard.

# MAXIMUM SPEED PERMISSIBLE.

All offices between Warden and Marcellus closed on Sunday

See other speed restrictions on page 13.

# WESTWARD—Tiflis and Neppel—Subdivision—EASTWARD

Seco	nd Class	Capac	ity of		Time Table No. 39					Third Cla	ass
	313	in (	Cars	non	In Effect 12:01 a. m.	from	Calla	Office Closed	SYMBOLS	314	
	Mixed	8	. 83	nce f	JULY 9th, 1933	ince f	Telegraph	Week Days	See Special Rule	Mixed	
W-	Mon., Wed. and Fri.	Sidings	Other Tracks	Distanc	STATIONS	Distance Noppel	Teleg		Page_5	Mon., Wed. and Fri.	
	L 1.00PM		15	0.0	TIFLIS	15.0		No Office	P JYR	А 3.20№	
	s 1.25	25		6.0	6.0 SIELER	9.0		No Office		\$ 2.55	
	A 2.00PM	30	40	15.0	9.0 NEPPEL	0.0	NP	5.00PM to 8.00AM	YR	1313 L 2.30PM	
	1.00		2 3 1		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

		V	VESTW	/ARD—I	DIS	HM	AN	AND METALIN	E F	ALL	S—SUBD	IVISION	I—EAS	<b>FWARE</b>			
SEC	COND CLA	SS	FIRST	CLASS	Capa	city of		Time Table No. 39					FIRST	CLASS	SECONE	CLASS	THIRD
291	295	293		203		Cars		In Effect 12:01 a. m.	rom		om of 1	SYMBOLS	218		294	292	296
Vay Freight	Way Freight	Way Freight		Passenger	829	r Ks	Distance from Dishman	JULY 9th, 1933	Distance from Metaline Falls	Telegraph Calls	Office Closed Week Days	See Special Rule	Passenger		Way Freight	Way Freight	Way Freigh
Ex. Sun.	Ex. Sun.	Ex. Sun.		Ex. Sun.	Sidings	Other Tracks	Dist	STATIONS	Dist	Tele		Page 5	Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.
9.00PM	L 7.35M			Ls 8.23AM	25	75	0.0	DISHMAN	120.1	SP	O.W. R. & N. Office	WRYK	As 5.47PII			A 8 00PM	A 1.15
9.18	7.50			f 8.35	50		5.7	GREENACRES	114.4		No Office		f 5.37			7.30	12.55
9.45	8.15			f 8.47	50		11.7	SPOKANE BRIDGE	108.4		No Office	w	f 5.26			7.08	12.30
10.05	A 8.30M			в 8.54	30	15	15.0	McGUIRES	105.1		No Office	J	в 5.19			6.55	L 12.1
							15.2	s. c. & P. R. CROSSING	104.9		No Office						
						.0.	16.5	N. P. R. R. CROSSING S. I. R. R. CROSSING	103.6		No Office					HINE I	
10.15				f 8.58	28	50	16.6	GRAND JUNCTION	103.5		S. I. Office	к	f 5.14			6.38	1
10.35				s 9.12	28	30	23.3	6.7 RATHDRUM	96.8		No Office .	wĸ	в 5.02			6.08	
10.47				f 9.18		65	26.3	STURGEON	93.8		No Office		f 4.56			5.56	1
10.55				1 9.21			27.9	TWIN LAKES	92.2		No Office		f 4.53			5.46	
11.05				1 9.27	30	6	30.6	2.7 SEASONS	89.5		No Office		f 4.48			5.35	
11.20				f 9.35	65		34.7		85.4		No Office		f 4.41			5.15	
11.30PM		L 6.00AM		8 9.40	70	150	37.1	SPIRIT LAKE	83.0	FH	10.00pm to 6.00am	⊛TOWZBR	s 4.36	- 198	A 1.30PM	L 5.00PM	
		6.25	O III	1 9.48	28	30	41.0	COLEMAN	79.1		No Office		f 4.26		1.05		
		6.40		s 9.55	45	10	44.7	BLANCHARD	75.4		No Office	w	s 4.20		12.45		
		7.20		в 10.07	48	8	50.5	TWEEDIE	69.6		No Office		s 4.09		12.10PM		
		в 8.00		s 10.24	30	50	59.0	NEWPORT	61.1	WR	5.00pm to 8.00am	KWZ	s 3.53		s 11.20		
		f 8.35	Liver	f 10.38	48	5	65.7	WOLFRED	54.4		No Office		f 3.40		f 10.38		
		8 9.10		в 10.49	48	50	71.0	DALKENA	49.1	DN	5.00pm to 8.00am	W	в 3.28		s 10·10		
		f 9.18		f 10.52		6	72.5	DAVIS JUNCTION	47.6		No Office		f 3.21		f 9.55		
		в 9.40		s 11.00	48	50	76.2		43.9		No Office	Y	s 3.14		s 9.40		
		в 9.50		s 11.04		40	78.1	CUSICK	42.0	CU	5.00pm to 8.00am		s 3·10		в 9.30		
		f 10.15		s 11·17		15	84.4		35.7		No Office		s 2.59		f 9.05	77	
		s 10.32		f 11.25	48		88.3	3.9 JARED	31.8		No Office		f 2.51		в 8.45		
		f 10.50		f 11.35		12	93.3	5.0 RUBY	26.8		No Office		f 2.42		f 8.20		
		111.05		f 11.42	48	7	97.0		23.1		No Office		f 2.35		f 8.00		
		111.20		f 11.49	48	5	100.9		19.2		No Office		f 2.28		f 7.40		
		f 11.45		s 11.59	48	5	106.6		13.5		No Office		s 2.18		f 7.10		
		11.55 s 12.25PM		s 12.08P	40	160	110.6		9.5	ON	4.00pm to 7.09am	YW	s 2·10		в 6.45		
		A 1.00PM		A 12.30P	25	125	120.1		0.0	MF	3.30pm to 6.30am	⊕YR	L 1.45PM		L 6.00AM		
2.30	0.55	7.00		4.07				Schedule Time  Average Speed per Hour					4.02		7.30	3.00	1.00

MAXIMUM SPEED PERMISSIBLE—Passenger Trains Between Dishman and Ione, 45 miles per hour. Between Ione and Metaline Falls, 25 miles per hour. Around Curve 11/2 miles west of Newport, 25 miles per hour.

Freight Trains 25 miles per hour.

Around curve 11/2 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. Vail, 4.0 miles east of Metaline Falls.

Kirchan, 5.4 miles east of Locke. Trains 293 and 294 will carry passengers between Newport and Metaline Falls.

Lugar Park, 0.3 miles west of Twin Lakes. Penrith, 3.6 miles east of Newport. Vera, 2 miles west of Opportunity. Opportunity, 2 miles west of Dishman.

Westward-McGuires	and	Coeur	d'Alene_S	Subdiv	ision_Factward
TA COLINGIA TA LA LA COLORINA CO	CHHHUS	O O G WII	U AIGHE	7545J5227	191011_Testuain

SCHOOL SECTION	SECOND		city of lings		Time Table					THIRD
STATE	297	in	Cars	from	No. 39	ome	Calls		SYMBOLS	298
-	Way Freight	5	83	ires	In Effect 12:01 a. m. JULY 9th, 1933	r d'Al	Telegraph	Office Closed Week Days	See Special Rule	Way Freight
-	Ex. Sun.	Sidings	Other Tracks	Distance f McGuires	STATIONS	Distance from Coeur d'Alene	Teleg		Page 5	Ex. Sun.
-	L 8.40AN	30	15	0.0	McGUIRES	10.4		No Office	R	A 12.15M
The second				1.4	N. P. RY. 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 10.00AM	50		10.4	COEUR D'ALENE	0.0	CD	7.00pm to 8.00am	YR	L11.00
	1.20				Schedule Time					1.15
	7.8				Average Speed per Hour	- 100				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.

A. F. Benson......Newport, Wash. B. A. Johnson.....St. Maries, Idaho

Cle Elum-M. W. Davies. Tacoma-A. A. Mierow, 1105 Broad- So. Bend-Halvor Holte

Hoquiam-Fred Straub. Everett-H. Mayer, 1707 Hewitt Seattle-Weisfield & Goldberg,

Inc., 414 Pike St.

T. J. Morris......Spokane, Wash. T. J. Morris......Spokane, Wash. T. J. Morris.......Spirit Lake, Idaho T. J. Morris.......Malden, Wash.

> Raymond-L. A. Jarnagin. Enumclaw-A. C. Melsness. Snoqualmie-Geo. M. Nelson. Port Angeles-J. L. Coffey. Bellingham-Wellman's. Morton-J. A. Heavenston.

# SYMBOLS

@-Standard Clock W-Water C-Coal 0-011 R-Register T-Turntable

I-Interlocked G-Gated

Y-Wye P-Dispatchers Tele-phone.

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

Industrial tracks not shown as stations:

Natvig Spur, located 2.5 miles from main line at Coleman. Apple Bros., 1.3 miles east of Metaline Falls. Lammers, 1.4 miles west of Tweedie. Sand Creek, 2 miles east of Metaline Falls. Cuddy, 1.5 miles east of Blanchard. Jeff, 3.9 miles east of Tiger. Alco, 1.0 miles east of Ruby. Cecil, 2.2 miles east of Jared. Huff, 1 mile west of Locke. Kirchan, 5.4 miles east of Locke. Calispell, 5.9 miles east of Locke. Onserud, 1.4 miles east of Cusick.

Hart, 2.2 miles east of Dalkena. Benson, 5.8 miles east of Newport. Gates, 1.7 miles east of Tweedie. Andersons, 2.8 miles east of Tweedie. Hodgin, 1.8 miles east of Coleman. Upper Fish Lake, 1.4 miles east of Seasons. Dimeling, 0.1 miles east of Seasons. Arturdee, 2 miles west of Greenacres. Vera, 2 miles west of Opportunity. Opportunity, 2.0 miles west of Dishman.

ECON	CLASS	FIRST	CLASS	Capa	ncity of	a.	Time Table No. 39					FIRST	CLASS	SEC	COND CL	ASS
415	263		15	Sie	lings Cars	я	IN EFFECT 12.01 A. M.	В	elle		SYMBOLS	16 .		264	416	
Mixed	Time Freight		Passenger	1	. 9	Distance from Othello	JULY 9th, 1933	Distance from Clo Elum	Telegraph Calls	Office Closed Week Days	See Special	Pamenger		Time Freight	Mixed	
ues. Thur. and Sat.	Daily		Daily	Sidings	Other Tracks	Dista Othel	STATIONS	Dista Cle I	Teleg		Page 5	Daily		Daily	Tues. Thur. and Sat.	
5.20A	L 2.00M		L 1.40M		Yard	0.0	OTHELLO	98.9	so	Ke di	B@TORWD	A 3.50AM		A 6.30PM	A 5.30PM	
5.32	2.20		1.50	66	11	5,5	5.5 ANSON	93.4		No Office	P	3.40		6.05	5.18	
5.40	2.40		1.57	64	11	9.2	3.7 TAUNTON	89.7		No Office	P	3.34		5.50	f 5.10	
5.55	3.23		1 2.08	63	18	15.0	5.8 CORFU	83.9		No Office	PW	263 1 3-23		5.25	1 4.55	
6.20	4.00		1 2.24	66	12	24.7	9.7 SMYRNA	74.2		No Office	P	1 3.08		4.55	f 4.35	
6.35	4.20		2.34	61	19	31.2	6.5. JERICHO	67.7		No Office	P	2.59		4.35	£ 4.20	
7.00	4.50		s 2.50	No. 2 101 No. 1 74	75	37.8	6.6 BEVERLY	61.1	BV	4.00PlltoMidn't	<b>⊕OYBWR</b>	s 2.50		4.15	s 4.00	
7.054						38.8	BEVERLY JCT	60.1		No Office	JP				L 3.55PM	
	5.25		2.58	65	11	40.6	1.8 COHASSETT	58.3		No Office	P	2.42		4.00		
	5.40		3.06	39	3	44.0	3.4 DORIS	54.9		No Office	P	2.34		3.40		,
	6-10		3.21	64	5	49.6	5.6 RYE	49.3		No Office	PW	2.20		3.10		
	6.25		3.29	79	9	52.9	CHEVIOT	46.0		No Office	P	2.11		2.55		
	6.40		3.38	79	20	56.6	BOYLSTON	42.3		No Office	P	2.02		2.35		
	7.00		3.51	64	8	62.1	5.5 RENSLOW	36.8		No Office	P	1.49		2.05		
	7.10		3.57		9	64.9	EAST KITTITAS	34.0		No Office		1.43		1.45		
	7.20		1 4.03	75	85	67.2	23 KITTITAS	31.7	KY	4.45PN to 7.45AN	⊕Y	1.38	205	1.15		84
	7.40		s 4.13	61	48	73.6	ELLENSBURG	25.3	NB	4.00PM to 9.30PM 5.30AM to 8.00AM		s 1.27		12.30PM		
	8.05		1 4.24	61	20	80.5	6.9 THORP	18.4	RP	4.30PM to 7.30AM		f 1.17		11.55		
	8.30		4.38	66	8	88.9	HORLICK	10.0		No Office	P	1.03		11.30		
	A 9.00A		A 4.55M		Yard	98.9	10.0 CLE ELUM	0.0	CM		@WRB	L 12.45M		L 11.00A		
1.45	7.00		3.15				Schedule Time					3.05		7.30	1.35	
22.2	14.1		30.4				Average Speed per Hour		344			32.0	ALL STORY	13.2	24.5	

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 PERMISSIELE

Passenger Trains and Silk Trains Between Othello and Beverly
Between Beverly and Kittias
Between Kittias and Cle Elum.

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 TRACES NOT SHOWN AS STATIONS

5.5 miles west of Horlick

2.6 miles west of Thorp
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
OI - Til	C

-	C	LASS	Sid	lings Cars	8	Time Table No. 39		Calls			CLASS
NOTIFICATION OF THE PERSON OF		395	-		y Jet.	IN EFFECT 12.01 A. M. JULY 9th, 1933	claw		Office Closed Week Days	Symbols See Special Rule	696
		Freight Mon.	Sidings	Other	Distance Bagley Jo	STATIONS	Distance Enumelar	Telegraph		Page 5	Way Freight Ex. Sun.
	L	2.304	11		0.0	BAGLEY JCT.	17.5		No Office	PJR	A 5.30M
	s	2.55	25	8	2.2	2.2 SELLECK Pacific States Lumber Co. Crossing	15.3		No Office	WIMLE	* 5.05
		3.17	19		7.1	4.9 PALMER Northern Pacific Railway Co. Crossing	10.4		No Office		f 4.43
	ſ	3.23	7	46	8.4	Northern Pacific Ry. Co. Crossing 1.3 BAYNE	9.1		No Office	G	1 4.37
	ſ	3.31		4	10.2	1.8	7.3		No Office	G	1 4.29
H			1							A CONTRACTOR OF THE PARTY OF TH	

3.1 VEAZIE

ENUNCLAW JCT.

ENUMCLAW

Schedule Time

Average Speed Per Hour

1 3.43

1 3.52

4.00M

1.30

55

17.5

WESTWARD BAGLEY JCT, AND ENUMCLAW—SUBDIV, EASTWARD

# SPECIAL RULES

20

CW

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.

Passengor Trains

MAXIMUM SPEED PERMISSIBLE Freight Trains

Between Bagley Jct. and Enumclaw...15 M.P.H.

Between Bagley Jct. and Enumclaw...25 M. P.H.

See other speed restrictions on page 13.

See other speed restrictions on page 13.

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

No Office

No Office

5.15PM to 6.45AM

1 4.17

f 4.08

L 4.00PH

1.30

11.7

PYJR

BWB

# WESTWARD BEVERLY JCT, AND HANFORD---SUBDIV. EASTWARD

	SECOND	Capa Sic in	acity of lings Cars	-	Time Table No. 39	а	Calle		SYMBOLS	_ 0	HIRD
	415			fron fet.	IN EFFECT 12.01 A. M.	from	n Cr	Office Closed Week Days	See Special	4	116
	Mixed	B	oka oka	Distance from Beverly Jct.	JULY 9th, 1933	Distance Hanford	Telegravo	11002 2 2 3	Rule Page 5		Mixed
	Tues. Thur. and Sat.	Sidings	Other Tracks	Dist	STATIONS	Dist	Tel				es. Thur and Sat.
COMPANIES OF THE PARTY OF THE P	- 7.05M			0.0	BEVERLY JUNCTION	45.2		No Office	PJ	A	3.55PM
THE PERSON	f 7.20		6	4.0	4.0 LEVERING.	41.2		No Office		f	3.40
	f 7.45		28	14.4	PRIEST RAPIDS	30.8		No Office	PW	f	3.15
	f 8-10		9	21.3	6.9 VERNITA	23.9		No Office		f	2.55
	f 8.20		9	24.3	3.0 RIVERLAND	20.9		No Office	P	f	2.45
	f 8.30		5	27.4	3.1 HAVEN	17.8		No Office		f	2.35
	f 8.40		12	30.7	ALLARD	14.5		No Office		f	2.25
Transfer of	s 9.30	25	75	37.4	WHITE BLUFFS	7.8	WB	5.00PM to 8.00AM		s	2.00
A	9.55AM	10	30	45.2	7.8 HANFORD	0.0	HN	No Office	PYWR	E_	1-00PM
	2.50				Schedule Time						2.55
	16.0				Average Speed per Hour						15.5

# SPECIAL RULES

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

MAXIMUM SPEED FERMISSIELE

Passenger Trains
Between Beverly Jct. and Hanford....30 M. P. H. INDUSTRIAL TRACKS NOT SHOWN AS STATIONS Bleakley ........... mile west of White Bluffs

PERMISSIBLE
Freight Trains

Between Beverly Jct. and Hanford, 20 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.

WESTWARD CLE ELUM AND MAPLE VALLEY—SUBDIVISION  SECOND CLASS FIRST CLASS CONSIDER   FIRST CLASS														EAS	TWAR	D
SECOND	CLASS	FIRST	CLASS	Capa	nity of ings Cars		Time Table No. 39					FIRST	CLASS	SEC	OND CL	ASS
695	263		15	in	Len	from	IN EFFECT 12:01 A.M. JULY 9th, 1933	Distance from Scattle	Telegraph Calls	Office Closed Weak Days	SYMBOLS See SpecialRule	16		264	696	
Way Freight	Time Freight		Passenger	Sidings	oks	Distance Clo Elum		anoe	grap		SpecialRule Page 5	Passenger		Time Freight	Way Freight	
Except Mon.	Daily		Daily	Bid	Other	Dieg	STATIONS	Dist	Tele			Daily		Daily	Except Sun.	
	L 930M		L 4.55M		Yard	0.0		89.9	CM		⊕WRB	A 12.45W		A 10-15A		
	9.50		5.07	66	29	7.5	7.5 LAVENDER	82.4		No Office	P	12.32		9.50		
	10.05	145	f 5.14	65	34	11.6	EASTON	78.3	10.00	No Office	PYK	f 12.26		9.30		
	10.30		5.30	66	15	20.1	WHITTIER	69.8		No Office	W5MiB	12.08		9.00		
			f 5.39			24.1	KEECHELUS	65.8		No Office	P	₹ 12.01A				
	11.00		£ 5.49	E74 W79	27	29.0	4.9 HYAK	60.9	ну	4.00PM to 7.30AM	P	f 11.51		8.25		
	11.10		f 5.56	95	129	31.6	2.6 ROCKDALE	58.3		No Office	PW	11.44		8.15		
	11.25		6.09	64	10	36.7	5.1 BANDERA	53.2		No Office	P	11.32		7.50		
	11.40		6.20			40.7	4.0 MINOT	49.2		No Office		11.22		7.30		
	11.51		6.22	63	18	42.0	1.3 'A	47.9		No Office	PW	11.20		7.25		
	12.20%		6.35	63	17	47.6	5.6 RAGNAR	42.3		No Office	P	11.08		7.05		
L 200M	12.43		s 6.45	E30 W70	Yard	50.8	CEDAR FALLS	39.1	му	esid ;	WORYB⊛JZ	s 11.00		6.45	A 6.00PM	
A 2.30M						54.8	BAGLEY JCT.	35.1		No Office	JP	10.52		7	L 5.30™	
	1.10		6.53	65		55.6	0.8 BARNESTON	34.3		No Office	P	10.51		6.10		
	1.30		7.01	65		59.5	3.9 TRUDE.	30.4		No Office	P	10.45		5.50		
45.5			7.05		10	62.1	2.6 LANDSBURG	27.8		No Office	P	10.40				
	1.45		7.08	65	18	64.4	2.3 NOBLE	25.5		No Office	P	10.36		5.30		
	A 2.05Ph		A 715M	80	14	67.8	MAPLE VALLEY	22.1	MV		WJR	L 10.30PH		L 5.15M		
						71.6	CEDAR MOUNTAIN	18.3								
						73.1	1.5 INDIAN	16.8								
						74.6	1.5 ELLIOTT	15.3								
						78.1	3.5 Nor. Pac. Ry. Co. Crossing	11.8	BN							
							DLACK RIVER O. W. R. & N. Co. Crossing	9.4	BI		I					
						84.8	VAN ASSELT.	5.1								
N. St.						86.5	1.7 ARGO O. W. R. & N. Co. Crossing Nor. Pac. Ry. Co. Crossing	3.4			I					
	A 5.30PM		A 8.00AM			89.9	SEATTLE	0.0	ow		⊕BR	L 9.45PM		L 1.00AM		
.30	8.00		3.05				Schedule Time			4		3.00		9.15	.30	
8.0	11.2		29.2				Average Speed Per Hour					30.0		9.7	8.0	

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

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

MAXIMUM SPEED FEEMISSIBLE—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. 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-B, 311, 362 and 505-B.

The following automatic block signals are placed on left hand side of track as seen from the approaching train. Eastward, two-unit, inter-locked home signal at Black River Jct. (Northern Pacific Railway Co. Crossing). Signal 48-0, Eastward, between Ragnar and Garcia. Signal 42-7, Westward, between Garcia and Bandera. Signal 45-6, Eastward, at East headblock, Garcia. Signal 36-0, Eastward, at West headblock, Rockdale. Signal 25-4, Eastward, between Hyak and 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. I for passing track; the Eastward 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

SUNDAY HOURS

{ 7:15 A.M. to 3:15 P.M. Hyak ----- { 10:45 P.M. to 6:45 A.M. }

Cedar Falls \_\_\_\_\_Continuous

1	VEST	WAI	RD (	CEL	AR FALLS AND EVE	RET	П—	SUBDIV. I	EASTW/	ARD 7
	ECOND	Capa Sid in	city of lings Cars		Time Table No. 39	Everett	9			SECOND CLASS
	591	p		Distance from Cedar Falla	IN EFFECT 12:01 A. M.  JULY 9th, 1933	Distance from	aph Calls	Office Closed Week Days	SYMBOLS See Special Rule	592
-	cept Sun.	Sidings	Other	Distan	STATIONS	Distar	Talograph		Page 5	Way Freight  Except Sun.
L	6.30M		Yard	0.0		54.7	му		@OYZ WRBJ	A 1.00AE
	6.55			5.9	5.9 TANNER Northern Pacific Railway Co. Crossing	48.8		No Office	K	12 25
	7.04	42	19	8.0	NORTH BEND	46.7		No Office	PW	12.15
	7.24	35		11.2	SNOQUALMIE FALLS	43.5	Q	4.4570 to 7.4580		12.01M
	7.29	23		12.3	Tokul	42.4		No Office		11.55
	748	11		16.9	FALL CITY	37.8		No Office		11.38
	8.05	40	20	22.3	CARNATION	32.4		No Office	PW	11.20
	8.20	36	4	25.6	3.3 STILLWATER	29.1		No Office	P	11-05
	8.32	36	20	31.0	5.4 DUVALL	23.7	VA	5.00PN to 8.00AM		10.46
	8.47	15	10	36.6	HIGH ROCK	18,1		No Office	P	10.28
	9.02	31	130	40.8	4.2 Monroe	13.9	MR	5.00FH to 8,00AH	WIE	10.15
			977	41.4		13.3		No Office	G	
	9.10	15	16	42.6	1.3 WOODRUFF	12.1	3	No Office	K	10.00
	9.20		11	44.8	2.2 LETTUCETON	9.9		No Office		9.50
	592 9.35	42	20	67.7	2.9 SNOHOMISH	7.0	MI	5,00PM to 8.00AM		591 9-35
				51.9	4.2 Drawbridge	2.8			G	
	10.01		Yard	53.1	1.2 Drawbridge BELT YARD	1.6		No Office	KZJ	9.20
A	10.30PI			54.7	1.6 EVERETT	0.0	RT	4.00AM to 8.00AM 4.00PM to 8.00PM	@OBTWR	L 9.00PM
	4.00			192	Schodule Time					4.00
	13.7				Average Speed Per Hour					13.7

# SPECIAL RULES

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

Gates have been installed at the following points: At Everett Log Dump Co. crossing of our Riverside Line, Everett Yard, and at Great Northern Railway Co. crossing 0.6 mile west of Monroe. Gates will normally be locked against trains on the Everett Log Dump Co's, tracks, and on the Great Northern Railway Co's, tracks. C. M. St. P. & P. trains should approach these crossing under control, but unless gates are set against them, it will not be necessary for them to stop.

Gates have been placed in service at each end of Ebey Slough drawbridge which is located 1.2 miles east of Belt Yard and 4.2 miles west of Snohomish. It will not be necessary for trains to stop at this drawbridge unless the gates are against them, except during stormy or foggy weather when view is obscured, when regular stop must be made. Trains must be under control and able to stop before reaching the gates if the bridge is open, and in no case should the speed exceed ten miles per hour passing over

# INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

County Poor Farm Spur. 1.0 miles west of Monroe Horrocks ....... 2.0 miles east of Carnation

Meadow Brook ......1.6 miles west of No. Bend 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.

See other speed restrictions on page 13.

1.

SECOND	SECOND CLASS		F	IRST CLASS		Capac Sidi in C	city of		Time Table No. 39						FIRST	CLASS		SE	COND CI	ASS	
91	93	263		51	15	1	Lera	rom	IN EFFECT 12:01 A. M.  JULY 9th, 1933			Office Classical	SYMBOLS	52	16		92	264	94		
O-W.R.&N. No. 692 Time Freight	Time Freight	Time Freight		O-W.R.&N No. 458 Passenger	Passenger	inga	Other	Distance f		tance fr	ograph	Office Closed Week Days	Sco SpecialRulo Page 5	O-W.R.&N. No. 561 Passenger	Pamonger		O-W.R.&N No. 691 Time Freigh	Time Freigh	Way Freight		
Daily	Except Sun.	Daily		Daily	Daily	Sid	150	Bee	STATIONS	Tec	Tel			Daily	Daily		Daily	Dally	Except Sun.		
	L 4.45PM				L 8.15A			0.0	SEATTLE	37.6	ow		⊛BR		A 9.15PM				A 4.00PM		
								3.4	3.4 ARGO O. W. R. & N. Co. Crossing Northern Pacific Railway Co. Crossing	34.2								7			
								5.1	VAN ASSELT.	32.5											
L 6.45M	L 5.05PII	L 3.45FII		L 4.37P	F 8.36M		Yard	9.4	4.3  BLACK RIVER  Northern Pacific Railway Co. Crossing	28.2	ВІ		YWRIEJ	A 2.00PM	A 8.54PM		A 2.09A	A 3.10A	A 1.45PM		
7.00	5.20	4.10		4.46	f 8.49	68	112	16.3	6.9 KENT	21.3	K	11.45Pll to 7.45Mll		1.48	8.43	14.5	149	2.52	1.30		
7.10	5.35	4.20		4.53	f 8.57	E73 W85	75	21.3	5.0 AUBURN	16.3	BR	11.45Pll to 7.45All		1.40	8.33		1.36	2.39	1.15		
7.20	5.45	4.28	200	5.00	9.07	84		25.9	4.6 BENROY	11.7		No Office	P	1.33	8.26		1.24	2.27	12.55		
7.25	5.52	4.35		5.04	f 9.12	35	50	28.4	2.5 SUMNER	9.2	UX	12.01All to 7.45All	W	1.29	s 8-20		1.18	2.20	12.40		
7.30	5.57	4.38		5.08	f 9.15	79	32	30.1	NORTH PUYALLUP	7.5	PX	5.00FM to 8.00AM		1.26	8.15		1.14	2.15	12.15		
A 7.45PM	A 6.15PM	A 4.47PU		A 5.15P	9.23		0.0	35.6	TACOMA JCT.	2.0	JN		RJ@K	L 1.18PM	8.07		L 1.00A	L 2.00A	L 12.01PM		
					A 9.30A			37.6	2.0 TACOMA	0.0	MA		⊕RBK		L 8.00@						
1.00	1.30	1.02		.38	1.15				Schedule Time		TARRES			.42	1,15		1.09	1.10	3.59		
26.2	3.7	25.4		41.3	30.0				Average Speed Per Hour		7			37.4	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 Jet. 55 M. P. H. Between Tacoma Jet. and Tacoma 20 M. P. H.

# Freight Trains

Between Black River and Tacoma Jet. 40 M. P. H. Between Tacoma Jet. and Tacoma 10 M. P. H. See other speed restrictions on page 13.

# DRAW BRIDGES

FF-824, located on track leading to St. Paul & Tacoma Lumber Co. mill in Tide Flats Yard at Tacoma.

# INDUSTRIAL TRACES NOT SHOWN AS STATIOUS

 Hughes
 1.4 miles west North Puyallup

 Inter County
 0.3 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

Bules governing interlocking plant, horthern pacific ballway co. Grossing, 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\_\_300 feet west of tower

For Westward Trains from Scattle: Distant signal located—1500 feet east of tower Home signal located...... 800 feet east of tower For Westward Trains from Black Biver 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 Tasoma or Seattle will sound one long blast of the whistle. Trains desiring to use were will sound four long blasts of the whistle.

BULES GOVERNING OREGON-WASHINGTON BALLECAD & HAVIGATION CO. INTERLOCKING PLANT, BLACK RIVES

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.

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

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 flag North Puyallup, Auburn and Kent for revenue passengers and express.

No. 52 will stop on flag at Sumner and Auburn to receive or discharge revenue passengers to or from points beyond Tacoma or Seattle.

No. 51 will stop on flag at Kent, Auburn, Sumner and North Puyallup to receive and discharge revenue passengers to and from points beyond 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 EIGHTHAND 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

Sumner \_\_\_\_\_ {8:45 A.M. to 10:45 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 \_\_\_\_\_\_\$:00 A.M. to 5:00 P.M.

	ESTW				T	TACOMA AND MORTO					<u> </u>		THIR			1		<u> </u>
	ND CL		Capac Sidi In C	nga		Time Table No. 39 IN EFFECT 1201 A. M.		ย			SECOND 864	792	790	ы В В В В В В В В В В В В В В В В В В В		Capacity Sidings in Cars	of .	
86	3 1	91	1		e from	JULY 9th, 1933	o from	ph Cells	Office Closed Week Days	SYMBOLS See SpecialRule		196		_   >			Long Com	180
Time F	Sun. Ex	Freight Sat.	Sidings	Other	Distance Tecoma	STATIONS	Distance	Telegraph		Special Rule Page 5	Time Freight Except Mon.	Way Freight Ex. Sun.	Way Fre	- N		Sidings	Tracks Distance Park Jet.	-
	_	7.30			0.0	TACOMA	67.2	MA		@RBK	A 1.40A	A 1.00PV		_   H			10 0.0	-
9.		7.50	95	182	3.1	3.1 HILLSDALE	64.1		No Office	P	1.20	12.40		— BIB			1.3	-
	-	1.50	-	30	5.5	2.4 MIDLAND	61.7		No Office					- R			17 3.5	-
9.	5	8.15	52		6.9	1.4 ALLISON	60.3		No Office	W.4 Mi B	1.05	12.20	-				10 4.5	
Water Falls	888	8.27	40	7	11.2	4.3 FREDERICKSON	56.0		No Office		L 12.50M	12.05M		- H R -			16 5.5	-
A 9.					12.8	1.6 BERKELEY	54.4		No Office	11101	12.50%	11.55		— X =				-
		8.35	32	5	15.0	2.2 HARDING	52.2		No Office			11.55						
	_			7	15.9	0.9 GRAHAM	51.3		No Office				-					
		0.55	80	5	17.4	1.5 THRIFT	49.8		No Office			11.35	-				Lastware	100
		8.55	- 60	-		5.6			THE OLICE			11.55			All train	ns operati		hi
		9.20	19	47	23.0	KAPOWSIN	44.2		No Office	PWO		11.09		Between Pari	F let and	Passenger	· Trains	
					26.3	HOLZ	40.9		No Office	3 27		•		— Between Tar	A DCC AIM	Assirord		
				8	28.8	CLAY CITY	88.9		No Office			10.44					FRE	IC
	1	0.00	69	80	33,6		34.6	▼	4.45Pll to 7.45All	W		10.00				TWARD		
- ne	1	0.17	19		36.6	LA GRANDE	30.6		No Office	P		9.30		CLASS		COMA TO NTON	RENT TO CED. FA	
	1	0.37	32	25	41.2	4.6 ALDER	25.0	AD	4.45Pil to 7.45All			9.01		EF 1	6	000	3100	)
	1	0.45	48		43,3	2.1 RELIANCE	23.9		No Office			8-50		EF 2 EP 2		450	4650 1715	_
	1	0.55	21		46.2	williamson	21.0		No Office			8.30		EP 3		300	2200	
	1	1.00	24	30	47.2	1.0 ELBE	20.0		No Office	W		8.20				HELLO	BEVE	
	1	1.10			69.6	2.4 PARK JCT.	17.6		No Office	PYJ		7.20		EF 1		VERLY	BOYLS 1100	TC
	1	1.30	85	200	53.7	West Fork Logging Co. Crossing	13.5	D	3.15PH to 6.15AH	WORBG		L 7.00W	A 2.0	EF 2 EP 2	3	500   3500	1650 580	)
					54.4	EAST CREEK JCT.	12.8		No Office	Y				EP 3	3	3500	600	_
					56.1	CARLSON LBR. CO. CROSSING	11.1		No Office	892				FR	EIGHT			
		1.55		14	59.6	3.5 COWLITZ JCT.	7.5		No Office		4.83		1.3	Eastwar		COAST	DIVISI Grade	
	1	1.00	-		1	5.2 COAL CANYON	2.4		No Office	W. 2 Mi E			1.1	Il Othelle to	Avery .		.4	554
		1.55 12.20PM		15	64.8					7.57				Elk River	to Povii	1	2.0	
	1			25	67.2	2.4	0.0	MN	5.00PM to 8.00AM	YR			L 1.0	Bovill to Chester to	Sherwin		2.0	140 170

Automatic block system is in use between Hillsdale and junction switch near passenger station Tacoma. Observe automatic block signal rules.

Automatic block system is in use between Hillsdale and junction switch near passenger station. Tacoma and locked for Tacoma and Morton subdivision.

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

Not necessary for trains to obtain clearance card at Frederickson.

Gates have been installed at West Fork Logging Co. Crossing just east of station at Mineral. C. M. St. P. & P. trains should approach this crossing under control, but unless gates are set against them it will not be necessary for them to stop.

WESTWARD	PARK JCT. AND ASHFORD—SUBDIVISIO
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	Capa Sid in	city of lings Cars	a	Time Table No. 39 IN EFFECT 12:01 A. M.	-	Calls		SYMBOLS	
-	-		o from	JULY 9th, 1933	e from		Office Closed Week Days	See Special Rule Page 5	
	Sidings	Other	Distance from Park Jot.	STATIONS	Distance Ashford	Telegraph		Page 5	
		10	0.0		5.5		No Office	PYJ	
		21	1.3	1.3 	4.2		No Office		
		17	3.5	NATIONAL	2.0		No Office	14	
		40	4.5	1.0 CAMP 17	1.0		No Office		
		16	5.5	1.0 ASHFORD	0.0	F	5.00FM to 8.00AM	RPY	
				Schedule Time					
	1			Average Speed Per Hour		NO STATE			

# 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 preceeded by a flagman.

\_30 M. P. H.

MAXIMUM SPEED PERMISSIELE

Between Park Jet, and Ashford.

EASTWARD 9

20 M. P. H.

See other speed restrictions on page 13.

FREIGHT TONNAGE RATING--WEST COAST DIVISION

CLASS	TACOMA TO RENTON	RENTON TO CED. FALLS	CED. FALLS TO HYAK	HYAK TO KITTITAS	KITTITAS TO BEVERLY		BEVERLY TO OTHELLO	THROUGH EFFICIENCY RATING
EF 1	6000	3100	1550	5000	1600		5000	4018
EF 2	9000	4650	2350	7500	2400		7500	6027
EP 2	3450	1715	860	3000	925		2300	2102
EP 3	4300	2200	1050	3500	1150		2500	2253
	WESTWAR	D						
	OTHELLO TO BEVERLY	BEVERLY TO BOYLSTON	BOYLSTON TO KITTITAS	KITTITAS TO CLE ELUM	CLE ELUM TO HYAK	HYAK TO CED. FALLS	CED. FALLS TO TACOMA	
EF 1	5000	1100	3100	5000	3700	2900	5000	4148
EF 2	7500	1650	4650	7500	5550	4350	7500	6242
EP 2	3500	580	1400	3500	2400	1250	3500	2333
	3500	1 600 1	1500	3600	2500	1350	3500	2421

#### FREIGHT TONNAGE RATING--EAST WEIGHT OF LOCOMOTIVE INCLUDING TENDER COAST DIVISION

ound:				
Eastward % G Othello to Avery	.4 55 .5 11 .0 14 .7 17 .75 35	-3 C-3 43 3018 12 615 00 788 00 933 174 1950 171 2057 115 1539	F-5 2706 523 681 813 1735 1832 1362	L-1     207 tons     G-6     157 tons       L-2     216 tons     G-5     98 tons       L-3     252 tons     G-4     95 tons       F-5     205 tons     A-2     154 tons       F-3     196 tons     A-1     134 tons       C-5     189 tons     I-5     104 tons       C-3     185 tons     N-1     278 tons       C-2     175 tons     N-2     281 tons
Ramsdell to Sorrento . 1.  Marengo to Hillcrest  Plummer Jct. to Mercer. 1.  Mercer to Spokane  Spokane to Cheney  Keeler to Elk River . 2.  Rathdrum to Jenida . 1.  Alder Creek to Rover . 2.	.7 37 .0 28 .7 37 .69 38 .5 11	115 1539 171 2057 115 1539 171 2057 106 2079 12 615 115 1539 100 788	1362 1832 1362 1832 1853 523 1362 681	C-1     151 tons     EF-1     288 tons       B-8     142 tons     EF-2     432 tons       B-2     112 tons     EP-2     272 tons       B-1     97 tons     EP-3     310 tons       G-7     159 tons     K-1     182 tons       B-4     152 tons     H-7     89 tons

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

# TONNAGE REDUCTION FOR WEATHER CONDITIONS.

	Not Applicable to trains hand	lled by electric power.	
10 to 20 above	Reduce 10 per cent.		Reduce 20 per cent.
Zero to 10 above		10 to 20 below	Reduce 30 per cent.

10 1	NEST	NARI	DF	REI	DERICKSON AND HELS	SIN	ig J	CT.—SUB	DIV.	EASTW	ARD	WE	SIWAR	(D)	M	AYI	OWN AND RAYMONI	)S	UBD	IVISION		EASTWA	RD	
SECON	D CLAS	1 50	CHARLE		Time Table No. 39					SECOND	CLASS		THIRD CLASS		Capacity Sidings in Cars	of	Time Table No. 39	n ocu	Calle	. E		SECOND CLASS	THIRD	
863	865		Cara	g	IN EFFECT 12:01 A. M.	В	Calls		SYMBOLS	862	864		963	863		loo fr	JULY 9th, 1923	puo fre	raph	Office Closed Week Days	SYMBOLS See	864	964	
				keon	JULY 9th, 1933	in from	graph C	Office Closed Week Days	See Special Pule				Mon. Wed.	Time Freight	Sidings	Distar	STATIONS	Distance fro Raymond	Telegr		See SpecialRule Page 5	Time Freight		
Time Freight	Time Frei	thu i	her	Distanc		Distand Hoquia	elegra		Page 5	Time Freight			& Fri.	Except Sun.	- C		SIATIONS					Except Sun.	Mon. Wed. & Fri.	
Except Sun.	ExceptM	on so	Pu	Fr	STATIONS	Он	T		49. 3	Ercept Sun.	Except Sun.			L 11.35PM	4	5 0		65.7	МТ	10.30 PM to 1.30 PM	-W-J O-R-Y-P	A 10.45PM		
L 9.30PM		40	7	0.0	FREDERICKSON	93.8		No Office	YRJP		A 12.50A			12.01	68	7	4ESSEX	58.8		No Office		9.50		
9.40			8	3.4	3.4 LOVELAND	90.4		No Office			12.40					5 10	3.3 Ford's Prairie Coal Co. Crossing FORAN	== 0		No Office	G			
9.55		48	3	8.0	4.6 GREENDALE	85.8		No Office	W		12-25			-		2 1	1.7		7	140 Omes	<u> </u>			
				11.7	3.7	82-1		No Office								12	Northern Pacific Railway Co. Crossing O. W. R. & N. Co. Crossing BLAMESLEE JCT.	53.3			I			
10.25		41	50		6.1 MCKENNA	78.0		No Office	P		12.10AI			12.25	63 3		7CENTRALIA		CN	4.45PH to 7.45AH	Z-P	9.25		
	t m	45			7.6 RAINIER	70.4		No Office	P		11.40						0.6 Northern Pacific Railway Co. Crossing				G			
10.50		- <u>-</u>	1		2.9 Weyerhaeuser Timber Co, Crossing	67.5	E in i	THO OTHER	G		1110				_		2.7 Northern Pacific Railway Co. Crossings		7.6.		G			
864 11.10	-	-	-						- 4		863 11.10		I O O E M	A 12.45M	64 10		0.4 CHEWALIS		СН	4.00AM to 8.00AM 4.00PM to 800.PM	K-P-W-R			
	-	35				-	-	No Office	⊕-W-J-O RYP				L 905W		10					4.00Fm to 800.Fm	K-b-M-H	L 9 05PW	7.20%	
A 11.35PM			45	-	MAYTOWN 3.9		MT	10.307# to 1.30P#	RYP		L 10.45Pl			12.45			40.6	40.6				9.05		
	12.4	5 20	6	-	3.9 MUMBY			No Office		9.10				A 6.00AM		_	LONGVIEW 2.1	0.0				L 6.30PM		
	1.0	0	7	46.6	5.5 ROCHESTER Northern Pacific Railway Co. Crossing	47.2		No Office		8.50						_ 19	Northern Pacific Railway Co. Crossins	46.2			1	N A CO		
	A 1.1	DAN		48.5		45.3		No Office	RKJ	L 8.40PM			9.15		6			44.3		No Office			7.00	
	CASE SECTION DATE	10000		50.0	1.5 INDEPENDENCE	43.8							9 20		1	5 23	.6WEST ADNA	42.1		No Office			6.50	
				-	4.6 BALCH	39.2							9.30		1		.2	38.5		No Office	P		6.35	
		-			3.9 CEDARVILLE				12.24		N. Y. Inc.		9.50		1	2 33	.0	32.7		No Office			6.10	
	-	-		-	4.1 LANKNER	31.2	-										Northern Pacific Railway Co. Crossing Schafer Bros. Lbr. Co. Crossing							
	-	+	-	-	2.6 RONY	-							10.15		58 1	5 36	DRYAD	29.6		No Office	GWP		5.55	
		+	-	-	1.9 SAGINAW	28.6										36	Morthern Pacific Railway Co. Crossins	29.3			I			
		-		-		26.7							10.25		18 1	0 37	Northern Pacific Railway Co. Crossins	28.3		No Office	GP		5.50	
	-		-	68.8	SOUTH ELMA								10.55		2		10.6 BURT	17.7		No Office	P		5.15	
	-			72.2	FULLER 6.5	21.6							11.00		58		9 0.9 BEDFORD	16.8	41000	No Office	w		5.10	
				-	SOUTH MONTESANO	15.1											MACPHAIL	14.6		No Office				
				-	MELBOURNE.	13.7							11.10				3.3 4 surico	11.3		No Office			5.00	
-				-	Preachers Slough	-						1	11.30				.0	9.7			W-P		4.45	
				86.4	NORTH RIVER JCT.	-	1						11.40		26 2		5.0	9.1		No Office	W-P		4.30	
				87.5	COSMOPOLIS	6.3							12.09		6 1		9 LANDING 0 8	3.8		No Office			4.15	
				89.3	SOUTH ABERDEEN	4.5							12.13				.7 WILLAPA JCT.	3.0		No Office	РЈК		4.11	
				902	0.9 ABERDEEN	3.6	5						12.14	F 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	0 62	9WILLAPA	2.8		No Office			4.10	
	A 3.1	5 AM		93.8	3.6 HOQUIAN	0.0			WTYCO	L 6.30PM			A 12.35AM		26 21	0 65	7 RAYMOND Northern Pacific Railway Co. Crossing	0.0	RD	5.00 PH to 8 AN	®-W-K-B R-O-Y		4.00	
2 05	2.4	Belline.	MATERIAL SEC	ALWEST ST	Schedule Time	neman				3.00	2.05		3.30	6.25			Schedule Time					4.15	3.20	- 6
17.9	21.2		1		Average Speed Per Hour					18.9	17.9		13.8	9.0			Average Speed Per Hour					13.6	14.5	
SPECIAL RULES-EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS  Passenger Trains  Between Frederickson and Helsing Jet. 40 M. P. H.  Between Helsing Jet, and Aberdeen, OW. R. & N. Co. Time Table and Rules govern. Between Aberdeen and Hoquiam, Northern Pacific Railway Co. Time Table and Rules govern.  Junction switch at Helsing Junction must be left set and locked for OW. R. & N. Co. tracks leading to Centralia.  See other speed restrictions on page 13.								Train MAXTO Between Between	ms cannot mee WN AND R Maytown and MacPhail and	AYMON Passenge MacPhai Firdale	or Trai	85 M. P. H. 25 M. P. H.	AWA INI	Vos. 964- PERLOC SSIBLE etween letween	963 carry passeng JEED—SEE SP: Free Maytown and Macl MacPhall and Fir Firdale and Rayn	ers between ECIAL RUI Ight Trains hail dale nond	Raymond and LE PAGE 1	Chehalis. 5 M. P. H. 5 M. P. H. 5 M. P. H.						
Arkley Borden	Junction switch at Heising Junction must be left set and locked for OW. R. & N. Co. tracks leading to Centralia.  See other speed restrictions on page 13.  ENDUSTRIAL TRACES NOT SHOWN AS STATIONS  Arkley Scookumchuck S.S miles east of Rainier Scookumchuck S.S miles east of Offatt Lake Scookumchuck S.S miles east of Offatt Cales Scookumchuck S.S miles east of Offatt Cales Scookumchuck S.S miles east of Offatt Cales Scookumchuck S												OL.						e other speed	restriction				

Not necessary for trains to obtain clearance card at Frederickson.

Junction switch at Frederickson should be set and locked for Frederickson and Helsing Junction subdivision.

Junction switch at Maytown should be set and locked for Maytown and Raymond subdivision.

Gates have been installed at Weyerhaeuser Timber Co. Crossing 2.9 miles west of Rainier. C. M. St. P. & P. trains should approach this crossing under control, but unless gazes are set against them it will not be necessary for them to stop.

Ween MacPhail and Firdale

25 M. P. H.

Between MacPhail and Firdale

35 M. P. H.

Between Firdale and Raymond.

See other speed restrictions on page 13.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Junction switch at Maytown should be set and locked for Maytown

Junction switch at Maytown should be set and locked for Maytown and Raymond subdivision.

Switch leading to C. C. & C. connection at Chehalis should be set and locked for that connection.

Switch at the C. M. St. P. & P. end of interchange track with the N. P. tracks at Chehalis Jet. should be set and locked for the interchange track.

Between Chehalis Jet. and Longview, Northern Pacific Railway Co's. Time Table and Rules Govern.

	MESI	WARD	L	ISOUVENI UUI. AND D	เงบูบ	E-90	יאומםי	EA	
SECOND CLASS	Capac Sid in C	eity of ings Cars		Time Table No. 39		6			SECOND
91	1		oweend	In Effect 12:01 A. M. JULY 9th, 1933	no from	Telegraph Calls	Office Closed Week Days	SYMBOL See SpecialRule	92
Way Freight Mon., Wed. Fri.	Sidings	Other Tracks	Distance from Port Towsend	STATIONS	Distance from Disque	Telegre		Page 5	Way Freight Mon., Wed. Fri.
			0.0	PORT TOWNSEND (P. T. S. R. R.)	69.1				
L 11.05A		70	13.0	DISCOVERY JUNCTION	56.1		No Office	Y-J-P-K	A 8.054
		10	14.4	MAYNARD	54.7		No Office	W 2 mi. W	
		10	20.4	GARDINER	48.7		No Office	P	
	27		25.7	5.3 BLYN	43,4		No Office	P	
12.05№	45		32.5	6.8 SEQUIM	36.6		No Office	P	7.05
	22		36.1	3.6 CARLSBORG	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 CREE K	20.7		No Office		
A 1.05PM	40	86	50.8	PORT ANGELES	18.3		5.30PM to 8AM	⊕-W-O-R- Y-B-P-Z	L 6.00A
			55.0	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	covill	7.0		No Office		
		4	64.5	RAMAPO	4.6		No Office		×
	31	14	67.2	JOYCE	1.9		No Office	P W 1.3 mi. W	
			69.1	1.9 DISQUE	0.0		No Office	P-K	CUMPUNITURE D
2.00				Schedule Time		_			2.05
18.9	1			Average Speed Per Hour					18.1

DISCOVERY JCT. AND DISOUE-SUBDIV.

# SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWRD TRAINS OF SAME CLASS This time table conveys no right to trains between Discovery Jct. and Port Townsend. Pt. T. S. R. R. time

MAXIMUM SPEED PERMISSIBLE Freight Trains\_ Freight trains hauling logs\_\_\_\_\_ Passenger Trains 40 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:

Port Angeles

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 3 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 ard 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 Bekkevar ......2.8 Miles W. Gardiner Johnson Creek ......4.5 Miles W. Blyn Iven ......0.8 Miles W. Agnew

> E. D. PARKS, Train Dispatcher.

EASTWARD

# WESTWARD BELLINGHAM AND GLACIER—Sub-Div. EASTWARD

_										
	COND	Capac Sidi in C	ity of		Time Table No. 39				CAMBOLO	THIRD CLASS
	93		$\overline{}$	from	IN EFFECT 12:01 A.M. JULY 9th, 1933	trom	Telegraph Calls	Office Closed	SYMBOLS See Special Rule	94
Wa	y Freight	Sidings	er	Distance from Bellingham		Distance from Glacier	graph		Page 5	Way Freight
Ex	cept Sun.	Sidi	Other	Dis	STATIONS	Dis	Tel			Except Sun.
L	7.004		Yard	0.0	BELLINGHAM(G. N. Crossings)	46.8	L	5 PM to 8 AM	⊗WORT KBZ	A 12.30PM
	7.25	23		4.0	CORNWALL	42.8		No Office		12.10PM
35	7.35			5.9	SQUALICUM JCT	40.9		No Office	PJ	11.50
f	7.40	13		7.9	VAN WYCK	38.9		No Office	w	f 11.35
	7.45	8		10.4	2.5 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	PJR	f 10.50
f	7.55	16		12.9	GOSHEN	33.9		No Office		f 1045
f	8.07	20		17.0	STRANDELL	29.8		No Office		f 10.25
В	8.15		30	17.8	0.8 EVERSON	29.0	100	No Office	W	□ 10.15
	94 8.30	16		19.3	HAMPTON	27.5		No Office	PJRY	93 10.00 8.30
f	8.40	19		22.2	CLEARBROOK	24.6	7	No Office		f 8.10
8	8.50		Yard	25.1	SUMAS	21.7	s	5 pm to 8 am	BWPYK	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	₩ 3.5 mi. W	f 7.50
	9.25	22		31.9	4.5 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	PY	f 7.10
f	9.45		50	35.0	BALFOUR	11.8	200	No Office	K. LTC	f 6.55
f	9.55	12		36.3	KENDALL	. 10.5		No Office		f 6.35
f	10.25	16	47	39.5	MAPLE FALLS	. 7.3		No Office	YP	f 6.25
Name of the last	10.55		15	44.1	WARNICK	. 2.7		No Office	PW	f 6.10
A	11.154	4	20	46.8	GLACIER.	0.0		No Office	PYR	r 6.00
-	4.15				Schedule Time					5.00
Contraction	11.0				Average Speed Per Hour					9.4
-			To the						100000000000000000000000000000000000000	

# 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 treatles between Columbia and Lamberton.

# 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 and Glacier, 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			Car	NAME	Miles			Capacity
Lind Spur	2.8 3.3 3.9	West West	Bellingham Bellingham Bellingham Bellingham Hampton	20 50 25	Hawkins Blair Jacobs Heaton-Olson Bell Creek		West West	Lamberton	20

Westwar	Westward BELLINGHAN AND SQUALIGUM JCTSub-Div. Eastward 11							11	
2		Distance from  Bellingham						EXTRA FREIGHT SERVICE	
a			3.1	SQUALICUM JCT	0.0				Œ
Westward GOSHEN JCT. AND KULSHANSub-Div. Eastward									
EXTRA FREIGHT SERVICE	Capac Sidir in C	ars	шо .	Time Table No. 39 IN EFFECT 12:01 A.M.	mo	Telegraph Calls	Office Closed	Symbols See Special Rule Page 5	EXTR
	Sidings	Other	Distance from Goshen Jet.	STATIONS	Distance from Kulshan				EXTRA FREIGHT SERVICE
FRE			0.0	GOSHEN JCT	11.5		No Office	PJR	IT S
rra			6.1	N. P. R. R. CROSSING 5.4	No Office	GP	ERVI		
EX	35	2	7.1	DEMING	4.4		No Office	Р.	ICE
		Yard	11.5	KULSHAN	0.0		No Office	PWY	
Westward HAMPTON AND LYNDENSub-Div, Eastward									
SECOND CLASS	Capacity of Sidings in Cars			Time Table No. 39	om			Symbols See	THIRD CLASS
193				IN EFFECT 12:01 A.M. JULY 9th, 1933		Calls	Office Closed		194
Way Freight	530	Other Tracks Distance from Hampton	Distance f Hampton	JO21 9th, 1933	Distance from Lynden	Telegraph		Special Rule Page 5	Way Freight
Except Sun.	Sidings Other Tracks		Dist	STATIONS	Distanc Lynden	Tele			Except Sun.
L 8.30A	20		0.0	HAMPTON	5.4		No Office	PJRY	A 10.00
A 8.50A		Yard	5.4	LYNDEN	0.0	A	5 pm to 8 am	RY	L 9.40W
.20	-			Schedule Time					16.2
20.2				The state of the s					10.5

# 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. trainmen will observe this indicator before unlocking and swinging the gate. It is necessary to push the button on indicator in order to

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:

Beverly Jct. and Hanford
Cedar Falls and Everett
Bagley Jct. and Enumciaw
Tacoma and Morton
Park Jct. and Ashford
Frederickson and Helsing Jct.

Maytown and Raymond

Discovery Jct. and Disque.
Bellingham and Glacier.
Goshen Jct. and Kulshan.
Hampton and Lynden.
Squalicum Jct. and Bellingham

St. Maries and Elk River. Metaline Falls and Dishman. Coeur d'Alene and McGuires. Marcellus and Warden. Neppel and Triflis.

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' forthe 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.

"Employes who witness or have any knowledge of an accident must not, unless required by law, give any information concerning such accident to any person except officers and claim adjusters of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company.

"All persons including those injured in the accident, seeking information should be referred to the General Adjuster. Employes are forbidden to solicit, for attorneys or others, claims against this Railroad Company."

Employes 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.

Rules 984 and 1035 of the Rules and Regulations of the Operating Department are modified to read as follows:

"Before taking fuel or water, engines of freight trains of more than twenty cars, will be detached when in the judgment of the engineer he cannot successfully make the stop without damage to equipment and contents of the cars."

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.

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.

## RAILWAY CROSSINGS INTERLOCKED

The home and distant signals protecting the crossings at Blakeslee Junction and 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 connection 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 the crossings located at Blakeslee Jct., Chehalis (2.1 miles west), and at Dryad.

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

The fixed distant signals at Blakeslee Jct. are located approximately 2500 feet from home signals. The fixed distant signals at the crossing 2.1 miles west of Chehalis are located approximately 3000 feet from home signals. The fixed distant signals at Dryad are located 1400 feet from home signal for westward movements 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.

## 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 fiagman should be left to protect following trains. In such cases, give full information to Chief Dispatcher at the first available point of communication.

# 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.
- 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. Elastward 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.

# 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.

# 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:

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 Easten.

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 TABL

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds, 55 miles per hour is equivalent to one mile in 1 minute and 5 seconds, 50 miles per hour is equivalent to one mile in 1 minute and 20 seconds, 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds, 40 miles per hour is equivalent to one mile in 1 minute and 20 seconds,

35 miles per hour is equivalent to one mile in 1 minute and 48 seconds 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds

20 miles per hour is equivalent to one mile in 8 minutes and 0 seconds

15 miles per hour is equivalent to one mile in 8 minutes and 0 seconds

# SURGEONS MILWAUKEE HOSPITAL ASSOCIATION Dr. A. I. Bouffleur ... Chief Surgeon ... Seattle Dr. D. E. Cornwall ... District Surgeon ... Spokane 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 Dr. S. S. Howe ... Oculist ... Bellingham Dr. S. S. Howe ... Oculist ... Bellingham

HOSPITALS		
St. Maries		
(St	. Lukes Hosp	pital
Spokane Sa	cred Heart	Hospital
Spokane	eaconess Hos	spital
Ellensburg Ellensbu	irg General	Hospital
Cle ElumRosly	n Cle Elum	Hospital
Everett	Providence	Hospital
Seattle		
Port Angeles Port Ange	eles General	Hospital
Tacoma	st. Joseph's	Hospital
Hoquiam	Hoquiam	Hospital
Chehalis		
Raymond	Riverview	Hospital
Bellingham		

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	11 11	2504	2502	
Lind	Dr. C. Henderson	11 11	32	107	
Spokane	Dr. E. B. Nelson	" "	Main 2939	Lakeview 0232	
Rathdrum	Dr. F. F. Horning	1) 11	No telephone	No telephone	
Spirit Lake	Dr. A. C. Spooner	" "	98	94	
Newport	Dr. W. S. Bardwell	,, ,,	No telephone	51	
Cusick		,, ,,		No telephone	
lone	Dr. G. M. Gould	,, ,,	No telephone	11	
Metaline Falls	Dr. C. M. Canning		5	11	
	Dr. C. M. Canning	" "		29	
Coeur d'Alene	Dr. J. T. Wood	77 79	29X		
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	
North Bend	Dr. W. V. Muller	" "			
Falls City	Dr. W. W. Cheney	" "	A2	A1	
Monroe	Dr. Minard Allison	St. Darwing and the Control of the C	Get thru Monroe Gen. Hospital		
Everett	Dr. S. L. Caldbick	" "	Main 363	Main 163	
Enumelaw	Dr. E. R. Tiffin	n n	163	175	
Renton	Dr. Adolph Bronson	» u	4 J	4 M	
Seattle	Dr. H. Eugene Allen	11 11	Elliott 3037	Garfield 0124	
Seattle	Dr. E. W. Rawson	17 10	Elliott 3037	East 0063	
Kent	Dr. C. B. Hoffman	27 10	53 W	58 R	
Auburn		** **	9 J	9 M	
Auburn	Dr. B. H. Hoye	,, 19	199J	854M	
Puyallup	Dr. John Darst	>> 10	Main 500	Main 4	
Sumner	Dr. S. D. Barry	n 10	72	110 J	
	Dr. G. C. Kohl	" "		Main 0630	
Tacoma	Dr. H. G. Willard		Broddway 2203		
Tacoma	Dr. C. C. Leaverton	ABBL.	Broadway 2203	Garland 3361	
l'acoma	Dr. Wm. B. McCreery	Liucai	Broadway 3520	Main 5264	
l'acoma	Dr. Chas. R. McCreery	Asst.	Broadway 3520	Proctor 0606	
So. Tacoma	Dr. A. G. Nace		Madison 2182	Madison 1131	
Kapowsin	Dr. J. F. Sigafoos	Local Surgeon	71-S-11	71-S-11	
Eatonville	Dr. W. J. Glovatsky	" "	113	114	
Ashford	Dr. G. H. Smith	" "	Get thru Operator National	Park Balling Co.	
Mortop	Dr. C. B. Ritchie	33 39	Get thru Operator Morton		
McKenna	Dr. S. P. Rich	" "	Get thru McKenna Lbr. Co.		
Montesano	Dr. J. H. Fitz	23 20	256	256 J	
Cosmopolis	Dr. L. R. Lightfoot	11 11	Aberdeen 1182	Aberdeen 1182	
Aberdeen	Dr. J. B. Kinne	" "	553	777	
Hoquiam	Dr. J. F. MacDonald	77 10			
Centralia		" "	765-R and 848	284	
Chehalis	Dr. David Livingstone	)) 10	187 W	187 R	
	Dr. H. L. Petit	27 80	614	613	
Doty	Dr. E. W. Stevens	19 19	94		
Raymond	Dr. A. C. Kuehner	n n	751	721	
Sequim	Dr. J. F. Jessup	n n			
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 employes are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employe is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

# 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 west 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.

# TACOMA AND BLACK RIVER SUB-DIVISION

Maple Valley-3000 ft, east of east switch.

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

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
H. L. WILTROUT
E. G. FOWLER
N. F. BINGHAM
H. E. PETERSON
W. A. MONROE
F. B. BEAL

F. A. CHALK J. N. MITCHELL

S. C. WHITTEMORE

J. W. CORBETT 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 Couer d'Alene Sub-division

J. A. WRIGHT
Traveling Engineer and
Assistant Trainmaster

E. L. CLEVELAND, Trainmaster.