

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

COAST DIVISION

TIME TABLE No. 41

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, JUNE 7TH, 1936

Superseding Time Table No. 40

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

G. H. HILL,
Asst. Superintendent

T. J. HAMILTON,
Asst. Superintendent

N. A. MEYER,
Superintendent of Transportation

J. L. BROWN,
General Superintendent of Transportation

F. E. DEVLIN,
Superintendent.

C. H. BUFORD,
General Manager.

2 WESTWARD

AVERY AND MALDEN—SUBDIVISION

EASTWARD

SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 41				FIRST CLASS		SECOND CLASS		
63	263	15	7	Sidings	Other Tracks	Distance from Avery	In Effect 12:01 a. m. JUNE 7th, 1936				16	8	64	264
Time Freight	Time Freight	Passenger	Passenger				Distance from Malden	Telegraph Calls	Office Closed Week Days	SYMBOLS	See Special Rule Page 5	Passenger	Passenger	Time Freight	Time Freight
Daily	Daily	Daily	Daily				STATIONS		Daily	Daily	Daily	Daily		
	L 11.30 ¹⁶ AM	L 5.53 ^{PM}	L 3.35 ^{AM}		Yard	0.0	.....AVERY.....	108.8	NF		BDEORSTW	A 11.10 ²⁶³ AM	As 12.30 ^{AM}	A 5.30 ^{AM}
	11.50	6.04	f 3.45	67	20	5.3	.....ETHELTON.....	103.5		No Office	P	f 10.59	f 12.19	4.45
	12.15 ^{PM}	6.21	264 4.03	67	18	13.8	.....POCONO.....	95.0		No Office	P	10.41	11.59	7 4.03
		f 4.12			10	18.0	.....HERRICK.....	90.8		No Office	P		f 11.50	
	12.40	6.37	s 4.23	100	20	22.4	.....CALDER.....	86.4	CR	4.30PM to 7.30AM	PW	10.23	s 11.42	3.20
	12.55	6.46	f 4.34	67	15	27.5	.....ZANE.....	81.3		No Office	P	10.13	f 11.31	2.55
	1.10	6.57	s 4.46	67	20	33.3	.....ST. JOE.....	75.5		No Office	P	10.03	s 11.22	2.40
	1.25	7.08	4.58	67		39.9	.....OMEGA.....	68.9		No Office	P	9.50	11.11	2.20
L 2.45 ^{PM}	2.00	s 7.23	s 5.15	E 07 W 72	500	45.4	.....ST. MARIES.....	63.4	CB		BDJORSW YZ	s 9.40	s 11.02	A 1.30 ^{AM} 2.00 1.00
3.10	2.25	7.33	f 5.26	67	40	51.3	.....RAMSDELL.....	57.5		No Office		9.25	f 10.46	1.12 12.40
3.30	2.50	7.45	f 5.39	67	16	57.2	.....PEDEE.....	51.6		No Office	P	9.14	f 10.35	12.55 12.20 ^{AM}
3.50	3.10	7.55	5.48	67	15	61.6	.....KARNAC.....	47.2		No Office	P	9.06	10.27	12.40 11.55
A 4.00 ^{PM}	3.25	A 8.01 ^{PM}	As 5.55 ^{AM}		10	64.4	.....PLUMMER JUNCTION.....	44.4	WJ		JRWY	L 9.01 ^{AM}	L 10.22 ^{PM}	L 12.30 ^{AM} 11.45
	3.30			67	100	65.2	.....PLUMMER.....	43.6		No Office	K			11.40
	4.00			67	25	72.0	.....MOWRY.....	38.8		No Office	P			11.20
	4.25			67	30	80.1	.....TEKOA.....	28.7	TK	4.00PM to 7.00AM	PW			11.00
	5.15			67	20	93.2	.....PANDORA.....	15.6		No Office	PW			10.20
	5.40			62	20	99.7	.....ROSALIA.....	0.1		No Office	PK			10.00
	A 6.10 ^{PM}				Yard	108.8	.....MALDEN.....	0.0	M		BDRSW			L 9.30 ^{PM}
1.15	6.40	2.08	2.20				Schedule Time					2.09	2.08	1.00 8.00
15.2	16.3	30.2	27.6				Average Speed per Hour					29.9	30.2	19.0 13.6

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 41				SECOND CLASS		
103	102	Sidings	Other Tracks	Distance from St. Maries	Distance from Elk River	Telegraph Calls	In Effect 12:01 a. m. JUNE 7th, 1936			
Mixed	Mixed						SYMBOLS	See Special Rule Page 5	103	102
Mon., Wed. and Fri.	Tues., Thurs. and Sat.						STATION			
L 10.00 ^{AM}		Yard		0.0		CB	.....ST. MARIES.....	72.2	BDJORSW YZ	A 4.15 ^{PM}
f 10.30		17		9.4		No Office	.....LOTUS.....	62.8	P	f 3.41
f 10.35		45	20	11.1		No Office	.....ALDER CREEK.....	61.1	P	f 3.35
f 10.44		28		13.5		No Office	.....ROVER.....	58.7	P W 1 Mile W	f 3.25
f 11.06		50		19.6		No Office	.....MASHBURN.....	52.6	P	f 3.05
f 11.19		10	15	23.1		No Office	.....SANTA.....	49.1	P	f 2.53
f 11.26		60		25.1		No Office	.....TYSON CREEK.....	47.1	P	f 2.46
s 11.34		27	3	27.1		No Office	.....FERNWOOD.....	45.1	PW	s 2.39
		40		29.1		No Office	.....CARPENTER CREEK.....	43.1	PY	
f 11.51		40	5	31.7		No Office	.....EMERALD CREEK.....	40.5	P	f 2.23
s 12.10 ^{PM}		30		36.9		No Office	.....CLARKIA.....	35.3	CA 5.00PM to 8.00AM	s 2.05
f 12.30		6	42.4			No Office	.....KEELER.....	29.8	W	f 1.48
f 12.40		20	44.8			No Office	.....SHERWIN.....	27.4	P	f 1.40
Af 12.58 ^{PM}			50.4			No Office	.....PURDUE.....	21.8		Lf 1.20 ^{PM}
							.....PURDUE.....			
							.....BOVILL.....			
La 1.15 ^{PM}		120	52.4			No Office	.....BOVILL.....	19.8	BO 5.00PM to 8.00AM	As 1.00 ^{PM}
f 1.47		15	61.1			No Office	.....NEVA.....	11.1	W 1/2 Mile E	f 12.20 ^{PM}
f 2.20		19	70.3			No Office	.....JERSEY.....	1.9		f 11.52
A 2.30 ^{PM}		15	200	72.2		No Office	.....ELK RIVER.....	0.0	KR	L 11.45 ^{AM}
4.30							Schedule Time			4.30
16.0							Average Speed per Hour			16.0

SPECIAL RULES

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

Manual Block System is in use between Malden and Plummer Jct. In Manual Block territory, train order signals will also be used as block signals. See Rules 221-B and 311.
Automatic Block System is in use between Avery and Sorrento. 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.
INDUSTRIAL TRACKS NOT SHOWN AS STATIONS:
Hoys Spur, 1 mile west of Ethelton.
Marble Creek, 0.8 mile east of Pocono.
Faniff, 1 mile west of Pocono.
Riverdale, 3.5 miles west of Omega.
Cherry Creek, 2.4 miles west of St. Maries.
Sorrento, 3.7 miles west of Plummer.
Wallner, 3.0 miles east of Tekoa.
Lone Pine, 4.0 miles west of Tekoa.
Seabury, 5.9 miles east of Pandora.
Swan, 3.3 miles east of Pandora.
Williams, 3.5 miles east of Rosalia.
Squaw Canyon, 5.5 miles west of Rosalia.
No. 16 stop on flag at Plummer Jct., St. Joe, Calder, Herrick, and Ethelton for revenue passengers destined east of Butte, or to let off passengers from west of Spokane.
No. 15 stop on flag at Ethelton, Herrick, Calder, St. Joe and Plummer Jct. for revenue passengers destined west of Spokane, or to let off passengers from points east of Butte.

MAXIMUM SPEED PERMISSIBLE
Passenger and Silk Trains

Between Avery and Ramsdell, 50 miles per hour.
Between Ramsdell and Malden, 45 miles per hour.
Around sharp curves between Avery and Plummer Junction, 35 miles per hour.
Over the street crossing at the east siding switch and the crossing just west of depot at St. Maries, 6 miles per hour.
Over Bridge E. E. 44, one mile west Ramsdell, 25 miles per hour.
Freight Trains
30 miles per hour.
Over Bridge EE44, one mile west of Ramsdell, 25 miles per hour.
Over the street crossing at the east siding switch and the crossing just west of depot at St. Maries, 6 miles per hour.
See other speed restrictions on page 13.

Sunday and Holiday Hours
Calder9:00 a.m. to 11:00 a.m.
St. Maries..... Continuous
Plummer Jct. Continuous
Tekoa None
Malden.....4:00 p.m. to 10:00 p.m.

SPECIAL RULES

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:
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:
Rogers, 0.4 miles west Alder Creek.
Eller, 1.0 mile west Mashburn.
Wayland, 1.5 miles west Mashburn.
Renfrew, 0.5 miles west Santa.
Childs Creek, 0.8 miles west Emerald Creek.
Jims, 1.0 mile west Emerald Creek.
Metropolitan, 2.7 miles west Emerald Creek.
Katz, 2.2 miles west Clarkia.
Collins, 4.2 miles west Sherwin.
Owens, 7.1 miles west Bovill.
Kameron, 4.0 miles west Neva.

MAXIMUM SPEED PERMISSIBLE
Passenger Trains

Between St. Maries and Elk River, 30 miles per hour and 20 miles per hour around sharp curves.
Freight Trains and Mixed Trains
Between St. Maries and Elk River, 25 miles per hour with trains consisting of only empties or light loads.
20 miles per hour when handling logs, lumber, and other heavy loads.
15 miles per hour on sharp curves.
Class N engines should not go in on Sherwin Siding.
See other speed restrictions on page 13.

SECOND CLASS		FIRST CLASS					Capacity of Sidings in Cars		Distance from Plummer Junction	Time Table No. 41 In Effect 12:01 a. m. JUNE 7th, 1936				Distance from Marengo	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	FIRST CLASS				SECOND CLASS		
63	463	15	7	217			Sidings	Other Tracks		STATIONS	16	216	8								464	64		
Time Freight	Time Freight	Passenger	Passenger	Passenger						Passenger	Passenger	Passenger				Time Freight	Time Freight							
Daily	Ex. Sun.	Daily	Daily	Ex. Sun.						Daily	Ex. Sun.	Daily				Ex. Sun.	Daily							
L 4.00PM		L 8.01PM	L 5.55AM				10		0.0	..... PLUMMER JUNCTION.....				JRWY	A 9.01AM			As 10.22PM				A 12.25AM	
4.25		8.11	s 6.06					15	6.4	..... 6.4 WORLEY.....				WY	5.00PM to 8.00AM			s 10.11				11.50	
4.30		8.13	6.08				90		7.8	..... 1.4 MOZART.....					No Office	P	8.46					11.45	
4.50		8.22	f 6.18					15	13.1	..... 5.3 SETTERS.....					No Office		8.39			f	10.01	11.30	
5.05		8.27	6.22				46	15	15.5	..... 2.4 SAXBY.....					No Office	P	8.36					9.57	11.25
A 5.30PM		A 8.36PM	As 6.30AM				67	10	19.8	..... 4.3 MANITO.....				MU	3.30AM to 6.15AM 2.15PM to 7.30PM	RWY	L 8.30AM			L	9.50PM		L 11.05PM
									23.0	..... 3.2 FREEMAN.....													
									25.9	..... 2.9 MICA.....													
									28.3	..... 2.4 REDLIN.....													
									31.9	..... 3.6 CHESTER.....													
									35.0	..... 3.1 DISHMAN.....													
									38.8	..... 3.8 EAST SPOKANE.....													
									39.6	..... 0.8 N. P. CROSSING.....													
(A 8.30PM)	(L 5.30PM)							Yard	40.8 1.2 SPOKANE YARD.....													(A 2.15AM)	(L 9.10PM)
		(A 9.20PM) (L 10.00PM)	(A 7.15AM)	(A 4.15PM)					41.5 0.7 SPOKANE.....				SN	BKORST WZ	(L 7.45AM) (A 7.15AM)	(L 8.00AM)	(L 9.00PM)						
									46.8	..... 5.3 COWLES.....													
									51.1	..... 4.3 MARSHALL.....													
									58.3	..... 7.2 CHENEY.....													
									63.6	..... 5.3 GEIB.....													
									68.6	..... 5.0 MASON.....													
									76.0	..... 7.4 CROSKEY.....													
									80.1	..... 4.1 WELLS.....													
									86.6	..... 6.5 PALM LAKE.....													
									91.8	..... 5.2 ASHBY.....													
									96.0	..... 4.2 EMDEN.....													
	(A 8.30PM)								102.7	..... 6.7 MARENGO.....				RA	2.00AM to 5.00AM 1.00PM to 6.00PM	JKRWY	(L 5.40AM)						(L 11.15PM)
4.30	3.00	3.34	1.20							Schedule Time							3.21			1.22			3.00	3.15
9.1	20.6	28.8	31.1							Average Speed per Hour							30.7			30.4			20.6	12.6

SPECIAL RULES

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

Between Marengo and Manito, Union Pacific Railroad Co. time table and rules will govern.
 The train order signal at Plummer Junction has three arms. The two upper arms govern movements Avery to Malden Subdivision; the lower arm governs movements Plummer Jct. to Marengo Subdivision.
 Switching limits extend from Spokane to 1,000 feet beyond Hill on Union Pacific Railroad Co.
 Automatic block system is in use between Manito and Plummer Jct.
 No. 16 and No. 8 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.
 No. 16 stop on flag at Setters, Worley and Plummer Jct. for revenue passengers destined east of Butte.
 No. 15 stop on flag at Plummer Jct., Worley and Setters for revenue passengers destined west of Spokane.

Industrial tracks not shown as stations:
 Mercer, 3.0 miles west of Plummer Junction.
 Sunday and Holiday Hours
 Manito } 6:30 A.M. to 8:30 A.M.
 } 7:20 P.M. to 9:50 P.M.
 Plummer Jct. Continuous.
 Marengo } 5:00 A.M. to 7:00 A.M.
 } 6:00 P.M. to 2:00 A.M.

MAXIMUM SPEED PERMISSIBLE—Passenger Trains
 Between Plummer Junction and Manito, 55 miles per hour.
 30 miles per hour around ten degree curve one-half mile west of Plummer Junction.
Freight Trains
 40 miles per hour.
 25 miles per hour around ten degree curve one-half mile west of Plummer Junction.
 See other speed restrictions on page 13.

WESTWARD—DISHMAN AND METALINE FALLS—SUBDIVISION—EASTWARD

SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars	Distance from Dishman	Time Table No. 41				Office Closed Week Days	SYMBOLS	FIRST CLASS		SECOND CLASS		THIRD CLASS
291	295	293	203				In Effect 12:01 a. m. JUNE 7th, 1936	Distance from Metaline Falls	Telegraph Calls	STATIONS			Distance from Metaline Falls	218	294	292	296
Way Freight	Way Freight	Way Freight	Passenger							Passenger	Way Freight	Way Freight	Way Freight				
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		Sidings	Other Tracks				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				
L 9.00PM	L 7.35AM		L 8.20AM		25	75	0.0	DISHMAN.....	120.1	SP	U. P. R. R. Office	KRWY	As 3.58PM		A 8.00PM	A 1.15PM	
9.18	7.50		f 8.32		50		5.7	GREENACRES.....	114.4		No Office		f 3.44		7.30	12.55	
9.45	8.15		f 8.41		50		6.0	SPOKANE BRIDGE.....	108.4		No Office	PW	f 3.34		7.08	12.30	
10.05	A 8.30AM		s 8.48		30	15	15.0	McGUIRES.....	105.1		No Office	JP	s 3.29		6.55	L 12.15PM	
							15.2	S. C. & P. R. CROSSING..	104.0		No Office						
							16.5	N. P. R. R. CROSSING..	103.6		No Office						
10.15			f 8.52		28	50	16.6	GRAND JUNCTION.....	103.5		S. I. Office	K	f 3.24		6.38		
10.35			s 9.03		28	30	23.3	RATHDRUM.....	96.8		No Office	KP	s 3.13		6.08		
10.55			f 9.10				27.0	TWIN LAKES.....	92.2		No Office		f 3.05		5.46		
11.05			f 9.15		30	6	30.6	SEASONS.....	89.5		No Office		f 3.01		5.35		
11.20			f 9.21		65		34.7	JENIDA.....	85.4		No Office		f 2.55		5.15		
A 11.30PM	L 6.30AM		s 9.27		70	150	37.1	SPIRIT LAKE.....	83.0	FII	10.00PM to 6.00AM	BORSTWZ	s 2.50	A 1.30PM	L 5.00PM		
	6.50		f 9.32		28	30	41.0	COLEMAN.....	79.1		No Office		f 2.40		1.05		
	7.10		s 9.38		45	10	44.7	BLANCHARD.....	75.4		No Office	P	s 2.34		12.45		
	7.30		f 9.48		48	8	50.5	TWEEDIE.....	69.6		No Office	P	f 2.25		12.10PM		
	8.10		s 9.59		30	50	59.0	NEWPORT.....	61.1	WR	5.00PM to 8.00AM	KZ	s 2.14		11.20		
	8.35		f 10.10		48	5	65.7	WOLFRED.....	54.4		No Office	P	f 2.04		10.40		
	9.20		s 10.20		48	50	71.0	DALKENA.....	49.1	DN	5.00PM to 8.00AM	W	s 1.55		10.20		
	294 9.40		s 10.28		48	50	76.2	USK.....	43.9		No Office	PY	s 1.45		293 9.40		
	10.15		s 10.32		40	78.1		CUSICK.....	42.0	CU	5.00PM to 8.00AM		s 1.41		9.30		
	10.32		s 10.40		15	84.4		LOCKE.....	35.7		No Office		s 1.33		9.05		
	293 10.40 10.55		f 10.46		48		88.3	JARED.....	31.8		No Office	P	f 1.27		8.45		
	11.10		s 10.54		12	93.3		RUBY.....	26.8		No Office	P	s 1.19		8.20		
	11.25		f 11.00		48	7	97.0	BLUESLIDE.....	23.1		No Office	P	f 1.13		8.00		
	11.40		f 11.06		48	5	100.0	LOST CREEK.....	19.2		No Office	P	f 1.07		7.40		
	11.55		s 11.13		48	5	105.6	TIGER.....	13.5		No Office	P	s 1.00		7.10		
	218 12.53		s 11.20		40	100	110.0	IONE.....	9.5	ON	4.00PM to 7.00AM	WY	s 12.53		6.45		
	A 1.30PM		A 11.45AM		25	125	120.1	METALINE FALLS.....	0.0	MF	3.30PM to 6.30AM	RSY	L 12.30PM		L 6.00AM		
2.30	0.55	7.00	3.25					Schedule Time					3.28		7.30	3.00	1.00
14.8	16.3	11.9	35.2					Average Speed per Hour					34.6		11.1	12.4	15.0

Westward—McGuire and Coeur d'Alene—Subdivision—Eastward 5

SECOND CLASS		Capacity of Sidings in Cars	Distance from McGuire	Time Table No. 41				Office Closed Week Days	SYMBOLS	THIRD CLASS
297	203			218	294	292	296			298
Way Freight	Passenger		In Effect 12:01 a. m. JUNE 7th, 1936	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight		
Ex. Sun.	Ex. Sun.		STATIONS	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		
L 8.40AM			McGUIRES.....					No Office	R	A 12.15PM
			N. P. RY. CROSSING..					No Office	G	
8.50			POST FALLS.....					No Office		11.55
			O. M. Co. R. R. Crossing					No Office	G	
			HUETTERS.....					No Office	KWZ	11.25
9.45			GIBBS.....					No Office		
A 10.00AM			COEUR D'ALENE....					7.00PM to 8.00AM	RY	L 11.00AM
1.20			Schedule Time							1.15
7.8			Average Speed per Hour							8.3

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Maximum Speed Permissible. 25 miles per hour. Trains need not obtain clearance card at McGuire's. See other speed restrictions on Page 13. Industrial tracks not shown as stations: Blackwell Lbr. Co. mill, 1 mile west of Huettters. Engines of following classes will not be used on the track leading to Blackwell Lbr. Co. Spur: L1-2-3, N1-2-3. At the Ohio Match Company R. R. crossing, Huettters, gate will normally be set against movements on the Lumber Company's rails. CMStP&P trains will approach this point under control, but it will not be necessary to stop if it can be seen that crossing is clear and gate not set against them. Gate has been installed at the crossing of our main line by the Northern Pacific Spur leading to the Rubedew Lumber Company at Post Falls. The normal position will be against trains on the Northern Pacific spur and gate is to be so set and locked except when crossing is in use by Northern Pacific trains. CMStP&P trains will approach this crossing prepared to stop, but may proceed over crossing without stopping, not exceeding 10 miles per hour, if track is clear and gate not set against them.

SPECIAL RULES AND INSTRUCTIONS

WATCH INSPECTORS
National Railway Time Service Co., Chief Watch Inspectors, 58 East Washington Street, Chicago, Illinois.
T. J. Morris.....Othello, Wash. T. J. Morris.....Spokane, Wash.
T. J. Morris.....Spirit Lake, Idaho T. J. Morris.....Malden, Wash.
A. F. Benson.....Newport, Wash. A. S. Heimark.....St. Maries, Idaho
Cle Elum—M. W. Davies. Raymond—L. A. Jarnagin.
Tacoma—A. A. Mierow, 1105 Broadway. So. Bend—Halvor Holte
Hoquiam—Fred Straub. Enumclaw—A. C. Melsness.
Everett—H. Mayer, 1707 Hewitt Ave. Snoqualmie—Geo. M. Nelson.
Seattle—Weisfield & Goldberg, Inc., 414 Pike St. Port Angeles—J. L. Coffey.
Bellingham—Wellman's.
Morton—J. A. Heavenston.

SYMBOLS

B—Bulletin J—Junction P—Dispatchers' telephone.
C—Coal K—Connection with foreign road R—Register.
D—Drenching Tower M—Railroad Crossing protected by Signals. S—Standard Clock.
E—Refreshments T—Turntable.
G—Railroad Crossing protected by gates. W—Water.
I—Interlocking O—Oil. Y—Wye.
Z—Track Scales.

MAXIMUM SPEED PERMISSIBLE—Passenger Trains
Between Dishman and Ione, 45 miles per hour.
Between Ione and Metaline Falls, 30 miles per hour.
Around Curve 1½ miles west of Newport, 25 miles per hour.
Freight Trains
Between Dishman and Ione, 35 miles per hour.
Around curve 1½ miles west of Newport, 20 miles per hour.
Between Ione and Metaline Falls, 20 miles per hour.
See other speed restrictions on page 13.

SPECIAL RULES
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT THAT NO. 203 IS SUPERIOR TO NO. 218.

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, 4.2 miles east of Metaline Falls. Penrith, 3.6 miles east of Newport.
Vail, 4.0 miles east of Metaline Falls. Vera, 2 miles west of Opportunity.
Opportunity, 2 miles west of Dishman.

Opportunity, 2.0 miles west of Dishman. Lammers, 1.5 miles west of Tweedie.
Vera, 4.0 miles west of Dishman. Benson, 2.8 miles west of Tweedie.
Arturdee, 2.5 miles west of Greenacres. Hart, 3.3 miles west of Wolfred.
Sturgeon, 3.0 miles west of Rathdrum. Davis Jet., 1.5 miles west of Dalkena.
Upper Fish Lake, 1.0 miles west of Twin Lakes. Onserud, 0.5 miles west of Usk.
Lakes. Calispel, 0.6 miles west of Cusick.
Dimeling, 2.5 miles west of Twin Lakes. Kirchan, 1.4 miles west of Cusick.
Hodgens, 1.8 miles west of Spirit Lake. Cecil, 1.7 miles west of Locke.
Cuddy, 1.1 miles west of Coleman. Sand Creek, 5.3 miles west of Ione.
Anderson, 3.0 miles west of Blanchard. Apples, 7.6 miles west of Ione.
Gates, 4.0 miles west of Blanchard.

Industrial tracks not shown as stations:

6 WESTWARD OTHELLO AND CLE ELUM—SUBDIVISION EASTWARD

SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 41 IN EFFECT 12.01 A. M. JUNE 7th, 1936				FIRST CLASS		SECOND CLASS	
415	263	15					STATIONS				16	264	416	
Mixed	Time Freight	Passenger									Passenger	Time Freight	Mixed	
Tues. Thur. and Sat.	Daily	Daily									Daily	Daily	Tues. Thur. and Sat.	
L 10.15AM	L 3.16AM	L 1.40AM		Yard	0.0	.....OTHELLO.....	98.9	SO		BDORSTW	A 3.50AM	A 1.30PM	A 8.25PM
10.30	3.38	1.50	66	11	5.5	.....5.5 ANSON.....	93.4		No Office	P	263 3.38	1.05	8.00
f 10.42	3.55	1.57	64	11	9.2	.....3.7 TAUNTON.....	89.7		No Office	P	3.32	12.55	f 7.45
f 10.56	4.20	2.08	63	18	15.0	.....5.8 CORFU.....	83.9		No Office	PW	3.23	12.30	f 7.30
f 11.20	4.30	2.24	66	12	24.7	.....9.7 SMYRNA.....	74.2		No Office	P	3.08	12.01PM	f 7.10
f 11.40	4.50	2.34	61	19	31.2	.....6.5 JERICHO.....	67.7		No Office	P	2.59	415 11.40	f 6.55
s 11.55	5.20	s 2.50	No. 2 101 No. 1 74	75	37.8	.....6.6 BEVERLY.....	61.1	BV	4.00PM to Midn't	BORSWY	s 2.50	11.15	s 6.40
A 12.05PM					38.8	.....1.0 BEVERLY JCT.....	60.1		No Office	JP			L 6.35PM
	5.45	2.58	65	11	40.6	.....1.8 COHASSETT.....	58.3		No Office	P	2.42	11.00	
	6.00	3.06	39	3	44.0	.....3.4 DORIS.....	54.9		No Office	P	2.34	10.45	
	6.25	3.21	64	5	49.6	.....5.6 RYE.....	49.3		No Office	P	2.20	10.20	
	6.40	3.29	79	9	52.9	.....3.3 CHEVIOT.....	46.0		No Office	P	2.11	10.05	
	6.55	3.38	79	20	56.6	.....3.7 BOYLSTON.....	42.3		No Office	P	2.02	9.50	
	7.20	3.51	64	8	62.1	.....5.5 RENSLow.....	36.8		No Office	P	1.49	9.25	
	7.30	3.57		9	64.9	.....2.8 EAST KITTITAS.....	34.0		No Office		1.43	9.10	
	8.00	4.03	75	85	67.2	.....2.3 KITTITAS.....	31.7	KY	11.30PM to 7.30AM	SY	1.38	8.55	
	264 8.40	s 4.13	61	48	73.6	.....6.4 ELLENSBURG.....	25.3	NB	4.00PM to 9.30PM 5.30AM to 8.00AM		s 1.27	263 8.40	
	9.15	4.24	64	20	80.5	.....6.9 THORP.....	18.4	RP	4.30PM to 7.30AM		1.17	8.05	
	9.45	4.38	66	8	88.9	.....8.4 HORLICK.....	10.0		No Office	P	1.03	7.40	
	A 10.15AM	A 4.55AM		Yard	98.9	.....10.0 CLE ELUM.....	0.0	CM		BRSW	L 12.45AM	L 7.15AM	
1.50	7.00	3.15				Schedule Time					3.05	6.15	1.50	
21.2	14.1	30.4				Average Speed per Hour					32.0	15.8	21.2	

SPECIAL RULES

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

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

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.

No. 16 will stop on flag at Thorp, Kittitas, Smyrna and Corfu to pick up revenue passengers destined Spokane and east, and let off revenue passengers from Seattle and west.

No. 15 will stop on flag at Corfu, Smyrna, Kittitas and Thorp to let off revenue passengers from Spokane and east, and pick up revenue passengers destined Seattle and west.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains and Silk Trains	Freight Trains
Between Othello and Beverly.....60 M. P. H.	Between Othello and Beverly.....40 M. P. H.
Between Beverly and Kittitas.....28 M. P. H.	Between Beverly and Boylston.....18 M. P. H.
Between Kittitas and Cle Elum.....50 M. P. H.	Between Boylston and Kittitas.....22 M. P. H.
	Between Kittitas and Cle Elum.....40 M. P. H.

INDUSTRIAL TRACES NOT SHOWN AS STATIONS

Denson.....5.5 miles west of Horlick	Taneum.....2.6 miles west of Thorp
Regal.....3.5 miles east of Ellensburg	Woldale.....3.6 miles west of Ellensburg

SUNDAY HOURS

Othello.....Continuous	Kittitas.....7:30 A.M. to 3:30 P.M.
Beverly.....{ 8:30 A.M. to 10:30 A.M.	Ellensburg.....9:30 P.M. to 5:30 A.M.
	Cle Elum.....Continuous

WESTWARD BAGLEY JCT. AND ENUMCLAW—SUBDIVISION EASTWARD

SECOND CLASS			Capacity of Sidings in Cars		Time Table No. 41 IN EFFECT 12.01 A. M. JUNE 7th, 1936				SECOND CLASS	
695					STATIONS				696	
Way Freight									Way Freight	
Except Mon.									Except Sun.	
L 2.30AM	11			0.0	.....BAGLEY JCT.....	16.1		No Office	JPR	A 11.05PM
A 2.45AM				0.4	.....0.4 KERRISTON JCT.....	15.7		No Office	JPR	L 10.50PM
	25	23		2.3	.....1.9 SELLECK Pacific States Lumber Co. Crossing	13.8		No Office	W 1 mi. E	
				3.1	.....0.8 YANDELL.....	13.0		No Office		
				3.9	.....0.8 HIAWATHA.....	12.2		No Office		
	21			4.6	.....0.7 DURHAM.....	11.5		No Office		
				5.3	.....0.7 KANASKAT JCT.....	10.8		No Office	JP	
	19			7.4	.....2.1 PALMER.....	8.7		No Office		
				8.6	.....1.2 BAYNE JCT.....	7.5		No Office	JP	
				8.8	.....0.2 BAYNE.....	7.3		No Office		
				9.9	.....1.1 CUMBERLAND.....	6.2		No Office		
	15			10.7	.....0.8 NACO.....	5.4		No Office		
				12.7	.....2.0 VEAZIE.....	3.4		No Office		
A 4.15AM	24	101		16.1	.....3.4 ENUMCLAW.....	0.0	CW	5.00PM to 8.00AM	BRWY	L 9.00PM
1.45					Schedule Time					2.05
9.2					Average Speed Per Hour					7.7

SPECIAL RULES

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

At Enumclaw, all trains will be cleared from Northern Pacific telegraph office.

Trains need not obtain clearance card at Bagley Jct. or Kerriston Jct.

Between Kerriston Jct. and Enumclaw, Northern Pacific Railway Co.'s timetable and rules govern.

CMSTP&P way freight trains between Cedar Falls and Enumclaw are authorized to carry passengers.

MAXIMUM SPEED PERMISSIBLE

All Trains

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

See other speed restrictions on page 13.

Derail 330 ft. west of junction switch at Bagley Jct.

Yard limit signs are located as follows:

Bagley Jct. and Kerriston Jct.—Yard limits extend from 1000 ft. west of Kerriston Jct. to main track derail Bagley Jct.

WESTWARD

CLE ELUM AND MAPLE VALLEY—SUBDIVISION

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 41		FIRST CLASS		SECOND CLASS		THIRD CLASS	
695		263		15				IN EFFECT 12:01 A. M. JUNE 7th, 1936		16		264		696	
Way Freight	Time Freight	Passenger		Sidings	Other Tracks	Distance from Cle Elum	Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	Passenger	Time Freight	Way Freight	Except Sun.	
Except Mon.	Daily	Daily								See Special Rule Page 5	Daily	Daily	Except Sun.		
	L 11.30AM	L 4.55AM		Yard		0.0		CM		BRSW	A 12.45AM	A 6.45AM			
	11.50	5.07		66	29	7.5		No Office		P	12.32	6.20			
	12.05PM	5.14		65	34	11.6		No Office		KPY	12.26	6.00			
	12.30	5.29		66	15	20.1		No Office		P WSMIE	12.08	5.29			
		5.36				24.1		No Office		P	12.01AM				
	1.00	5.44		E74 W79	27	29.0		HY	4.00PM to 7.00AM	P	11.51	4.50			
	1.10	5.51		95	129	31.6		No Office		PW	11.44	4.35			
	1.25	6.04		64	10	36.7		No Office		P	11.32	4.10			
		6.18		63	18	42.0		No Office		PW	11.20	3.45			
	2.03	6.30		63	17	47.6		No Office		P	11.08	3.25			
L	2.00AM	6.40		E80 W70	Yard	50.8		MY		BJORSWYZ	11.00	3.10		A 11.30PM	
A	2.25AM					54.8		No Office		JP	10.52			L 11.05PM	
	2.55	6.48		65		55.6		No Office		P	10.51	2.20			
	3.10	6.56		65		59.5		No Office		P	10.45	2.05			
		7.00			10	62.1		No Office		P	10.40				
	3.25	7.03		65	18	64.4		No Office		P	10.36	1.45			
A	3.45PM	7.10AM		80	14	67.8		MY		JRW	L 10.30PM	L 1.30AM			
						71.6									
						73.1									
						74.6									
						78.1		RN							
						80.5		BI		I					
						84.8									
						86.5				I					
A	7.00PM	8.00AM				89.9		OW		BRS	L 9.45PM	L 12.01AM			
.25	7.30	3.05									3.00	6.44		.25	
9.6	12.0	29.2									30.0	13.4		9.6	

No. 695 loses class and schedule when one hour or more late.

No. 696 loses class and schedule when one hour or more late.

WESTWARD CEDAR FALLS AND EVERETT—SUBDIV. EASTWARD 7

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 41		SECOND CLASS		THIRD CLASS	
591				IN EFFECT 12:01 A. M. JUNE 7th, 1936		592			
Way Freight	Time Freight	Sidings	Other Tracks	Distance from Cedar Falls	Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	Way Freight
Except Mon.	Except Mon.							See Special Rule Page 5	Except Sun.
L	2.00AM		Yard	0.0		MY		BJORSWYZ	A 1.00AM
	2.20			5.9		No Office		K	12.25
	2.35	42	19	8.0		No Office		PW	12.10
	2.55	35		11.2		Q	5.00PM to 8.00AM		12.01AM
	3.01	23		12.3		No Office			11.35
	3.15	11		16.9		No Office			11.15
	3.40	40	20	22.3		J	5.00PM to 8.00AM	PW	10.55
	3.55	36	4	25.6		No Office		P	10.40
	4.15	36	20	31.0		No Office		P	10.20
	4.40	15	10	36.6		No Office		P	9.59
	5.05	31	130	40.8		MR	5.00PM to 8.00AM	KW	9.45
				41.4		No Office		G	
	5.10	15	16	42.6		No Office		K	9.30
	5.20		11	44.8		No Office			9.20
	5.30	42	20	47.7		MI	5.00PM to 8.00AM		9.05
				51.9				G	
	5.50		Yard	53.1		No Office		JKZ	8.50
A	6.05AM			54.7		RT	4.00PM to 8.00AM	BORSTW	L 8.30PM
	4.05								4.30
13.4									12.2

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

County Poor Farm Spur . . . 1.0 miles west of Monroe
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	Freight Trains
Between Cedar Falls and Carnation . . . 25 M. P. H.	Between a point one mile west of Cedar Falls and a point one and one-half miles east of Tanner 12 M. P. H.
Between Carnation and Everett 35 M. P. H.	Between Fall City and a point three miles west 12 M. P. H.
Over Tokul Creek Bridge 15 M. P. H.	Between all other points 25 M. P. H.

See other speed restrictions on page 13.

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

MAXIMUM SPEED PERMISSIBLE—Passenger Trains and Silk Trains—Between Cle Elum and Hyak, 50 M. P. H. Between Hyak and Cedar Falls, 25 M. P. H. Between Cedar Falls and Maple Valley, 40 M. P. H. **Freight Trains—**Between Cle Elum and Hyak, 40 M. P. H. Between Hyak and Cedar Falls, 22 M. P. H. Between Cedar Falls and Maple Valley, 40 M. P. H. See other speed restrictions on page 13.

No. 16 will stop on flag at Maple Valley, Rockdale, Hyak, Keechelus and Easton to pick up revenue passengers destined Spokane and east, and let off revenue passengers from Seattle and west. No. 16 will stop at Maple Valley for express.

No. 15 will stop on flag at Easton, Keechelus, Hyak, Rockdale and Maple Valley to let off revenue passengers from Spokane and east, and pick up revenue passengers destined Seattle and west. No. 15 will stop at Maple Valley for express.

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. Mountain grade between Cedar Falls and Hyak.

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 43-7, Westward, between Garcia and Bandera. Signal 45-6, Eastward, at East headblock, Garcia. Signal 36-0, Eastward, at West headblock, Rockdale. Signal 25-4, Eastward, between Hyak and Whittier.

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

Trains may register by card at Maple Valley. Trains carrying signals will stop and register.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS—Meadow Creek, 2.5 miles west of Whittier. Miller, 0.75 mile west of Whittier. Hyak Sunday hours—7.00 A. M. to 4.00 P. M.—10.45 P. M. to 6.45 A. M.

SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars	Distance from Seattle	Time Table No. 41 IN EFFECT 12:01 A. M. JUNE 7th, 1936				Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rules Page 5	FIRST CLASS			SECOND CLASS		
91	93	263	51	15			STATIONS	52	16	92					264	94				
U. P. R. R. No. 692 Time Freight	Time Freight	Time Freight	U. P. R. R. No. 458 Passenger	Passenger	Sidings	Other Tracks	STATIONS	U. P. R. R. No. 561 Passenger	Passenger	U. P. R. R. No. 691 Time Freight	Time Freight	Way Freight								
Daily	Except Sun.	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Except Sun.								
	L 4.45PM			L 8.15AM			0.0 SEATTLE		A 9.15PM									A 2.00PM		
							3.4 ARGO U. P. R. R. Co. Crossing Northern Pacific Railway Co. Crossing													
							5.1 VAN ASSELT													
L 6.45PM	L 5.05PM	L 5.20PM	L 4.37PM	L 8.35AM		Yard	9.4 BLACK RIVER Northern Pacific Railway Co. Crossing		A 2.00PM	A 8.54PM								A 2.09PM	A 11.00PM	A 1.00PM
							6.9 KENT		1.48	8.43								1.49	10.46	12.30
							5.0 AUBURN		1.40	8.33								1.36	10.36	12.10PM
							4.6 BENROY		1.38	8.26								1.24	10.26	11.55
							2.5 SUMNER		1.29	8.20								1.18	10.20	11.45
							1.7 NORTH PUYALLUP		1.26	8.15								1.14	10.15	10.45
A 7.45PM	A 6.15PM	A 6.45PM	A 5.15PM	9.23			5.5 TACOMA JCT.		1.18PM	8.06								L 1.00PM	L 10.00PM	L 10.30AM
				A 9.30AM			2.0 TACOMA			L 8.00PM										
1.00	1.30	1.25	.38	1.15			Schedule Time		.42	1.15								1.09	1.8	3.30
26.2	3.7	18.5	41.3	30.0			Average Speed Per Hour		37.4	30.0								22.8	26.2	10.2

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.

Automatic crossing signals have been placed in service at "D" Street, Tacoma.

Switches for manually controlling these signals are provided at two points—one on outside of metal instrument case just east of the crossing, the other on metal pole opposite main line switch for team tracks.

The operating handles for these switches, which are door knob type, are enclosed in a box locked with a switch lock. These switches will stop the signals when operating or start them when not operating. Instructions for proper operation of the switches are posted inside the box.

Operating track circuits for control of these signals extend as follows:

EASTWARD FROM CROSSING

(a) On Main line a distance of 440 ft. or opposite automatic signal #113-0.

(b) On team track to a point 150 ft. west of main line switch.

There is no operating circuit over or West of "D" Street on team tracks.

WESTWARD FROM CROSSING

(a) On station tracks 1 and 2, a distance of 341 feet or to the east edge of paving on "C" Street.

(b) On station track #3, a distance of 421 feet, or to the west edge of paving on "C" Street.

When necessary to occupy, or switch cars in the operating circuits for these signals, a member of the Yard or Train Crew must manually control them to permit automobile and street car traffic to proceed when it is safe to do so.

Movements on team tracks over "D" Street must be protected by manual operation of crossing signals and in addition hand signals when necessary.

MAXIMUM PERMISSIBLE SPEED

Passenger Trains and Silk Trains
Between Black River and Tacoma Jct. 60 M. P. H.
Between Tacoma Jct. and Tacoma 25 M. P. H.
Around curve at Sumner 25 M. P. H.

Freight Trains

Between Black River and Tacoma Jct. 40 M. P. H.
Between Tacoma Jct. and Tacoma 10 M. P. H.
Around curve at Sumner 25 M. P. H.
See other speed restrictions on page 13.

DRAW BRIDGES

FF-324, located on track leading to St. Paul & Tacoma Lumber Co. mill in Tide Flats Yard at Tacoma.

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

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

For Eastward Trains:

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

For Westward Trains from Seattle:

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

For Westward Trains from Black River Yard via Wye:

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

Trains approaching interlocking plant, desiring to use main line to Tacoma or Seattle will sound one long blast of the whistle. Trains desiring to use wye, will sound four long blasts of the whistle.

Signal 111-1 at Tacoma Jct. has been changed to a two unit signal. The top unit, consisting of three colors, Red, Green and White, will govern westward movements on Milwaukee tracks, and the lower unit consisting of two units, Red and Green, will govern westward movements to exclusive U. P. R. R. Company tracks.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Hughes 1.4 miles west North Puyallup
Inter County 0.3 mile east of Benroy
O'Brien 2.3 miles east of Kent
Orilla 2.5 miles west of Black River
Thomas 1.7 miles west of Kent
Distance Tacoma Jct. to Tide Flats Yard 2.1 miles

This mileage should be included on wheel report.

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

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

Trains to U. P. R. R. Co. Interchange track—1 long, 1 short.

Trains Tacoma to Argo—1 long, 1 short, 1 long.

Trains Argo to Tacoma—1 long, 1 short, 1 long.

Trains Argo to Renton—1 long.

Trains Renton to Argo—1 long.

The upper semaphore arms and lights control for the through Pacific Coast Railroad Co. Tracks and the second semaphore arms control for the diverging routes to the C. M. St. P. & P. Co. Tacoma line and U. P. R. R. 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. Freight trains may register by card at Black River. Trains carrying signals will stop and register.

Automatic Block System is in use between Tacoma and Black River. See Rules 221-B, 311, 343 and 546-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, U. P. R. R. Co. time table and rules govern.

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

No. 15 stops on flag at Kent, Auburn, and North Puyallup 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 RIGHTHAND track moving in either direction. Such trains, or engines, will have the right to move on the properly assigned track without train orders, or clearance card. No trains, or engines, should exceed a speed of fifteen (15) miles per hour and the movement must be made under complete control at all times, expecting to find track occupied or cross-over and reverse movements being made. No movement by any train, or engine, is allowed on either track against the current of traffic, excepting under full flag protection and then only in case of emergency. Yard conductor will be held responsible for knowing that movement from Northern Pacific Railway Co. Transfer Track to Tide Flats Yard against current of traffic is fully protected.

Railroad crossing of Northern Pacific Railway Co. now in service across our double track line at Lincoln Avenue, East of Tacoma Roundhouse, is protected by gates, and extreme care should be used in approaching this crossing expecting to find gates against movement on our line. When it is known that gates are against Northern Pacific Railway Co. track and the way is clear, C. M. St. P. & P. Co. trains need not stop for this crossing.

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

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

SUNDAY HOURS

Kent { 8:00 A.M. to 10:00 A.M.
7:00 P.M. to 9:00 P.M.
Auburn { 8:30 A.M. to 10:30 A.M.
4:00 P.M. to 9:00 P.M.

Sumner { 8:45 A.M. to 10:45 A.M.
1:00 P.M. to 3:00 P.M.
4:10 P.M. to 8:30 P.M.

North PuyallupNone
Tacoma JunctionContinuous
Tacoma8:00 A.M. to 8:00 P.M.

WESTWARD

TACOMA AND MORTON—SUBDIVISION

EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Distance from Tacoma	Time Table No. 41 IN EFFECT 12.01 A. M. JUNE 7th, 1936			Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	SECOND CLASS		THIRD CLASS
863	791			864	792	790							
Time Freight	Way Freight	Sidings	Other Tracks	STATIONS	Except Mon.	Way Freight	Except Sun.	Way Freight					
Except Sun.	Ex. Sat.								Ex. Sat.	Ex. Sat.			
L 9.00PM	L 7.30AM			TACOMA					BKRS	A 4.00AM	A 1.00PM		
10.01	7.50	95	182	3.1 HILLSDALE				No Office	P	3.40	12.40		
			30	2.4 MIDLAND				No Office					
10.15	8.15	52		1.4 ALLISON				No Office	W. 4 Mi W	3.25	12.20		
A 10.30PM	8.27	40	7	4.3 FREDERICKSON				No Office	JPRY	L 3.05AM	12.05PM		
	8.35	32		1.6 BERKELEY				No Office			11.55		
	8.55	80	5	4.6 THRIFT				No Office			11.35		
	9.20	19	47	5.6 KAPOWSIN				No Office	PW		11.09		
			8	5.3 CLAY CITY				No Office			10.44		
	792 10.00	69	30	4.3 EATONVILLE				4.45PM to 7.45AM	W	791 10.00			
	10.17	19		4.0 LA GRANDE				No Office	P		9.30		
	10.37	32	25	4.6 ALDER				4.45PM to 7.45AM	AD		9.01		
	10.45	48		2.1 RELIANCE				No Office			8.50		
	10.55	21		2.9 WILLIAMSON				No Office			8.30		
	11.00	24	30	1.0 ELBE				No Office	PW		8.20		
	11.10			2.4 PARK JCT.				No Office	JPY		7.20		
	11.30	35	200	4.1 West Fork Logging Co. Crossing MINERAL				3.15PM to 6.15AM	BGORW	L 7.00AM	A 2.00PM		
				2.4 CARLSON LBR. CO. CROSSING				No Office					
	11.55		14	3.5 COWLITZ JCT.				No Office			1.35		
	12.20PM		15	5.2 COAL CANYON				No Office	W. 2 Mi E		1.10		
	A 12.30PM		25	2.4 MORTON				5.00PM to 8.00AM	RY		L 1.00PM		
1.30	5.00			Schedule Time						.55	6.00	1.00	
7.5	13.4			Average Speed Per Hour						12.2	8.9	13.5	

SPECIAL RULES

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

MAXIMUM SPEED PERMISSIBLE

See other speed restrictions on page 13.

Passenger Trains: Between Tacoma and Park Jct. 40 M. P. H. Between Park Jct. and Morton 30 M. P. H. Between Tacoma and Mineral 25 M. P. H. Between Mineral and Morton 20 M. P. H.

Freight Trains: Double track in use between Tacoma Jct. and Tide Flats Yard. See page 4. Trains should reduce speed to six (6) miles per hour approaching and passing through yard limits at Reliance, expecting to find main line occupied. Telephone located at Headworks one mile east of Alder. Automatic block system is in use between Hillsdale and junction switch near passenger station Tacoma. Observe automatic block signal rules. Junction switch near Passenger Station at Tacoma, and junction switch at Park Junction, should be set and locked for Tacoma and Morton subdivision. Junction switch at Frederickson should be set and locked for Frederickson and Helsing Junction subdivision.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Cambridge 2.7 miles west of Mineral
Carlson Lbr. Co. 1.9 miles west of Mineral
Electron 0.3 mile west of Kapowsin
Fitzer 3.0 miles west of Eatonville
Harvard 1.3 miles west of Hillsdale
Millberg 3.0 miles west of Mineral
Rock Quarry 3.3 miles west of LaGrande
Tilton River Log. Co. 0.5 mile west of Cowlitz Jct.

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

WESTWARD

PARK JCT. AND ASHFORD—SUBDIVISION

EASTWARD 9

SECOND CLASS		Capacity of Sidings in Cars	Distance from Park Jct.	Time Table No. 41 IN EFFECT 12.01 A. M. JUNE 7th, 1936			Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5
864	792			790						
Time Freight	Way Freight	Sidings	Other Tracks	STATIONS	Except Mon.	Way Freight	Except Sun.	Way Freight		
Except Sun.	Ex. Sat.								Ex. Sat.	
		10	0.0	PARK JCT.				No Office	JPY	
		21	1.3	1.3 HICKEY				No Office		
		17	3.5	2.2 NATIONAL				No Office		
		40	4.5	1.0 CAMP 17				No Office		
		16	5.5	1.0 ASHFORD				5.00PM to 8.00AM	PRY	
				Schedule Time						
				Average Speed Per Hour						

SPECIAL RULES

Eastward Trains are Superior to Westward Trains of the Same Class.

Trains need not obtain Clearance card at Park Jct.

All trains operating over highway crossing on Wye track at Ashford must be preceded by a flagman.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains: Between Park Jct. and Ashford 30 M. P. H. Freight Trains: Between Park Jct. and Ashford 20 M. P. H. See other speed restrictions on page 13.

FREIGHT TONNAGE RATING--WEST COAST DIVISION

EASTWARD							
CLASS	TACOMA TO RENTON	RENTON TO CED. FALLS	CED. FALLS TO HYAK	HYAK TO KITTITAS	KITTITAS TO BEVERLY	BEVERLY TO OTHELLO	THROUGH EFFICIENCY RATING
EF 1	6000	3100	1550	5000	1600	5000	4018
EF 2	9000	4650	2550	7500	2550	7500	6027
EP 2	3450	1715	860	3000	925	2300	2102
EP 3	4300	2200	1050	3500	1150	2500	2253
WESTWARD							
	OTHELLO TO BEVERLY	BEVERLY TO BOYLSTON	BOYLSTON TO KITTITAS	KITTITAS TO CLE ELUM	CLE ELUM TO HYAK	HYAK TO CED. FALLS	CED. FALLS TO TACOMA
EF 1	5000	1100	3100	5000	3700	2900	4148
EF 2	7500	1650	4650	7500	5550	4350	6242
EP 2	3500	580	1400	3500	2400	1250	2333
EP 3	3500	600	1500	3600	2500	1350	2421

FREIGHT TONNAGE RATING--EAST COAST DIVISION

Eastward	% Grade	N-3	C-3	F-5
Othello to Avery	.4	5543	3018	2706
Elk River to Bovill	2.5	1112	615	523
Bovill to Sherwin	2.0	1400	788	681
Chester to Manito	1.7	1700	933	813
Manito to Plummer Jct.	.75	3574	1950	1735
Newport to Tweedie	.7	3771	2057	1832
Coleman to Jenida	1.0	2815	1539	1362
Westward				
Ramsdell to Sorrento	1.0	2815	1539	1362
Marengo to Hillcrest	.7	3771	2057	1832
Plummer Jct. to Mercer	1.0	2815	1539	1362
Mercer to Spokane	.7	3771	2057	1832
Spokane to Cheney	.69	3806	2079	1853
Keeler to Elk River	2.5	1112	615	523
Rathdrum to Jenida	1.0	2815	1539	1362
Alder Creek to Rover	2.0	1400	788	681

WEIGHT OF LOCOMOTIVE INCLUDING TENDER

L-1	207 tons	G-5	98 tons
L-2	216 tons	A-1	134 tons
L-3	252 tons	I-5	104 tons
F-5	205 tons	N-1	278 tons
F-3	196 tons	N-2	231 tons
C-5	189 tons	EF-1	288 tons
C-3	185 tons	EF-2	432 tons
C-2	175 tons	EP-2	272 tons
C-1	151 tons	EP-3	310 tons
G-7	159 tons	K-1	182 tons
B-4	152 tons	S-1	362 tons
G-6	157 tons	H-8	121 tons

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

TONNAGE REDUCTION FOR WEATHER CONDITIONS.

10 to 20 above	Reduce 10 per cent.	Not Applicable to trains handled by electric power.	Reduce 20 per cent.
Zero to 10 above	Reduce 15 per cent.	Zero to 10 below	Reduce 30 per cent.
		10 to 20 below	

WESTWARD DISCOVERY JCT. AND DISQUE-SUBDIV. EASTWARD

SECOND CLASS 91	Capacity of Sidings in Cars		Time Table No. 41 In Effect 12:01 A. M. JUNE 7th, 1936						SECOND CLASS 92
	Sidings	Other Tracks	Distance from Port Townsend	Distance from Disque	Telegraph Calls	Office Closed Week Days	SYMBOL See Special Rule Page 5	Way Freight Mon., Wed. Fri.	
Way Freight			0.0						
Mon., Wed. Fri.									
L 11.05AM	70	13.0	.....PORT TOWNSEND (P. T. S. R. R.).....	69.1				A 8.05AM
	10	14.4	.....13.0..... .....DISCOVERY JUNCTION.....	56.1	No Office	J-K-P-Y		
	10	20.4	.....1.4..... .....MAYNARD.....	54.7	No Office	W 2 mi. W		
	27	25.7	.....6.0..... .....GARDINER.....	48.7	No Office	P		
12.05PM	45	32.5	.....5.3..... .....BLYN.....	43.4	No Office	P		7.05
	22	36.1	.....6.8..... .....SEQUIM.....	36.6	No Office	P		
	10	39.9	.....3.6..... .....CARLSBORG.....	33.0	No Office	P		
	12	42.9	.....3.8..... .....AGNEW.....	29.2	No Office			
	30	48.4	.....3.0..... .....CRANE.....	26.2	No Office			
A 1.05PM	40	50.8	.....5.5..... .....ENNIS CREEK.....	20.7	No Office			L 6.00AM
	27	58.6	.....2.4..... .....PORT ANGELES.....	18.3	5.30PM to 8AM	B-O-P-R-S W-Y-Z		
	3	59.8	.....4.2..... .....JORDAN.....	14.1	No Office			
	12	62.1	.....3.6..... .....ELWHA.....	10.5	No Office	K-P		
	4	64.5	.....1.2..... .....RANGER.....	9.3	No Office			
	31	67.2	.....2.3..... .....COVILL.....	7.0	No Office			
		69.1	.....2.4..... .....RAMAPO.....	4.6	No Office			
2.00			.....2.7..... .....JOYCE.....	1.9	No Office	P W 1.3 mi. W		
18.9			.....1.9..... .....DISQUE.....	0.0	No Office	K-P		18.1
			Schedule Time					2.05	
			Average Speed Per Hour					18.1	

SPECIAL RULES

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

MAXIMUM SPEED PERMISSIBLE

Passenger Trains.....40 M. P. H. Freight Trains.....20 M. P. H.
Freight trains hauling logs.....15 M. P. H.
See other speed restrictions on page 13.

Do not exceed 15 miles per hour over highway grade crossing 1 1/2 miles west of Blyn, to reach the Sequim Bay State Park.
All trains and yard engines will come to a full stop before passing over the street crossing at Laurel Street in Port Angeles. Trains cannot meet or pass at Maynard, Gardiner, Crane, Ranger, Covill or Ramapo.
Yard Limit Signs are located as follows: Discovery Jct.: 500 ft. West of West Wye Switch.
Port Angeles: 500 ft. East of East Switch Ennis Creek to 1500 ft. West of Switch leading to Bayside Yard.

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

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

- Bekkevar2.3 Miles W. Gardiner
- Johnson Creek4.5 Miles W. Blyn
- Iven0.8 Miles W. Agnew

J. P. ROTHMAN,
Chief Dispatcher.

WESTWARD BELLINGHAM AND GLACIER-Sub-Div. EASTWARD

SECOND CLASS 93	Capacity of Sidings in Cars		Time Table No. 41 IN EFFECT 12:01 A.M. JUNE 7th, 1936						THIRD CLASS 94
	Sidings	Other Tracks	Distance from Bellingham	Distance from Glacier	Telegraph Calls	Office Closed	SYMBOLS See Special Rule Page 5	Way Freight Except Sun.	
Way Freight									
Except Sun.									
L 7.00AM		Yard	0.0	.....BELLINGHAM (G. N. Crossings).....	46.8	L 5 PM to 8 AM	BKORST WZ	A 12.30PM
7.25	23		4.0	.....4.0..... .....CORNWALL.....	42.8	No Office		12.10PM
f 7.35			5.9	.....1.9..... .....SQUALICUM JCT.....	40.0	No Office	J P	11.50
f 7.40	13		7.9	.....2.0..... .....VAN WYCK.....	38.9	No Office	W	f 11.35
f 7.45	8		10.4	.....2.5..... .....BADGER.....	36.4	No Office		f 11.20
f 7.48	38		11.4	.....1.0..... .....WAHL.....	35.4	No Office	P	f 11.10
f 7.53			12.7	.....1.3..... .....GOSHEN JCT.....	34.1	No Office	J P R	f 10.50
f 7.55	16		12.9	.....0.2..... .....GOSHEN.....	33.9	No Office		f 10.45
f 8.07	20		17.0	.....4.1..... .....STRANDELL.....	29.8	No Office		f 10.25
s 8.15	30		17.8	.....0.8..... .....EVERSON.....	29.0	No Office		s 10.15
s 8.30	16		19.3	.....1.5..... .....HAMPTON.....	27.5	No Office	J P R Y	s 10.00
f 8.40	19		22.2	.....2.9..... .....CLEARBROOK.....	24.6	No Office		f 8.10
s 8.50		Yard	25.1	.....2.9..... .....SUMAS.....	21.7	S 5 PM to 8 AM	B K P W Y	s 8.00
			26.1	.....1.0..... .....N. P. R. R. CROSSING.....	20.7	No Office		
f 9.05	8		27.4	.....1.3..... .....LAMBERTON.....	19.4	No Office	W 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	.....0.8..... .....COLUMBIA.....	14.1	No Office	P	f 7.20
f 9.35			33.4	.....0.7..... .....LIMESTONE JCT.....	13.4	No Office	P Y	f 7.10
f 9.45	50		35.0	.....1.6..... .....BALFOUR.....	11.8	No Office		f 6.55
f 9.55	12		36.3	.....1.3..... .....KENDALL.....	10.5	No Office		f 6.35
f 10.25	16		39.5	.....3.2..... .....MAPLE FALLS.....	7.3	No Office	P	f 6.25
f 10.55	15		44.1	.....4.6..... .....WARNICK.....	2.7	No Office	P W	f 6.10
A 11.15AM	20		46.8	.....2.7..... .....GLACIER.....	0.0	No Office	P R Y	L 6.00AM
4.15				Schedule Time				5.00	
11.0				Average Speed Per Hour				9.4	

SPECIAL RULES

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

Trains will come to full stop before crossing Guide Meridian Street at Cornwall, excepting Westward trains approaching Guide Meridian Crossing under control need not come to full stop when in judgment of Engineer stop is not necessary for safe movement over crossing.
Trains will reduce speed to four miles per hour over crossing at Badger and Everson.
All trains reduce speed to 10 miles per hour over high trestles between Columbia and Lambertson.
Derail on main track east of east switch Glacier.

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.
- See other speed restrictions on page 13.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS:

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

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

EXTRA FREIGHT SERVICE	Capacity of Sidings in Cars		Time Table No. 41 IN EFFECT 12:01 A.M. JUNE 7th, 1936		EXTRA FREIGHT SERVICE
	Sidings	Other Tracks	Distance from Bellingham	Distance from Squalicum Jct.	
			0.0	.....BELLINGHAM.....	3.1
			3.1	.....3.1..... .....SQUALICUM JCT.....	0.0

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

EXTRA FREIGHT SERVICE	Capacity of Sidings in Cars		Time Table No. 41 IN EFFECT 12:01 A.M. JUNE 7th, 1936						EXTRA FREIGHT SERVICE
	Sidings	Other Tracks	Distance from Goshen Jct.	Distance from Kulshan	Telegraph Calls	Office Closed	SYMBOLS See Special Rule Page 5		
			0.0	.....GOSHEN JCT.....	11.5	No Office	J P R	
			6.1	.....6.1..... .....N. P. R. R. CROSSING.....	5.4	No Office	G P	
	35	2	7.1	.....1.0..... .....DEMING.....	4.4	No Office	P	
		Yard	11.5	.....4.4..... .....KULSHAN.....	0.0	No Office	P W Y	

Westward HAMPTON AND LYNDEN-Sub-Div. Eastward

SECOND CLASS 193	Capacity of Sidings in Cars		Time Table No. 41 IN EFFECT 12:01 A.M. JUNE 7th, 1936						THIRD CLASS 194
	Sidings	Other Tracks	Distance from Hampton	Distance from Lynden	Telegraph Calls	Office Closed	SYMBOLS See Special Rule Page 5	Way Freight Except Sun.	
Way Freight									
Except Sun.									
L 8.30AM	20		0.0	.....HAMPTON.....	5.4	No Office	J P R Y	A 10.00AM
A 8.50AM		Yard	5.4	.....5.4..... .....LYNDEN.....	0.0	A 5 PM to 8 AM	R Y	L 9.40AM
.20				.....Schedule Time.....				.20
16.2				.....Average Speed Per Hour.....				16.2

SPECIAL RULES

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

Maximum speed permissible, 16 miles per hour.
Train 193 need not obtain clearance card at Hampton.
Trains will reduce speed to four miles per hour at Slade Crossing 1.3 miles East of Lynden.

A swinging type crossing gate has been installed in place of the interlocking plant at crossing with the Northern Pacific Railway one mile east of Deming.
Signs reading "Railroad Crossing Stop 200 Feet" are located on right-hand side of track approaching the crossing on the C. M. St. P. & P. R. R.

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

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

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

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

A. C. BOWEN,
Chief Dispatcher.

GENERAL

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

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

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which he may be overtaken by another train, he must sound whistle signal 14-C.

In addition to full compliance with Rule 99 in Book of Rules and Regulations of the Operating Department and special rules and instructions for the movement and protection of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, or manual block system:

Between	Beverly Jct. and Hanford	Discovery Jct. and Disque.	St. Maries and Elk River.
	Cedar Falls and Everett	Bellingham and Glacier.	Metaline Falls and Dishman.
	Bagley Jct. and Enumclaw	Goshen Jct. and Kulshan.	Coeur d'Alene and McGuires.
	Tacoma and Morton	Hampton and Lynden.	Marcellus and Warden.
	Park Jct. and Ashford	Squalicum Jct. and Bellingham	Neppel and Trifflis.
	Frederickson and Helsing Jct.		
	Maytown and Raymond		

Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the train dispatcher, except when communication cannot be had with the train dispatcher, the train held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card, reading:

No. _____ left _____ at _____ and has not passed _____

The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

A train passed by a passenger train at station where no operator is on duty will not follow the passenger train until at least 10 minutes after such passenger train has departed, and during storms, foggy weather or on descending mountain grades, until at least 30 minutes, and may then move on its right or schedule but with caution prepared to stop short of any obstruction, and until it is known that the passenger train has passed the next open station.

During storms, foggy weather or on descending mountain grades, freight trains should not follow each other closer than 30 minutes, and extra caution used.

In case no passenger trains are run, following trains should be blocked behind mixed trains or such freight trains as carry passengers in the same manner as prescribed for passenger trains.

When rules require the headlight to be displayed electric headlights on engines in road service should be dimmed by engineers under following conditions:

When entering or moving thru side tracks in yards where yard engines are employed and when picking up 19 orders.

At meeting points when standing waiting arrival of approaching train or trains.

When standing on sidings, in yards, or at engine terminals.

Engineers will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

Should a train be held for 30 minutes at a telegraph station after telegraph office is closed for the day, the Conductor should call Operator. If held for 30 minutes at a non-telegraph station, Conductor will report to the Train Dispatcher on the telephone.

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

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows:

In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication.

In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train is due to leave the next station in the rear where time is shown.

Rule D-86 is eliminated.

DELIVERY OF "19" TRAIN ORDERS IN AUTOMATIC SIGNAL TERRITORY

When an operator receives a "19" train order for a train at a station provided with a three 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 (Form A-1) in accordance with the rule.

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

This does not apply where other rules or conditions require the train order signal to remain in the stop position. (See Rules 208 and 211.)

DELIVERY OF "19" TRAIN ORDERS IN MANUAL BLOCK TERRITORY

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

When an operator receives the signal 19 followed by the direction, he must immediately display the "stop signal" for the direction indicated and then reply "stop displayed", adding the direction, and until 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).

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.

This does not apply where other rules or conditions require the train order signal to remain in the stop position. (See Rules 208 and 211.)

SPRING SWITCHES ARE LOCATED AT AND NORMALLY SET AS FOLLOWS:

Marengo—west switch normally set for Spokane Line.

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:

Marengo—semaphore signal 44-0 just west of switch.

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 engine must be stopped.

Employees must not handle or board cars or engines that bear "bad orders" cards without first ascertaining the nature of the defect that they may guard against injury.

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 of a fixed signal other than a train order signal 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. Rule 221-B will be observed in connection with the train order signal.

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.

Trains or cars must not be pushed over streets or public crossings, highways, electric or steam railway crossings at grade unless a member of the crew is in a conspicuous position on the front of the leading car.

When the view of the trainman is obstructed and there are no gates or flagman, a member of the crew must be on the ground ahead to see that the crossing is clear, and that there is no one approaching.

"Employees 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. Employees are forbidden to solicit, for attorneys or others, claims against this Railroad Company."

Employees are prohibited from riding:

1st. On engine footboard between engine and car when cars are being pushed.

2nd. On leading footboard while coupling engine to cars.

3rd. On engine pilots.

4th. On deadwood, drawbars, brake beams, journal boxes and brake wheels.

5th. On ends of cars containing loads which may shift.

6th. On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.

7th. On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

Effective at once Rule 942 of Rules and Regulations of the Operating Department is revised to read as follows:

When switching, trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employes, equipment, and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch.

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.

Rule 908 is hereby amplified by adding the following as a second paragraph:

"If for any reason adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments."

When 4-wheel platform trucks are left standing the handle must always be placed in a nearly vertical position and hooked or otherwise fastened.

Employees 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.

The following rule is added as a third paragraph to Rule 93 of the Rules and Regulations of the Operating Department:

First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

That part of rules 975 and 1032 of the Rules and Regulations of the Operating Department reading: "Trains, other than passenger trains, will not pass a station unless the engineman has received a "Proceed" signal from the rear end", is hereby cancelled.

Rule 975 will now read: "When approaching and passing through stations or yards, freight conductors and brakemen must station themselves where they can observe and transmit signals. When approaching stations, railroad crossings at grade, draw bridges, fuel and water stations, track covered by slow orders, or on long descending grades and at other places where safety requires extra precaution, trainmen must be in position to assist in stopping trains should emergency require. Enginemen and firemen must keep watch for signals from trainmen.

Rule 1032 will now read: "Enginemen and firemen must keep watch for signals from trainmen. When approaching stations, railroad crossings at grade, draw bridges, fuel and water stations, track covered by slow orders, or on long descending grades and at other places where safety requires extra precaution, trainmen must be in position to assist in stopping trains should emergency require."

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."

When bunk cars of steel underframe or steel center sill construction are being used, and the cars have been inspected and passed by a Car Department Inspector, they may be hauled in any part of a train, but when such cars are occupied by men, they must be hauled just ahead of the caboose.

Rules 14-L and 30: The first of the long sounds should be started not less than one-fourth of a mile from the crossing and repeat the crossing signal again if necessary so that whistle signal will be given approaching and over the crossing. The last sound may be prolonged if necessary, and the duration of the complete signal must not be less than ten seconds. The engine bell must be ringing continuously from one-fourth mile of crossing and until engine has passed over the crossing.

RAILWAY CROSSINGS INTERLOCKED

The home and distant signals protecting the crossings at Blakeslee Junction 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.

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.

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

The wires on the trolley and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property. THEY MAY BE HANDLED ONLY BY THOSE WHO HAVE RECEIVED SPECIFIC AUTHORITY TO DO SO.

If wires are found hanging down or any part of the trolley or transmission system deranged in such a way that a person might come in contact with the wires, notify the Train Dispatcher at the first point of communication.

If conditions are such that train or equipment is unable to pass without touching the wires, notify the Train Dispatcher, and be governed by his instructions.

In case of fire, use only extinguishers filled with carbon tetrachloride if it is possible for the extinguishing liquid to come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, proceed immediately with application of the Prone Pressure Method of Resuscitation, knowledge of which is required of all persons having duties within the electrified zones.

Trolley cut-out switches are located on the following electrified industrial tracks:

Sumner:	No. 85 controlling Cannery track.
	No. 77 controlling Yeast spur and Paper Co. tracks.
	No. 78 controlling Yeast spur.
	No. 79 controlling Paper Co. spur.
Auburn:	No. 72 controlling all Industry tracks.
Kent:	No. 69 controlling all Industry tracks.
Meadow Creek:	No. 88.

These switches should be kept locked in the open position except when necessary to let motors in and out of the track.

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. Brake pipe test as per Rules 38 and 85-A must be made when train has been parted for any reason, except at points where "Outgoing Test" is required in accordance with Rules 34, 39, 80-A and 87.

In electrified territory, the use of retaining valves and the testing of brakes before starting descent is discontinued EXCEPT when necessary to hold train with air brakes. Then be governed by Rules 90-A, 139 and 140.

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, brake pipe test, as per Rule 85-A, must be made at Allison, and all retainers turned up on eastward trains between Allison and Tacoma, as per Rule 90-A.

6. All retainers must be turned up on eastward trains between Hillsdale and Tacoma, as per Rule 90-A.

7. After reaching foot of grade reduce brake pipe pressure as per Rule 142.

8. In making back up movement on mountain grade with any freight train, sufficient hand brakes must be set on rear to prevent run out of slack.

9. Rule 89 covering the use of hand brakes must be observed when setting out or picking up cars, also at any time road engine is cut off from train. When helper is left in train, in addition to use of hand brakes the engineman on rear helper will cut out his brake valve and keep brake pipe charged. When road engine again attached to train, engineman on rear helper will cut out his brake valve and usual brake pipe test made as per Rules 38 and 85.

10. Rule 97, Inoperative Air Brakes, does not apply on mountain grades.

11. Trainmen must watch closely for excessive heating of wheels, and if any are found the train must be brought to a stop and remain standing a sufficient length of time to allow them to cool.

12. Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of a car. These instructions not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on, when necessary to do so.

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

FIRE PREVENTATIVE

Enginemen 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 forty 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 forty 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 forty miles per hour when handling or helping passenger trains.

Speed of steam engines while running in back-up motion should not exceed twenty miles per hour on tangent track and fifteen miles per hour on curves of three degrees or over. The speed to be further reduced where instructions or local conditions require it; provided, that passenger engines equipped with back-up head lights and pilots may run thirty miles per hour.

Trains handling special equipment should not exceed the following speeds:

Rotary snow plows, steam derricks, locomotive pile drivers, locomotive ditcher machines.....	25 miles per hr.
Steam shovels and steam ditchers.....	20 miles per hr.
Lidgerwood unloaders	15 miles per hr.
Scale test cars	30 miles per hr.

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 except between St. Maries and Manito, Cedar Falls and Tacoma, 30 miles per hour.

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.

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.

Trains must not exceed a maximum speed of 25 miles per hour Beverly Station to 1½ miles east. Watch carefully for drifting sand.

Trains will reduce speed to twenty miles per hour over bridge FF-16, one and seven-tenths (1.7) miles West of Easton.

No train or engine will exceed fifteen miles per hour between Tacoma Junction and Tide Flats yard.

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

Between Hillsdale and Tacoma, eastward trains will not exceed fifteen miles per hour.

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.

Where track, bridge, culvert or roadbed is unsafe for full speed of trains, foremen must display signals in both directions on all tracks affected, with a green flag by day, and in addition, a green light by night, on the enginemen's side of the track, which will indicate the track one-half mile distant is safe for speed of not more than ten miles an hour, unless otherwise directed by train order or bulletin.

Entire train must pass over the designated territory at the speed specified.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

When passing train order signal displayed in 19 order position, reduce speed to 20 miles per hour.

"Whenever a car without a drawbar or draft timber is to be moved by train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineman and other members of the train crew.

"During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine must be set to avoid movement of any kind. The engineman must not release brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineman and other members of the train crew have been notified and the car properly secured and the engine brakes set."

SPECIAL RULES AND INSTRUCTIONS

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. A. I. Bouffleur .. Chief Surgeon .. Seattle
 Dr. D. E. Cornwall.... District Surgeon .. St. Maries
 Dr. S. D. Brazeau Oculist..... Spokane
 Dr. Carroll Smith..... Oculist..... Spokane
 Dr. H. Eugene Allen .. District Surgeon .. Seattle
 Dr. W. F. Hoffman .. Oculist .. Seattle
 Dr. M. R. Waltz .. Oculist .. Seattle
 Dr. H. G. Willard District Surgeon .. Tacoma
 Dr. D. H. Bell .. Oculist .. Tacoma
 Dr. A. W. Howe .. Oculist .. Tacoma
 Dr. S. S. Howe .. Oculist .. Bellingham
 Dr. C. L. Hoeffler .. Oculist .. Everett
 Dr. F. T. Hyde .. Oculist .. Port Angeles

HOSPITALS

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

Location	Name	Title	Office Telephone	Residence Telephone
Avery	Dr. Chas. Busey	Local Surgeon	No telephone	No telephone
St. Maries	Dr. D. E. Cornwall	" "	119	141
St. Maries	Dr. C. A. Robins	" "	119	267
Worley	Dr. J. J. Herrington	" "	2X	2X
Tekoa	Dr. C. B. Clizer	" "	15	15X
Rosalia	Dr. L. A. Qualfe	" "	2504	2502
Lind	Dr. C. Henderson	" "	32	107
Spokane	Dr. E. B. Nelson	" "	Main 2939	Lakeview 0232
Spokane	Dr. J. M. Nelson	" "	" "	" "
Spirit Lake	Dr. A. C. Spooner	" "	98	94
Newport	Dr. W. S. Bardwell	" "	No telephone	51
Cusick	Dr. G. M. Gould	" "	No telephone	No telephone
Ione	Dr. C. M. Canning	" "	5	11
Metaline Falls	Dr. C. M. Canning	" "	5	11
Coeur d'Alene	Dr. J. T. Wood	" "	29X	29
Othello	Dr. J. E. Guernsey	" "	No telephone	No telephone
Ellensburg	Dr. W. A. Taylor	" "	Main 60	Main 160
Cle Elum	Dr. C. F. Stafford	" "	1141	411
North Bend	Dr. W. V. Muller	" "	" "	" "
Falls City	Dr. W. W. Cheney	" "	A2	A1
Monroe	Dr. Minard Allison	" "	Get thru Monroe Gen. Hospital	" "
Everett	Dr. S. L. Caldbick	" "	Main 363	Main 163
Enumclaw	Dr. E. R. Tiffin	" "	163	175
Renton	Dr. Adolph Bronson	" "	4 J	4 M
Seattle	Dr. H. Eugene Allen	" "	Elliott 3037	Garfield 0124
Seattle	Dr. R. F. Foster	" "	Elliott 3037	Capitol 2588
Kent	Dr. C. B. Hoffman	" "	53 W	53 R
Auburn	Dr. B. E. Hoyer	" "	9 J	9 M
Auburn	Dr. John Darst	" "	199J	354M
Puyallup	Dr. S. D. Barry	" "	Main 500	Main 4
Sumner	Dr. G. C. Kohl	" "	72	110 J
Tacoma	Dr. H. G. Willard	" "	Broadway 2203	Main 0630
Tacoma	Dr. C. C. Leaverton	Asst.	Broadway 2203	Garland 3361
Tacoma	Dr. Wm. B. McCreery	Local	Broadway 3520	Main 5264
Tacoma	Dr. Chas. R. McCreery	Asst.	Broadway 3520	Proctor 0606
So. Tacoma	Dr. A. G. Nace	" "	Madison 2182	Madison 1131
Eatonville	Dr. G. A. Delaney	Local Surgeon	113	114
National	Dr. M. R. Peterson	" "	" "	" "
Mineral	Dr. Geo. V. Oliva	" "	" "	" "
Morton	Dr. C. B. Ritchie	" "	Get thru Opr. Morton	" "
McKenna	Dr. S. P. Rich	" "	Get thru McKenna Lbr. Co.	" "
Montesano	Dr. J. H. Fitz	" "	256	256-J
Cosmopolis	Dr. L. R. Lightfoot	" "	Aberdeen 1182	Aberdeen 1182
Aberdeen	Dr. J. B. Kinne	" "	553	777
Hoquiam	Dr. J. F. Macdonald	" "	" "	" "
Centralia	Dr. David Livingstone	" "	765-R and 848	284
Chehalis	Dr. H. L. Pettit	" "	187-W	187-R
Doty	Dr. E. W. Stevens	" "	614	613
Raymond	Dr. A. C. Kuehner	" "	94	721
Port Townsend	Dr. L. A. Schueler	" "	" "	" "
Sequim	Dr. H. S. Jessup	" "	751	721
Port Angeles	Dr. R. S. Hamilton	" "	156-W	156-W
Bellingham	Dr. S. H. Johnson	" "	700	1682
Sumas	Dr. E. S. Sarvis	" "	371	372
Lynden	Dr. F. L. Wood	" "	1981	1982

STRETCHERS

Avery, St. Joe, St. Maries, Plummer, Tekoa, Rosalia, Malden, Bovill, Elk River, Spokane, Spirit Lake, Lind, Othello, Beverly, Ellensburg, Cle Elum, Hyak, Cedar Falls, Tacoma, Ashford, Mineral and Black River. Whenever passengers or employees are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employee 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 LIMITS 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—3000 ft. east of east switch—5000 ft. west of west switch.
 Lind—8448 ft. east of east switch—2640 ft. west of hole track switch.
 Othello—2000 ft. east of east switch.

ST. MARIES AND ELK RIVER SUB-DIVISION

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

DISHMAN AND METALINE FALLS SUB-DIVISION

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

McGUIRES AND COEUR d'ALENE SUB-DIVISION

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

CLE ELUM AND OTHELLO SUB-DIVISION

Othello—2250 ft. west of west switch.
 Beverly—2700 ft. east of east switch—2700 ft. west of west switch.
 Boylston—3000 ft. east of east switch—3000 ft. west of west switch.
 Kittitas—3000 ft. east of east switch—3000 ft. west of west switch.
 Ellensburg—3450 ft. west of west switch—2000 ft. east of east switch.
 Cle Elum—2625 ft. east of east switch.

MAPLE VALLEY AND CLE ELUM SUB-DIVISION

Cle Elum—4200 ft. west of west switch.
 Easton—2650 ft. east of east switch—2600 ft. west of west switch.
 Rockdale and Hyak—Yard limits extend from 3500 ft. west of west switch at Rockdale to 3000 ft. east of east switch at Hyak.
 Cedar Falls—2700 ft. east of east switch—3900 ft. west of west switch.
 Maple Valley—3000 ft. east of east switch.

TACOMA AND BLACK RIVER SUB-DIVISION

Black River—3234 ft. west of N. P. Tower on Tacoma and Black River Subdivision.
 Kent—3000 ft. east of east switch—1850 ft. west of west switch.
 Auburn—3000 ft. east of east switch—3000 ft. west of west switch.
 Sumner—2900 ft. east of east switch—3000 ft. west of west switch.
 Tacoma—Yard limits extend from 4500 ft. east of Tacoma Jct. to Tide Flats Yard, Tacoma Passenger Station, and to yard limit sign 3480 ft. west of west switch, Hillsdale.

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.
 Allison—972 ft. east of east switch—1650 ft. west of west switch.
 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.
 Park Jct.—3000 ft. east of east switch—3000 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

Park Jct.—3000 ft. west of west switch.
 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 and East Ruth—2000 ft. east of east switch East Ruth—2000 ft. west of west switch at Ruth.
 Dryad and Doty—Yard limits extend from 2200 ft. east of east switch at Dryad to 3500 ft. west of west switch at Doty.
 Burt and Bedford—Yard limits extend from 2870 ft. east of east switch at Burt to 1000 ft. west of west switch at Bedford.
 McPhail—2000 ft. east of east switch; 2000 ft. west of west switch.
 Sutico—3700 ft. east of east switch—4500 ft. west of west switch.
 Willapa & Willapa Jct.—2000 ft. east of Willapa Jct. to west switch at Willapa.
 Raymond—2800 ft. east of east switch at Sunset Dump.

BEVERLY JCT. AND HANFORD SUB-DIVISION

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

H. L. WILTROUT

E. G. FOWLER

N. F. BINGHAM

H. E. PETERSON

R. W. BEAL

W. A. MONROE

F. B. BEAL

S. C. WHITEMORE

C. P. MILES

Train Dispatchers

T. E. CORBETT

Chief Dispatcher.

P. L. HAYS

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

J. A. WRIGHT

Traveling Engineer and Assistant Trainmaster

E. L. CLEVELAND, Trainmaster.

Following pasted onto Page 4 of MILW Timetable No. 41 of 6-7-1936
 Applies to Beverly Jct. and Hanford Subdivn (Page 4) and
 Othello and Cle Elum Subdivn (Page 6).

Chicago Milwaukee St Paul & Pacific Railroad Co.,
 Office of Superintendent,
 Coast Division.

Bulletin C-201

Tacoma - August 28th, 1936

TRAIN & ENGINEMEN:

ALL AGENTS:

East & West Coast Division.

Effective Tuesday, September 1st, 1936, and until
 further notice, mixed train service between points shown below,
 will operate tri-weekly, Tuesdays, Thursdays and Saturdays, on
 the following schedule:

	<u>WESTWARD</u>	<u>STATION</u>	<u>EASTWARD</u>
Lv.	6:45 AM	Othello	Ar. 4:00 PM
	6:55	Anson	3:50
	7:05	Taunton	3:43
	7:20	Corfu	3:30
	7:40	Smyrna	3:12
	7:55	Jericho	2:58
	8:10	Beverly	2:45
	8:20	Beverly Jct.	2:35
	8:35	Levering	2:20
	9:05	Priest Rapids	1:50
	9:30	Vernita	1:27
	9:40	Riverland	1:17
	9:50	Haven	1:07
	10:05	Allard	12:55
	10:30	White Bluffs	12:35
Ar.	11:05 AM	Hanford	Lv. 12:05 PM

This schedule does not confer train rights.

cc-JLB-10 GBH WBD CFR EJK
 CHB PW FNH JFB NAM-10
 HHS ER CRL JOM GRW
 FED TJH GHH ELC TEC PLH
 LW HWW JAW PTO GSF HAE

F. E. Devlin,
 Superintendent.

TO BE RECEIPTED FOR

Posted _____ Time _____ Date _____