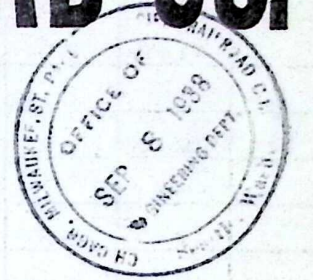


CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, *Trustees*



COAST DIVISION

TIME TABLE No. 44

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

PACIFIC OR 120th MERIDIAN TIME

FRIDAY, SEPT. 2ND, 1938

Superseding Time Table No. 43

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		Distance from Avery	Time Table No. 44 In Effect 12:01 a. m. SEPTEMBER 2nd, 1938				Distance from Malden	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	FIRST CLASS		SECOND CLASS	
63	263	15	7	Sidings	Other Trains		Time Freight	Time Freight	Passenger	Passenger					Time Freight	Time Freight	16	8	64	264
Time Freight	Time Freight	Passenger	Passenger															
Daily	Daily	Daily	Daily															
	L 11.30 ¹⁶ AM	L 5.53PM	L 3.35AM		Yard	0.0	.....AVERY.....	108.8	NF	Continuous	BDEORSTW	As 11.10 ²⁶³ AM	As 12.45AM		A 10.59AM		
	11.50	6.04	f 3.45	67	20	5.3	.....ETHELTON.....	103.5		No Office	P	10.59	f 12.29		10.15		
		6.19	f 4.00		5	13.0	.....MARBLE CREEK.....	95.8		No Office	P	10.43	f 12.11				
	12.15PM	6.21	4.03	66	18	13.8	.....POCONO.....	95.0		No Office	P	10.41	12.09		9.40		
			f 4.12		10	18.0	.....HERRICK.....	90.8		No Office	P		f 12.01AM				
	12.40	6.37	s 4.23	103	20	22.4	.....CALDER.....	88.4	CR	7.45AM to 4.45PM	PW	10.25	s 11.52		9.05		
	12.55	6.46	f 4.34	69	15	27.5	.....ZANE.....	81.3		No Office	P	10.16	f 11.38		8.45		
	1.10	6.57	s 4.46	68	20	33.3	.....ST. JOE.....	75.5		No Office	P	10.07	s 11.29		8.30		
	1.25	7.08	4.58	67		39.0	.....OMEGA.....	68.0		No Office	P	9.56	11.17		8.10		
L 2.15PM	2.00	s 7.23	s 5.15	E 67 W 90	500	45.4	.....ST. MARIES.....	63.4	CB	Continuous	BDJORSW YZ	s 9.47	s 11.06	A 1.30AM	7.50		
2.40	2.25	7.33	f 5.26	68	40	51.3	.....RAMSDELL.....	57.5		No Office	P	9.31	f 10.47	1.12	6.35		
3.00	2.50	7.45	f 5.39	68	16	57.2	.....PEDEE.....	51.6		No Office	P	9.21	f 10.36	12.55	6.10		
3.20	3.10	7.55	²⁶⁴ 5.48	67	15	61.6	.....KARNAC.....	47.2		No Office	P	9.12	10.28	12.40	⁷ 5.48		
A 3.30PM	3.25	A 8.01PM	As 5.55AM		10	64.4	.....PLUMMER JUNCTION.....	44.4	WJ	Continuous	SJRWY	L 9.07AM	L 10.22PM	L 12.30AM	5.25		
	3.30			67	100	65.2	.....PLUMMER.....	43.6		No Office	K				5.20		
	4.00			65	25	72.0	.....MOWRY.....	36.8		No Office	P				5.00		
	4.25			65	30	80.1	.....TEKOA.....	28.7	TK	7.30AM to 4.30PM	PW				4.35		
	4.45				30	87.3	.....SEABURY.....	21.5		No Office	P				4.15		
	5.15			67	20	93.2	.....PANDORA.....	15.6		No Office	P				3.55		
	5.40			57	20	99.7	.....ROSALIA.....	9.1		No Office	PK				3.35		
A 6.10PM				115	Yard	108.8	.....MALDEN.....	0.0	M	Continuous	BDRSW				L 3.00AM		
1.15	6.40	2.08	2.20				Schedule Time					2.03	2.23	1.00	7.59			
15.2	16.3	30.2	27.6				Average Speed per Hour					31.4	26.0	19.0	13.6			

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

SECOND CLASS		Capacity of Sidings in Cars		Distance from St. Maries	Time Table No. 44 In Effect 12:01 a. m. SEPTEMBER 2nd, 1938				Distance from Elk River	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	SECOND CLASS	
103	Mixed	Sidings	Other Trains		Time Freight	Time Freight	Passenger	Passenger					Time Freight	Time Freight	102	Mixed
Mon., Wed. and Fri.													Tues., Thurs. and Sat.	
L 10.00AM		Yard		0.0	.....ST. MARIES.....	72.2	CB	Continuous	BDJORSW YZ			A 4.15PM	
f 10.30	12			9.4	.....LOTUS.....	62.8		No Office	P			f 3.41	
f 10.35	43	20	11.1		.....ALDER CREEK.....	61.1		No Office	P			f 3.35	
f 10.44	25		13.5		.....ROVER.....	58.7		No Office	P W 1 Mile W			f 3.25	
f 11.06	47		19.6		.....MASHBURN.....	52.6		No Office	P			f 3.05	
f 11.19	10	15	23.1		.....SANTA.....	49.1		No Office	P			f 2.53	
f 11.26		60	25.1		.....TYSON CREEK.....	47.1		No Office	P			f 2.46	
s 11.34	24	3	27.1		.....FERNWOOD.....	45.1		No Office	P			s 2.39	
	38		29.1		.....CARPENTER CREEK.....	43.1		No Office	PY				
f 11.51	38		31.7		.....EMERALD CREEK.....	40.5		No Office	P			f 2.23	
s 12.10PM	30	50	36.0		.....CLARKIA.....	35.3	CA	8.00AM to 5.00PM	P			s 2.05	
f 12.30			42.4		.....KEELER.....	29.8		No Office	W			f 1.48	
f 12.40	16		44.8		.....SHERWIN.....	27.4		No Office	P			f 1.40	
Af 12.58PM			50.4		.....PURDUE.....	21.8		No Office				Lf 1.20PM	
					.....PURDUE.....					Via W. I. & M. R. R.			
Ls 1.15PM		120	52.4		.....BOVILL.....	19.8	BO	8.00AM to 5.00PM	KORWY			As 11.55AM	
f 1.47	11		61.1		.....NEVA.....	11.1		No Office	W 1/2 Mile E			f 11.20	
f 2.20	12		70.3		.....JERSEY.....	1.0		No Office				f 10.40	
A 2.30PM	11	25	72.2		.....ELK RIVER.....	0.0	KR	No Office	PYR			L 10.30AM	
4.30					Schedule Time							5.45		
16.0					Average Speed per Hour							12.6		

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 flag at Wayland and Collins.

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.

See other speed restrictions on page 12.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Rogers	0.4	West	Alder Creek
Eller	1.0	West	Mashburn
Wayland	1.5	West	Mashburn
Renfrew	0.5	West	Santa
Childs Creek	0.8	West	Emerald Creek
Jims	1.0	West	Emerald Creek
Katz	2.2	West	Clarkia
Rooney	2.0	West	Keeler
Collins	4.2	West	Sherwin
Owens	7.1	West	Bovill
Kameron	4.0	West	Neva

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 a point 2902 feet west of Sorrento tunnel No. 41. 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 Manito 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

Name	Miles	Direction	Station
Hoyts	1.0	West	Ethelton
Snook	1.0	East	Herrick
Riverdale	3.5	West	Omega
Cherry Creek	2.4	West	St. Maries
Sorrento	3.7	West	Plummer
Wallner	3.0	East	Tekoa
Lone Pine	4.0	West	Tekoa
Swan	3.3	East	Pandora
Williams	3.5	East	Rosalia
Squaw Canyon	5.5	West	Rosalia

No. 16 stop on flag at Plummer Jct., St. Joe, Calder and Herrick for revenue passengers destined Missoula and east, or to let off passengers from west of Spokane.

No. 15 stop on flag at Herrick, Calder, St. Joe and Plummer Jct. for revenue passengers destined west of Spokane, or to let off passengers from points Missoula and east.

MAXIMUM SPEED PERMISSIBLE

	Pass & Silk Trains	Freight Trains
Between Avery and Calder	50 mph.	30 mph.
Between Calder and Ramsdell	60 mph.	30 mph.
Between Ramsdell & Plummer Jct.	50 mph.	30 mph.
Around sharp curves between Avery & Plummer Jct.	30 mph.	30 mph.
Over Street crossings St. Maries	6 mph.	6 mph.
Over Bridge EE-44, 1 Mi. West Ramsdell	25 mph.	25 mph.
Between Plummer Jct. and Malden	55 mph.	50 mph.
Trains handling logs		30 mph.

See other speed restrictions on Page 13.

STATION	Sunday and Holiday Hours
Avery	Continuous
Calder	None
St. Maries	Continuous
Plummer Jct.	Continuous
Tekoa	None
Malden	{ 2:00 AM to 4:00 AM 10:00 AM to 2:00 PM 4:00 PM to 9:00 PM

SECOND CLASS		FIRST CLASS				Capacity of Sidings in Cars		Distance from Plummer Junction	Time Table No. 44 In Effect 12:01 a. m. SEPTEMBER 2nd, 1938	Distance from Marengo	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	FIRST CLASS				SECOND CLASS	
63	463	15	7	Sidings	Other Tracks	16	8							464	64				
Time Freight	Time Freight	Passenger	Passenger					STATIONS					Passenger	Passenger			Time Freight	Time Freight	
Daily	Ex. Sun.	Daily	Daily										Daily	Daily			Ex. Sun.	Daily	
L 3.30PM		L 8.01PM	L 5.55AM	10		0.0		.....PLUMMER JUNCTION.....	102.7	WJ	Continuous	SJRWY	A 9.07AM	As 10.22PM				A 12.25AM
3.55		8.11	6.06		22	6.4		.....^{0.4} WORLEY.....	98.3	WY	8.00AM to 5.00PM		8.57	10.11				11.50
4.00		8.13	6.08	101		7.8		.....^{1.4} MOZART.....	94.9		No Office	P	8.55	10.09				11.45
4.15		8.22	6.18		27	13.1		.....^{5.3} SETTERS.....	89.6		No Office	P	8.49	10.01				11.30
4.23		8.27	6.22	45	15	15.5		.....^{2.4} SAXBY.....	87.2		No Office	P	8.46	9.57				11.25
A 4.40PM		A 8.36PM	As 6.30AM	71	10	19.8		.....^{4.3} MANITO.....	82.9	MU	Continuous	JRWY	L 8.40AM	L 9.50PM				L 11.05PM
						35.0		.....^{15.2} DISHMAN.....	67.7									
						38.8		.....^{3.8} EAST SPOKANE.....	63.9									
						39.6		.....^{0.8} N. P. CROSSING.....	63.1									
(A 8.00PM)	(L 5.30PM)				Yard	40.8		.....^{1.2} SPOKANE YARD.....	61.9								(A 2.15AM)	(L 9.10PM)
		(A 9.20PM) (L 10.00PM)	(A 7.15AM)			41.5		.....^{0.7} SPOKANE.....	61.2	SN		BKORST WZ	(L 8.00AM) (A 7.30AM)	(L 9.00PM)				
	(A 8.30PM)	(A 11.35PM)				102.7		.....^{61.2} MARENGO.....	0.0	RA		JKRWY	(L 5.55AM)				(L 11.15PM)	
1.10		0.35	0.35					Schedule Time					0.27	0.32				1.20	
17.0		34.0	34.0					Average Speed per Hour					44.0	37.2				14.9	

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 Manito 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.
 Eastward trains may register by card at Manito. Trains carrying signals for a following section 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 Missoula and East or to discharge passengers from points west of Spokane.
 No. 15 stop on flag at Plummer Jct., Worley and Setters for revenue passengers west of Spokane, or to discharge passengers from Missoula and East.

STATION	Sunday and Holiday Hours
Worley	None
Plummer Jct.	Continuous
Manito	4:00 PM to 10:00 AM

MAXIMUM SPEED PERMISSIBLE

	Pass. Trains	Fr. Trains
Between Plummer Jct. and Manito.....	65 mph.	50 mph.
Over Bridge EE1230 ¼ mi. East of Manito..	30 mph.	30 mph.
Around curve ½ mi. west of Plummer Jct..	30 mph.	25 mph.
Trains handling logs.....		30 mph.

See other Speed Restrictions on Page 13.

4 WESTWARD MALDEN AND OTHELLO—SUBDIVISION EASTWARD

THIRD CLASS	SECOND CLASS	FIRST CLASS	Capacity of Sidings in Cars			Time Table No. 44 In Effect 12:01 a. m. SEPTEMBER 2nd, 1933				FIRST CLASS	SECOND CLASS	THIRD CLASS				
265	263	15	Sidings	Other Tracks	Distance from Malden	STATIONS	Distance from Othello	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	16	264	266			
Mixed	Time Freight	Passenger									Passenger	Time Freight	Mixed			
Mon., Wed. and Fri.	Daily	Daily														
	L 6.50PM		115	Yard	0.0	MALDEN	103.4	M	Continuous	BDRSW		A 2.30AM				
	7.05		25		3.0	3.0 PINE CITY	99.8		No Office			2.00				
	7.10		60	30	5.0	2.0 KENOVA	97.8		No Office	P		1.50				
	7.50		72	20	11.3	5.7 ROCK LAKE	92.1		No Office	P		1.25				
	8.10		67	20	17.0	5.7 LAVISTA	86.4		No Office	P		1.00				
	8.16		43	19.2		2.2 EWAN	84.2	WN	8.00AM to 5.00 PM	W		12.52				
	8.50		67	35	29.0	10.4 REVERE	73.8		No Office	P		12.10AM				
	9.00		68	16	33.7	4.1 PAXTON	69.7		No Office	P		11.55				
	10.00	L 11.40PM	66	50	44.0	10.3 MARENGO	59.4	RA	Continuous	JRWY	As 5.50AM	11.20				
	10.20	11.49	67		49.0	5.0 HILLCREST	53.5		No Office	P		5.40	10.20			
	10.30	11.55	100	30	53.5	3.6 RALSTON	49.9		No Office	WP		5.34	10.05			
	10.55	12.09AM	67	15	63.3	9.8 VASSAR	40.1		No Office	P		5.19	9.40			
	11.10	12.17	67	30	68.0	4.7 LIND	35.4	NE	8.00AM to 5.00PM	P		5.12	9.25			
	11.40	12.29	63	12	76.0	8.0 SERVA	27.4		No Office	P		4.59	9.00			
	11.55	12.36	65	25	80.0	4.9 ROXBORO	22.5		No Office	P		4.52	8.45			
L 3.45PM	12.25AM	12.50	56	25	90.0	9.7 WARDEN	12.8		8.00AM to 5.00PM	JPWY		4.37	8.20	A 7.00AM		
4.05	12.45	1.04	67	30	90.4	8.8 NOVARA	4.0		No Office	P		4.22	7.60	6.39		
A 4.15PM	A 1.00AM	As 1.15AM		Yard	103.4	4.0 OTHELLO	0.0	SO	Continuou	BDEORSTW	L 4.15AM	L 7.30PM	L 6.30AM			
.30	6.10	1.35														
25.6	16.7	37.5														
													Schedule Time	1.35	7.00	.30
													Average Speed per Hour	37.5	14.7	25.6

WESTWARD—WARDEN AND MARCELLUS—SUBDIVISION—EASTWARD

Second Class	Capacity of Sidings in Cars			Time Table No. 44 In Effect 12:01 a. m. SEPTEMBER 2nd, 1933				Third Class		
303	Sidings	Other Tracks	Distance from Warden	STATIONS	Distance from Marcellus	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	304	
Mixed									Mixed	
Mon., Wed. and Fri.									Mon., Wed. and Fri.	
L 7.00AM			0.0	WARDEN	46.0		8.00AM to 5.00PM	JPRWY	As 3.45PM	
7.25	21	15	8.2	8.2 TIFLIS	33.7		No Office	JPRY	3.20 12.50	
7.55	22		16.2	8.0 RUFF	30.7		No Office	PW	12.20PM	
8.15	22	15	22.0	5.8 MOODY	24.0		No Office	P	11.55	
8.35	24	15	27.0	5.0 BATUM	19.9		No Office	P	11.35	
8.50		20	30.9	3.9 LAUER	16.0		No Office	P	11.20	
9.15	23	12	37.7	6.8 SCHOONOVER	9.2		No Office	P	10.55	
9.35		18	42.1	4.4 PACKARD	4.8		No Office	P	10.35	
A 9.55AM	304	13	46.0	4.8 MARCELLUS	0.0		No Office	PRWY	L 10.15AM	
2.55									Schedule Time	5.30
16.0									Average Speed per Hour	8.5

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
 TRAINS NEED NOT OBTAIN CLEARANCE CARD AT MARCELLUS.
 Industrial tracks not shown as stations:
 Laing, 4.6 miles west of Tiflis. Station..... Sunday and Holiday hrs.
 Jantz, 4.2 miles west of Lauer. Warden None
 Schafer, 2 miles west of Packard.
 MAXIMUM SPEED PERMISSIBLE.
 Freight Trains 25 miles per hour
 See other speed restrictions on page 13.

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

In making the interchange at Marengo, the Union Pacific Railroad Company will deliver their cars for this Company on tracks No. 1 and 2 and we will deliver cars for them on west leg of wye.
 Manual Block System is in use between Marengo and Malden. 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 Marengo and Othello.
 No. 16 will stop on flag at Warden, Roxboro and Ralston 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 Ralston, Roxboro and Warden, to let off revenue passengers from Spokane and east, and pick up revenue passengers destined Seattle and west.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Pizarro	5.0	West	Ralston
East Lind	1.7	East	Lind
West Lind	1.7	West	Lind

MAXIMUM SPEED PERMISSIBLE

	Pass. & Silk Trains	Freight Trains
Between Malden & M.P. 1892	55 mph.	50 mph.
Between M.P. 1892 & 1900	30 mph.	30 mph.
Between M.P. 1900 & Revere	55 mph.	50 mph.
Between Revere and Marengo	50 mph.	40 mph.
Between Marengo and Lind	65 mph.	50 mph.
Between Lind and Othello	60 mph.	45 mph.

See other Speed restrictions on Page 13.

Station	Sunday & Holiday Hours
Ewan	None
Marengo	Continuous
Lind	None
Warden	None
Othello	Continuous

WESTWARD—Tiflis and Neppel—Subdivision—EASTWARD

SECOND CLASS	Capacity of Sidings in Cars			Time Table No. 44 In Effect 12:01 a. m. SEPTEMBER 2nd, 1933				THIRD CLASS		
313	Sidings	Other Tracks	Distance from Tiflis	STATIONS	Distance from Neppel	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	314	
Mixed									Mixed	
Mon., Wed. and Fri.									Mon., Wed. and Fri.	
L 1.00PM		15	0.0	TIFLIS	15.0		No Office	JPRY	A 3.20PM	
f 1.25	33		6.0	6.0 SIELER	9.0		No Office		f 2.55	
A 2.00PM	6	40	15.0	9.0 NEPPEL	0.0		No Office	PRY	L 2.30PM	
1.00									Schedule Time	.50
15.0									Average Speed per Hour	17.0

SPECIAL RULES

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

MAXIMUM SPEED PERMISSIBLE

Freight Trains 25 miles per hour
 See other speed restrictions on Page 13.

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

SECOND CLASS	Capacity of Sidings in Cars			Time Table No. 44 IN EFFECT 12:01 A. M. SEPTEMBER 2nd, 1933				THIRD CLASS		
415	Sidings	Other Tracks	Distance from Beverly Jct.	STATIONS	Distance from Hanford	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	416	
Mixed									Mixed	
Tues. Thur. and Sat.									Tues. Thur. and Sat.	
L 11.40AM			0.0	BEVERLY JUNCTION	45.2		No Office	JP	A 6.01PM	
f 11.55		6	4.0	4.0 LEVERING	41.2		No Office		f 5.45	
f 12.25PM		28	14.4	10.4 PRIEST RAPIDS	30.8		No Office	PW	f 5.15	
f 12.45		9	21.3	6.9 VERNITA	23.9		No Office		f 4.52	
f 1.00		9	24.3	3.0 RIVERLAND	20.9		No Office	P	f 4.42	
f 1.15		5	27.4	3.1 HAVEN	17.3		No Office		f 4.32	
f 1.30		12	30.7	3.3 ALLARD	14.5		No Office		f 4.20	
s 2.00	30	75	37.4	6.7 WHITE BLUFFS	7.3	WB	8.00AM to 5.00PM		s 4.00	
A 2.30PM	416	30	45.2	7.8 HANFORD	0.0		No Office	PRWY	L 3.30PM	
2.50									Schedule Time	2.31
16.0									Average Speed per Hour	15.0

SPECIAL RULES

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

Passenger Trains
 Between Beverly Jct. and Hanford... 30 M. P. H.
 Freight Trains
 Between Beverly Jct. and Hanford, 30 M. P. H. except between one mile west of Levering to four miles west of Priest Rapids, 20 M. P. H.
 See other speed restrictions on page 13.

WESTWARD—DISHMAN AND METALINE FALLS—SUBDIVISION—EASTWARD

SECOND CLASS				Capacity of Sidings in Cars	Distance from Dishman	Time Table No. 44 In Effect 12:01 a. m. SEPTEMBER 2nd, 1938			Distance from Metaline Falls	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	SECOND CLASS			
Way Freight	291	Ex. Sun.	Stations			Way Freight	292	Ex. Sun.					Stations			
L	7.00AM		DISHMAN	120	0.0	120.1	SP	U. P. R. R. Office	JKRWY	A	3.45PM					
	7.15		GREENACRES	45	5.7	114.4		No Office			3.30					
	7.35		SPOKANE BRIDGE	41	11.7	108.4		No Office	P		3.10					
	7.50		McGUIRES	44	15.0	105.1		No Office	JPK		3.00					
	7.55		S. C. & P. R. CROSSING		15.2	104.9		No Office								
	8.20		N. P. R. R. CROSSING S. I. R. R. CROSSING		16.5	103.0		No Office								
	8.50		GRAND JUNCTION	26	50	103.5		No Office	K		2.50					
	9.05		RATHDRUM	25	30	96.8		No Office	KP		2.30					
	10.45		SEASONS	23	6	89.5		No Office			2.05					
	10.57		JENIDA	54	34.7	85.4		No Office	P		1.40					
	11.06		SPIRIT LAKE	95	150	83.0	FH	8.00AM to 5.00PM	OSTWZ		1.30					
	11.35		COLEMAN	30	30	79.1		No Office			12.10PM					
	12.10PM		BLANCHARD	34	10	75.4		No Office	P		11.55					
	12.30		TWEDIE	45	8	69.6		No Office	P		11.35					
	12.45		NEWPORT	28	50	61.1	WR	8.00AM to 5.00PM	WKZ		11.10					
	1.01		WOLFRED	43	5	54.4		No Office	P		10.25					
	1.06		DALKENA	45	15	49.1		No Office	P		10.05					
	1.25		USK	43	50	43.9		No Office	PY		9.40					
	1.40		CUSICK		40	42.0	CU	8.00AM to 5.00PM			9.30					
	1.55		LOCKE		15	35.7		No Office	P		8.50					
	2.05		JARED	45		31.8		No Office	P		8.35					
	2.15		RUBY		12	26.8		No Office	P		8.15					
	2.30		BLUESLIDE	34	7	23.1		No Office			7.55					
	2.55		LOST CREEK	43	5	19.2		No Office	P		7.40					
	3.30PM		TIGER	45	5	13.5		No Office	P		7.10					
	8.30		IONE	64	160	9.5	ON	7.00AM to 4.00PM	WY		6.45					
	14.2		METALINE FALLS	19	125	0.0	MF	7.30AM to 4.30PM	RY	L	6.00AM					
			Schedule Time								9.45					
			Average Speed per Hour								12.4					

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

EXTRA FREIGHT SERVICE				Capacity of Sidings in Cars	Distance from McGuire	Time Table No. 44 In Effect 12:01 a. m. SEPT. 2nd, 1938			Distance from Coeur d'Alene	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	EXTRA FREIGHT SERVICE			
Way Freight	291	Ex. Sun.	Stations			Way Freight	292	Ex. Sun.					Stations			
			McGUIRES	44	15	0.0		No Office	JRP							
			POST FALLS	12		1.8		No Office								
			HUETTERS			6.2		No Office	G							
			GIBBS	13		8.7		No Office	KWZ							
			COEUR D'ALENE		27	10.4		CD	8.00AM to 6.00PM							
			Schedule Time													
			Average Speed per Hour													

SPECIAL RULES
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
 Maximum Speed Permissible. 25 miles per hour.
 See other speed restrictions on Page 13.
 Trains need not obtain clearance card at McGuire's.
 Industrial tracks not shown as stations:
 Blackwell Lbr. Co. mill, 1 mile west of Huettlers.
 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, Huettlers, 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.

SPECIAL RULES AND INSTRUCTIONS
WATCH INSPECTORS
 National Railway Time Service Co. Chief Inspectors
 58 East Washington Street, Chicago, Ill.
 St. Maries, Idaho.....A. S. Heimark Newport, Wash.....A. F. Benson
 Rosalia, Wash.....H. Fulner Spirit Lake, Ida.....T. J. Morris
 Spokane, Wash.....T. J. Morris Everett, Wash.....H. Mayer
 Malden, Wash.....T. J. Morris 1707 Hewitt Ave.
 Othello, Wash.....T. J. Morris Enumclaw, Wash.....A. C. Melsness
 Cle Elum, Wash.....M. W. Davies Morton, Wash.....J. A. Heavenston
 Seattle, Wash.....Weisfeld & Goldberg, Inc. Hoquiam, Wash.....Fred Straub
 414 Pike St. South Bend.....Halver Holte
 Tacoma, Wash.....A. A. Mierow Bellingham, Wash.....E. H. Easton
 1105 Broadway Port Angeles, Wash.....J. L. Coffey

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

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

MAXIMUM SPEED PERMISSIBLE

	Passenger	Freight
Between Dishman and Ione.....	45 mph.	45 mph.
Between Ione and Metaline Falls.....	30 mph.	20 mph.
On curve 1 1/2 mi. West of Newport.....	25 mph.	20 mph.

Station Sunday & Holiday Hours

Spirit Lake	None
Newport	None
Cusick	None
Ione	None
Metaline Falls	None

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station	Name	Miles	Direction	Station
Opportunity	2.0	West	Dishman	Anderson	3.0	West	Blanchard
Vera	4.0	West	Dishman	Benson	2.3	West	Twedie
Vera Cannery	4.5	West	Dishman	Onesrud	0.5	West	Usk
Arturdee	2.5	West	Greenacres	Callspel	0.6	West	Cusick
Sachwell	3.7	West	Grand Jct.	Kirchan	1.4	West	Cusick
Upper Fish Lake	5.6	West	Rathdrum	Sand Creek	5.3	West	Ione
Dimeling	0.2	East	Seasons	Apples	7.6	West	Ione
Hodgens	1.8	West	Spirit Lake				

See other speed restrictions on page 13.

6 WESTWARD OTHELLO AND CLE ELUM—SUBDIVISION EASTWARD

WESTWARD BAGLEY JCT. AND ENUMCLAW—SUBDIVISION EASTWARD

SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars	Time Table No. 44 IN EFFECT 12.01 A. M. SEPTEMBER 2nd, 1938	Distance from Cle Elum	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	FIRST CLASS			SECOND CLASS		
415	263	15	16	264							416	Passenger	Time Freight	Mixed		
Mixed	Time Freight	Passenger	Sidings	Other Tracks	Distance from Othello	STATIONS	Distance from Cle Elum	Telegraph Calls	Office Open Week Days	SYMBOLS	Passenger	Time Freight	Mixed	Tues. Thur. and Sat.		
L 10.15AM	L 3.15AM	L 1.20AM		Yard	0.0	OTHELLO	98.9	SO	Continuous	BDORSTWE	As 4.10AM	A 7.00PM	A 7.20PM			
10.25	3.35	1.28	66	11	5.5	ANSON	93.4		No Office	P	3.58	6.25	7.07			
f 10.33	3.52	1.34	64	11	9.2	TAUNTON	89.7		No Office	P	263 3.52	6.15	f 7.01			
f 10.47	4.20	1.44	63	18	15.0	CORFU	83.9		No Office	PW	3.43	5.50	f 6.51			
f 11.07	4.45	1.59	65	12	24.7	SMYRNA	74.2		No Office	P	3.28	5.15	f 6.31			
f 11.21	5.00	2.09	61	19	31.2	JERICHO	67.7		No Office	P	3.20	4.55	f 6.21			
s 11.35	5.25	s 2.29	No. 2 96 No. 1 87	75	37.8	BEVERLY	61.1	BV	Continuous	BOSWY	s 3.12	4.30	s 6.10			
A 11.40AM					38.8	BEVERLY JCT.	60.1		No Office	JP			L 6.01PM			
	5.45	2.36	65	11	40.6	COHASSETT	58.3		No Office	P	3.05	4.10				
	6.00	2.56	39	3	44.0	DORIS	54.9		No Office	P	15 2.56	3.55				
	6.25	3.11	65	5	49.6	RYE	49.3		No Office	P	2.43	3.30				
	6.40	3.20	78	9	52.9	CHEVIOT	46.0		No Office	P	2.34	3.15				
	6.55	3.29	78	20	56.6	BOYLSTON	42.3		No Office	P	2.26	3.00				
	7.20	3.42	65	8	62.1	RENSLOW	36.8		No Office	P	2.15	2.30				
	7.30	3.48		9	64.9	EAST KITTITAS	34.0		No Office		2.10	2.15				
	8.00	3.55	74	85	67.2	KITTITAS	31.7	KY	7.30AM to 11.30PM	SY	2.06	2.00				
	8.10	3.59		14	70.1	REGAL	28.8		No Office		2.02	1.35				
	8.40	s 4.05	99	48	73.6	ELLENSBURG	25.3	NB	8.00AM to 4.00PM 9.30PM to 5.30AM		s 1.57	1.25				
	9.15	4.16	65	20	80.5	THORP	18.4	RP	7.30AM to 4.30PM		1.46	12.50				
	9.45	4.31	65	8	88.9	HORLICK	10.0		No Office	P	1.34	12.25				
	A 10.15AM	As 4.50AM		Yard	98.9	CLE ELUM	0.0	CM	Continuous	BRSW	L 1.20AM	L 12.01PM				
1.25	7.00	3.30				Schedule Time					2.50	6.59	1.19			
27.4	14.1	28.2				Average Speed per Hour					34.9	14.1	28.4			

SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars	Time Table No. 44 IN EFFECT 12.01 A. M. SEPTEMBER 2nd, 1938	Distance from Enumclaw	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	FIRST CLASS			SECOND CLASS		
695	Way Freight	16	264	416							Passenger	Time Freight	Mixed			
Way Freight	Except Mon.	Sidings	Other Tracks	Distance from Bagley Jct.	STATIONS	Distance from Enumclaw	Telegraph Calls	Office Open Week Days	SYMBOLS	Passenger	Time Freight	Mixed	Tues. Thur. and Sat.			
L 2.30AM		11		0.0	BAGLEY JCT.	16.1		No Office	JPR				A 7.50PM			
2.45				0.4	KERRISTON JCT.	15.7		No Office	JPR				7.45			
3.05		25	23	2.3	SELLECK Pacific States Lumber Co. Crossing	13.8		No Office	W 1 mi. E				7.25			
				3.1	YANDELL	13.0		No Office								
3.15			12	3.9	HIAWATHA	12.2		No Office					7.05			
3.20		21		4.6	DURHAM	11.5		No Office					7.00			
3.25				5.3	KANASKAT JCT.	10.8		No Office	JP				6.55			
3.35		19		7.4	PALMER	8.7		No Office					6.45			
3.42			10	8.6	BAYNE JCT.	7.5		No Office	JP				6.38			
3.45			20	8.8	BAYNE	7.3		No Office					6.36			
				9.9	CUMBERLAND	6.2		No Office								
3.52		15		10.7	NACO	5.4		No Office					6.25			
4.00			62	12.7	VEAZIE	3.4		No Office					6.15			
A 4.15AM		24	101	16.1	ENUMCLAW	0.0	CW	8.00AM to 5.00PM	BRWY				L 6.00PM			
1.45					Schedule Time								1.50			
9.2					Average Speed Per Hour								8.8			

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.

MAXIMUM SPEED PERMISSIBLE
All Trains

Between Bagley Jct. and Bayne Jct. 15 M.P.H.
Between Bayne Jct. and Enumclaw 30 M.P.H.
See other speed restrictions on page 13.

Derail 330 ft. west of junction switch at Bagley Jct. and 3350 ft. west of Sellick.

Station Sun. and Holiday hours
Enumclaw None

SPECIAL RULES

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

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 & Silk Trains	Freight Trains
Between Othello and Beverly	65 mph.	50 mph.
Between Beverly and Boylston	30 mph.	18 mph.
Between Boylston and Kittitas	30 mph.	22 mph.
Between Kittitas and MP 2081	50 mph.	40 mph.
Between MP 2081 and Cle Elum	70 mph.	50 mph.
Around curves 2 1/2 miles west of Taunton, and 1 mile east of Corfu	35 mph.	35 mph.
From Beverly to 1 1/2 mi. east (drifting sand)	25 mph.	25 mph.
Around sharp curve between Tunnels 46 & 47 3 mi. east of Horlick	35 mph.	25 mph.
MP 2081 is located 5 mi. east of Cle Elum.		

See other speed restrictions page 13.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Taneum 2.6 miles west of Thorp
Woldale 3.6 miles west of Ellensburg

SUNDAY & HOLIDAY HOURS

Othello Continuous
Beverly 8:30 AM to 10:30 AM
Midnight to 8:00 AM
Kittitas 8:00 AM to 4:00 PM
Ellensburg 9:30 PM to 5:30 AM
Thorp Closed
Cle Elum Continuous

WESTWARD

CLE ELUM AND MAPLE VALLEY—SUBDIVISION

EASTWARD

THIRD CLASS	SECOND CLASS	FIRST CLASS	Capacity of Sidings in Cars		Distance from Cle Elum	Time Table No. 44 IN EFFECT 12:01 A. M. SEPTEMBER 2nd, 1938				Distance from Seattle	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	FIRST CLASS	SECOND CLASS	THIRD CLASS	
695	263	15	Sidings	Other Trains		STATIONS	16	264	696								
Way Freight Except Mon.	Time Freight Daily	Passenger Daily				Passenger Daily	Time Freight Daily	Way Freight Except Sun.									
	L 11:30 ²⁶⁴ AM	L 4:50 ¹⁵ AM		Yard	0.0	CLE ELUM	89.9	CM	Continuous	BRSW	As 1:20 ¹⁶ AM	A 11:30 ²⁶³ AM					
	11:50	5:02	65	29	7.5	LAVENDER	82.4		No Office	P	1:07	11:10					
	12:05 ^{PM}	5:09	65	34	11.6	EASTON	78.3		No Office	KPY	1:01	10:55					
	12:30	5:24	65	15	20.1	WHITTIER	69.8		No Office	P	12:44	10:30					
		5:31			24.1	KEECHELUS	65.8		No Office	PW	12:37						
	1:00	5:39	1-78 2-71	27	29.0	HYAK	60.9	HY	7:00AM to 4:00PM	P	12:27	10:10					
	1:10	5:46	W95 E95	20	31.6	ROCKDALE	50.3		No Office	PW	12:20	9:55					
	1:25	6:00	66	10	36.7	BANDERA	53.2		No Office	P	12:09 ^{AM}	9:35					
	1:43	6:15	66	18	42.0	GARCIA	47.9		No Office	PW	11:58	9:15					
	2:03	6:26	100	21	46.5	RAGNAR	43.4		No Office	P	11:48	8:55					
L 2:00 ^{AM}	2:35	6:40	E42 W64	Yard	50.8	CEDAR FALLS	39.1	MY	Continuous	BJOSWYZ	s 11:40	8:40			A 8:15 ^{PM}		
As 2:25 ^{AM}	2:50	6:46			54.8	BAGLEY JCT.	35.1		No Office	JP	11:33	8:05			L 7:50 ^{PM}		
No. 695 loses right and schedule when more than one hour late.	2:55	6:48	65		55.6	BARNESTON	34.3		No Office	P	11:32	8:00				No. 696 loses right and schedule when more than one hour late.	
	3:10	6:56	65		59.5	TRUDE	30.4		No Office	P	11:26	7:45					
		7:00		10	62.1	LANDSBURG	27.8		No Office	P	11:21						
	3:25	7:03	63	18	64.4	NOBLE	25.5		No Office	P	11:17	7:25					
				24	68.8	SLOANE	23.1		No Office								
	A 3:45 ^{PM}	A 7:10 ^{AM}	264	04	14	67.8	MAPLE VALLEY	22.1	MV	Continuous	JRW	L 11:12 ^{PM}	L 7:10 ^{AM}				
						78.1	Nor. Pac. Ry. Co. Crossing RENTON	11.8	RN								
						80.5	BLACK RIVER U. P. R. R. Co. Crossing	9.4	BI		I						
						84.8	VAN ASSELT	5.1		Via P.C.R.R.							
						86.5	ARGO U. P. R. R. Co. Crossing Nor. Pac. Ry. Co. Crossing	3.4			I						
A 7:00 ^{PM}	As 8:00 ^{AM}				89.9	SEATTLE	0.0	OW	Via U.P.R.R.	BRS	L 10:30 ^{PM}	L 5:00 ^{AM}					
.25	4.15	2.20				Schedule Time					2.08	4.20			.25		
9.6	15.9	29.0				Average Speed Per Hour					31.6	15.6			9.6		

WESTWARD CEDAR FALLS AND EVERETT—SUBDIV. EASTWARD 7

SECOND CLASS	Capacity of Sidings in Cars		Distance from Cedar Falls	Time Table No. 44 IN EFFECT 12:01 A. M. SEPTEMBER 2nd, 1938				Distance from Everett	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	SECOND CLASS
591	Sidings	Other Trains		STATIONS	592							
Way Freight Except Sun.											Way Freight Except Sun.	
L 9:15 ^{PM}		Yard	0.0	CEDAR FALLS	54.9	MY	Continuous	BJOR SWYZ	A 1:00 ^{AM}			
9:35	6	5.9	5.9	TANNER Northern Pacific Railway Co. Crossing	49.0		No Office		12:25			
9:50	42	19	8.0	NORTH BEND	46.9		No Office	PW	12:10			
10:10	32		11.2	SNOQUALMIE FALLS	43.7	Q	8:00AM to 5:00PM		12:01 ^{AM}			
10:20	22		12.3	TOKUL	42.6		No Office		11:36			
10:35	11		16.9	FALL CITY	38.0		No Office		11:20			
11:00	40	20	22.3	CARNATION	32.6	J	8:00AM to 5:00PM	PW	11:00			
11:35	31	20	31.0	DUVALL	23.9		No Office	P	10:20			
12:01 ^{AM}	11	10	36.6	HIGH ROCK	18.3		No Office	P	10:01			
12:25	29	130	40.8	MONROE	14.1	MR	8:00AM to 5:00PM	JKW	9:45			
				MONROE			Via G. N. R. R.					
			53.5	LOWELL	1.4			JK				
1:10		Yard	54.0	BELT YARD	1.9		Via N. P. R. R. No Office	JKZ	8:50			
				LOWELL	1.4			JK				
A 1:25 ^{AM}		Yard	54.9	EVERETT	0.0	RT	7:30AM to 11:30PM	BORSTW	L 8:30 ^{PM}			
4.10				Schedule Time					4.30			
13.1				Average Speed Per Hour					12.2			

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Between Monroe and Lowell, G. N. Ry. Co. time table and rules govern.
Between Lowell and Belt Yard, N. P. Ry. Co. time table and rules govern.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Meadow Brook.....1.6 mi. west of No. Bend Stuart.....4.1 miles west of Carnation
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.
Seattle Water Shed sign located one mile west of west switch Cedar Falls.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains40 M. P. H. Between Fall City and a point three miles west;
Freight Trains35 M. P. H. and
Between a point one mile west of Cedar Falls Over Tokul Creek bridge, one mile west of
and a point one and one-half miles east of Tanner Tokul.
All Trains15 M. P. H.

See other speed restrictions on page 13.

Stations	Sunday & Holiday Hours
Cedar Falls	.....Continuous
Snoqualmie Falls	.....Closed
Carnation	.....Closed
Monroe	.....Closed
Everett	.....9:30 PM to 11:30 PM

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

MAXIMUM SPEED PERMISSIBLE

	Pass & Silk Trains	Freight Trains
Between Cle Elum and Easton (Except on first curve east and first curve west of bridge F.F.-4 4 1/2 mi. west of Cle Elum, where speed should be reduced to)	70 mph.	50 mph.
Between Easton and Hyak	50 mph.	40 mph.
Between Hyak and Cedar Falls	30 mph.	22 mph.
Between Cedar Falls and Maple Valley	55 mph.	45 mph.
Over bridge FF-16, 1.7 mi. west of Easton	20 mph.	20 mph.
Trains handling logs		30 mph.

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.

Passengers 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 48-6, 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. R. Co. Time Table and Rules govern. All toilets must be kept locked in trains between east switch, Cedar

Falls and Landsburg, and in city limits, Renton and Seattle. Refuse must not be thrown from private, dining or other cars within these limits. Conductors will be held responsible for a strict observance of this rule. 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.

SUNDAY AND HOLIDAY HOURS

Hyak	.....12:01 PM to 2:00 PM	Cedar Falls	.....Continuous
Cle Elum	.....Continuous	Maple Valley	.....Continuous

WESTWARD

TACOMA AND MORTON—SUBDIVISION

EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Distance from Tacoma	STATIONS	Distance from Morton	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	SECOND CLASS		THIRD CLASS
863	791	Sidings	Other Trucks							864	792	790
Time Freight	Way Freight									Time Freight	Way Freight	Way Freight
Except Sun.	Ex. Sat.									Except Mon.	Ex. Sun.	Ex. Sat.
L 9:00PM	L 7:30AM			0.0	TACOMA	67.2	MA	Continuous	BKRS	A 2:00AM	A 1:00PM	
10:01	7:50	85	182	3.1	HILLSDALE	64.1		No Office	P	1:38	12:40	
				5.5	MIDLAND	61.7		No Office				
10:15	8:15	45		6.9	ALLISON	60.3		No Office	W. 4 Mi W	1:25	12:20	
A 10:30PM	8:27	38	7	11.2	FREDERICKSON	56.0		No Office	JPRY	L 1:05AM	12:05PM	
	8:35	28		12.8	BERKELEY	54.4		No Office			11:55	
	8:55	76	5	17.4	THRIFT	49.8		No Office			11:35	
	9:08	38		31.0	TANWAX	46.2		No Office			11:25	
	9:20	56	4	23.0	KAPOWSIN	44.2		No Office	PW		11:09	
	792 10:00	76	30	32.6	EATONVILLE	34.6	V	7:45AM to 4:45PM	W		791 10:00	
	10:17	20		36.6	LA GRANDE	30.6		No Office	P		9:30	
	10:37	41	7	41.2	ALDER	26.0		No Office			9:01	
	10:45	44		43.3	RELIANCE	23.9		No Office			8:50	
	11:00	17	30	47.2	ELBE	20.0	H	7:45AM to 4:45PM	PW		8:20	
	11:55			49.6	PARK JCT.	17.6		No Office	JPY		7:20	
	12:15PM	30	200	53.7	West Fork Logging Co. Crossing MINERAL	13.5	D	6:00AM to 2:00PM 3:00PM to 11:00PM	SBGORW	L 7:00AM	A 2:45PM	
	12:33	38		57.9	DIVIDE	9.3		No Office	W4.9 West P		2:25	
	A 1:15PM		25	67.2	MORTON	0.0	MN	8:00AM to 5:00PM	RY		L 1:45PM	
1:30	5:45				Schedule Time					.55	6.00	1.00
7.5	11.7				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

	Pass. Trains	Freight Trains
Between Tacoma and Park Jct.	40 mph.	35 mph.
Between Park Jct. and Morton	35 mph.	35 mph.
Between LaGrande and 3 1/2 miles west	15 mph.	15 mph.
Over Nisqually River bridge, 1 mi. West of Park Jct.	15 mph.	15 mph.
Between Hillsdale and Tacoma	15 mph.	15 mph.
Trains handling logs		30 mph.

See other speed restrictions on page 13.

Double track in use between Tacoma Jct. and Tide Flats Yard. See page 3.

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

Carlson Lbr. Co.	1.9 miles west of Mineral
Fitzer	3.0 miles west of Eatonville
Millberg	3.0 miles west of Mineral
Rock Quarry	3.3 miles west of LaGrande

Stations

Tacoma	Continuous
Eatonville	Closed
Elbe	Closed
Mineral	6:00 PM to 8:00 PM
Morton	Closed

Sunday & Holiday Hours

Not necessary for trains to obtain clearance card at Frederickson.

Telephone located at Headworks one mile east of Alder.

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.	STATIONS	Distance from Ashford	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	SECOND CLASS		THIRD CLASS
863	791	Sidings	Other Trucks							864	792	790
Time Freight	Way Freight									Time Freight	Way Freight	Way Freight
Except Sun.	Ex. Sat.									Except Mon.	Ex. Sun.	Ex. Sat.
		10		0.0	PARK JCT.	5.5		No Office	JPY			
		21		1.3	HICKEY	4.2		No Office				
		17		3.5	NATIONAL	2.0		No Office				
		16		5.5	ASHFORD	0.0	F	8:00AM to 5:00PM	P			
					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.

Maximum Speed Permissible Between Park Jct. & Ashford Passenger 30 mph.; Freight 20 mph.

Station Ashford

Sunday & Holiday Hours Closed

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	5000	4148
EF 2	7500	1650	4650	7500	5550	4350	7500	6242
EP 2	3500	580	1400	3500	2400	1250	3500	2333
EP 3	3500	600	1500	3600	2500	1350	3500	2421

FREIGHT TONNAGE RATING--EAST COAST DIVISION

Eastward	% Grade	N-3	C-3	F-5	S-1
Othello to Avery	.4	5543	3018	2706	4000
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	1350
Manito to Plummer Jct	.75	3574	1950	1735	2500
Newport to Tweedie	.7	3771	2057	1832	---
Coleman to Jenida	1.0	2815	1539	1362	---
Westward					
Ramsdell to Sorrento	1.0	2815	1539	1362	1920
Marengo to Hillcrest	.7	3771	2057	1832	2700
Plummer Jct. to Mercer	1.0	2815	1539	1362	1920
Mercer to Spokane	.7	3771	2057	1832	2700
Spokane to Cheney	.69	2806	2079	1853	2750
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-2	216 tons	I-5	104 tons
L-3	252 tons	N-2	281 tons
F-5	205 tons	N-3	370 tons
F-3	196 tons	EF-1	288 tons
C-5	189 tons	EF-2	432 tons
C-3	185 tons	EF-3	406 tons
C-2	175 tons	EP-2	272 tons
G-6	157 tons	EP-3	310 tons
G-5	98 tons	K-1	182 tons
		S-1	400 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.	Zero to 10 below	Reduce 20 per cent.
Zero to 10 above	Reduce 15 per cent.		10 to 20 below	Reduce 30 per cent.

10 WESTWARD FREDERICKSON AND HELSING JCT.—SUBDIV. EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 44 IN EFFECT 12:01 A. M. SEPTEMBER 2nd, 1938				SECOND CLASS			
863	865	Sidings	Other Tracks	Distance from Frederickson	Distance from Hoquiam	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	862	864	
Time Freight	Time Freight								Time Freight	Time Freight	
Except Sun.	Except Mon.								Except Sun.	Except Sun.	
L 10.30PM		38	7	0.0			No Office	JPRY	A 1.05AM		
10.45			8	3.4			No Office		12.50		
11.00		44	2	8.0			No Office	W	12.30		
11.25		23	50	15.8			No Office	P	12.10AM		
864 11.50		37		23.4			No Office	P	863 11.50		
				26.3			Weyerhaeuser Timber Co. Crossing	G			
12.05AM				27.9					11.05		
12.20		34		31.2			No Office		10.50		
A 12.45AM	L 1.00AM	33	45	37.2		MT	8.00AM to 4.00PM 8.00PM to 4.00AM	BJOPR SWY	A 9.00PM	L 10.30PM	
	1.10	22		41.1			No Office		8.35		
	1.30		7	46.6			No Office		8.15		
	A 1.40AM			48.5			No Office	JKR	L 8.00PM		
				50.0							
				54.6							
				58.5							
				62.6							
				65.2							
				67.1							
				68.8							
				72.2							
				78.7							
				80.1							
				82.9							
				86.4							
				87.5							
				89.3							
				90.2							
	A 4.15 AM			93.8							
2.15	.40							BCKORT WY	L 5.00PM		
16.0	16.9								1.0	2.35	
									11.3	14.2	
Schedule Time											
Average Speed Per Hour											

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

Passenger Trains		Freight Trains	
Between Frederickson and Helsing Jct.-----	40 mph.	Between Frederickson and Helsing Jct.-----	35 mph.
Between Helsing Jct. and Aberdeen, Union Pacific Railroad Co. Time Table and Rules govern.		When handling logs-----	30 mph.
Junction switch at Helsing Junction must be left set and locked for U. P. R. R. Co. tracks.		Over highway crossing 2 mi. west of Rainier-----	16 mph.
Between Aberdeen and Hoquiam, Northern Pacific Railway Co. Time Table and Rules govern.		Between Aberdeen and Hoquiam, Northern Pacific Railway Co. Time Table and Rules govern.	
See other speed restrictions on page 13.			
INDUSTRIAL TRACKS NOT SHOWN AS STATIONS			
Bordeaux -----	Mumby -----	Station -----	Sunday & Holiday Hours -----
		Skookumchuck -----	Closed
		Maytown -----	Closed
Not necessary for trains to obtain clearance card at Frederickson.			
Junction switch at Frederickson should be set and locked for Frederickson and Helsing Junction subdivision.			
Junction switch at Maytown should be set and locked for Frederickson and Helsing Jct. subdivision.			
Gates have been installed at Weyerhaeuser Timber Co. Crossing 2.9 miles west of Rainier. C. M. St. P. & P. trains should approach this crossing under control, but unless gates are set against them it will not be necessary for them to stop.			

WESTWARD MAYTOWN AND RAYMOND—SUBDIVISION EASTWARD

THIRD CLASS		SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 44 IN EFFECT 12:01 A. M. SEPTEMBER 2nd, 1938				SECOND CLASS		THIRD CLASS	
963	863	Sidings	Other Tracks	Distance from Maytown	Distance from Raymond	Telegraph Calls	Office Open Week Days	SYMBOLS See Special Rule Page 5	864	964			
Way Freight	Time Freight								Time Freight	Way Freight			
Except Sat. & Sun.	Except Mon.								Except Sun.	Except Sat. & Sun.			
	L 1.00AM	33	45	0.0			8.00AM to 4.00PM 8.00PM to 4.00AM	BJOPRSWY	A 10.30PM				
	1.35	54		7.4			No Office		10.00				
				12.4				M					
				13.7									
	2.00	40	36	13.7			7.45AM to 4.45PM	PZ	9.35				
				14.3				G					
				17.0				G					
L 9.10PM	2.20	58	100	17.4			8.00AM to 4.00PM 9.00PM to 5.00AM	K-P-R-W	9.05	A 7.20PM			
9.15	A 2.30AM			18.4				M	L 8.00PM	7.15			
	A 6.00AM			58.0					L 6.00PM				
				35.3									
				35.3									
L 10.20PM				35.3				JRP		A 5.55PM			
10.25		10	10	36.3				P		5.50			
11.10		13		50.0						5.00			
11.30		30	24	53.3						4.45			
11.40		20	8	54.9				PW		4.30			
12.13AM				61.6				JKP		4.11			
12.14			10	61.8						4.10			
A 12.35AM		19	210	64.6						L 4.00PM			
3.25	1.30									1.30			
13.8	12.2									12.2			
Schedule Time													
Average Speed Per Hour													

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
MAYTOWN AND RAYMOND SUBDIVISION RAILWAY CROSSINGS INTERLOCKED—SEE SPECIAL RULE PAGE 13

MAXIMUM SPEED PERMISSIBLE

	Passenger Trains	Freight Trains	Handling Logs
Between Maytown and Chehalis -----	45 mph.	35 mph.	30 mph.
Between Dryad Jct. and MacPhail-----	35 mph.	25 mph.	20 mph.
Between MacPhail and Firdale-----	25 mph.	15 mph.	15 mph.
Between Firdale and Raymond-----	35 mph.	25 mph.	20 mph.

See other speed restrictions on page 13.

Junction switch at Maytown should be set and locked for Frederickson and Helsing Junction subdivision.
Switch leading to C. C. & C. connection at Chehalis should be set and locked for that connection.
Switch at the C. M. St. P. & P. end of interchange track with the N. P. tracks at Chehalis Jct. should be set and locked for the interchange track.
Between Chehalis Jct. and Longview, Northern Pacific Railway Co's. Time Table and Rules Govern.
Between Chehalis Jct. and Dryad Jct., Northern Pacific Railway Co's Time Table and Rules Govern.
Nos. 964-963 carry passengers between Raymond and Chehalis.

SUNDAY AND HOLIDAY HOURS

	Sundays	Holidays
Maytown -----	Closed	8:00 PM to 4:00 AM
Centralia -----	Closed	Closed
Chehalis -----	Closed	9:00 PM to 5:00 AM
Chehalis Jct. -----	Closed	8:00 PM to 5:00 AM
Raymond -----	Closed	Closed

WESTWARD DISCOVERY JCT. AND DISQUE-SUBDIV. EASTWARD

WESTWARD BELLINGHAM AND GLACIER-Sub-Div. EASTWARD

Westward GOSHEN JCT. AND KULSHAN--Sub-Div. Eastward 11

SECOND CLASS	Capacity of Sidings in Cars		Time Table No. 44				SECOND CLASS
95	Sidings	Other Tracks	In Effect 12:01 A. M. SEPTEMBER 2nd, 1938				96
Way Freight			Distance from Port Townsend	Distance from Disque	Telegraph Calls	Office Open Week Days	SYMBOL	Way Freight
Mon., Wed. Fri.	STATIONS						Mon., Wed. Fri.
(L 10.20AM)			0.0	69.1		Via P. T. S. R. R.	(A 8.50AM)
L 11.05AM	27	70	13.0	56.1		No Office	A 8.05AM
		10	14.4	54.7		No Office	W 2 mi. W
		10	20.4	48.7		No Office	P
	22		25.7	43.4		No Office	P
12.05PM	34		32.5	36.6		8AM to 5.00PM	7.05
	20		36.1	33.0		No Office	P
		10	39.9	29.2		No Office	
		12	42.9	26.2		No Office	
	27		48.4	20.7		No Office	
A 1.05PM	Yard		50.8	18.3		8AM to 5.00PM	L 6.00AM
	25		55.0	14.1		No Office	
	21		58.6	10.5		No Office	K-P
		3	59.8	9.3		No Office	
		12	62.1	7.0		No Office	
		4	64.5	4.6		No Office	
	26	14	67.2	1.9		No Office	W 1.3 mi. W
			69.1	0.0		No Office	K-P
2.00	Schedule Time						2.05
18.9	Average Speed Per Hour						18.1

SECOND CLASS	Capacity of Sidings in Cars		Time Table No. 44				THIRD CLASS
97	Sidings	Other Tracks	IN EFFECT 12:01 A. M. SEPTEMBER 2nd, 1938				98
Way Freight			Distance from Bellingham	Distance from Glacier	Telegraph Calls	Office Open Week Days	SYMBOLS	Way Freight
Except Sun.	STATIONS						Except Sun.
L 7.00AM		Yard	0.0	46.8	L 8.00AM to 5.00PM	BKORST WZ	A 12.30PM
7.25	21		4.0	42.8	No Office		12.10PM
7.35			5.9	40.9	No Office		11.50
f 7.40	9		7.0	38.9	No Office		f 11.35
7.45	6		10.4	36.4	No Office		f 11.20
f 7.48	34		11.4	35.4	No Office	P	f 11.10
f 7.53			12.7	34.1	No Office	J P R	f 10.50
f 7.55	15		12.9	33.9	No Office		f 10.45
f 8.07	15		17.0	29.8	No Office		f 10.25
s 8.15		30	17.8	29.0	No Office		s 10.15
98 8.30	13		19.3	27.5	No Office	J P R Y	97 10.00 8.30
f 8.40	16		22.2	24.6	No Office		f 8.10
s 8.50		Yard	25.1	21.7	S 8.00AM to 5.00PM	B K P W Y	s 8.00
			26.1	20.7	No Office		
f 9.05			27.4	19.4	No Office		f 7.50
9.25	17		31.9	14.9	No Office	P	7.25
f 9.30	15		32.7	14.1	No Office	P	f 7.20
f 9.35			33.4	13.4	No Office	P Y	f 7.10
f 9.45		50	35.0	11.8	No Office		f 6.55
f 9.55	8		36.3	10.5	No Office		f 6.35
f 10.25	12	47	39.5	7.3	No Office	P	f 6.25
f 10.55		15	44.1	2.7	No Office	P W	f 6.10
A 11.15AM		20	46.8	0.0	No Office	P R Y	L 6.00AM
4.15	Schedule Time						5.00
11.9	Average Speed Per Hour						9.4

EXTRA FREIGHT SERVICE	Capacity of Sidings in Cars		Time Table No. 44				EXTRA FREIGHT SERVICE
	Sidings	Other Tracks	IN EFFECT 12:01 A. M. SEPTEMBER 2nd, 1938				
			Distance from Goshen Jct.	Distance from Kulshan	Telegraph Calls	Office Closed	Symbols
	STATIONS						
			0.0	11.5	No Office	J P R	
			6.1	5.4	No Office	G	
	35	2	7.1	4.4	No Office	P	
		Yard	11.5	0.0	No Office	P W Y	

Westward HAMPTON AND LYNDEN--Sub-Div. Eastward

SECOND CLASS	Capacity of Sidings in Cars		Time Table No. 44				THIRD CLASS
197	Sidings	Other Tracks	IN EFFECT 12:01 A. M. SEPTEMBER 2nd, 1938				198
Way Freight			Distance from Hampton	Distance from Lynden	Telegraph Calls	Office Closed	Symbols	Way Freight
Except Sun.	STATIONS						Except Sun.
L 8.30AM			0.0	5.4	No Office	J P R Y	A 10.00AM
A 8.50AM		Yard	5.4	0.0	A 8.00AM to 5.00PM	R Y	L 9.40AM
.20	Schedule Time						.20
16.2	Average Speed Per Hour						16.2

SPECIAL RULES

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

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

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.

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."

Sunday and Holiday Hours
Port Angeles Closed

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS
Bekkevar2.8 Miles W. Gardiner
Iven0.8 Miles W. Agnew

J. P. ROTHMAN,
Chief Dispatcher.

SPECIAL RULES

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

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

Trains will reduce speed to four miles per hour over crossing at Badger and Everson.

All trains reduce speed to 10 miles per hour over high trestles between Columbia and Lamberton.

Derail on main track east of east switch Glacier.

Maximum speed permissible: Bellingham and Glacier, 20 M. P. H.

See other speed restrictions on page 13.

SUNDAY AND HOLIDAY HOURS

Bellingham Closed
Sumas Closed

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS:

NAME	Miles	Car Capacity	NAME	Miles	Car Capacity
Lind Spur.....	2.7	2	Hawkins.....	0.3	4
Gravel Pit.....	2.8	20	Blair.....	3.1	4
Cement Spur.....	3.3	50	Jacob.....	4.1	4
Coal Mine.....	3.9	25	Heaton-Olson.....	0.9	20
Boulder Crk. Spur.....	2.0	10	Bell Creek.....	2.1	2
			Sumas.....		4
			Lamberton.....		4
			Lamberton.....		4
			Warnick.....		20
			Deming.....		2

SPECIAL RULES

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

Maximum speed permissible, 16 miles per hour.

Trains 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.

SUNDAY AND HOLIDAY HOURS

Lynden Closed

A. C. BOWEN,
Chief Dispatcher.

GENERAL

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.	Metline 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		Neppel and Tiflis
	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.

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.

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 yellow flag by day or a yellow 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).

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, showing 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

BLAKESLEE JCT.

Home signals located 550 ft. from the crossing, fixed distant signals 2500 ft. from home signals. All signals are upper quadrant semaphore type, located on right hand side of track and their indications are in accordance with rules 602-A and 603-J. All trains will approach the home signals under control, and if "Proceed" signal indication is obtained, may proceed over the crossing at speed not exceeding 25 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 release are posted on inside of the box. If operation of hand release does not clear home signal, the trainman at crossing, upon having made certain that the home signals on 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.

CHEHALIS JCT.

All movements governed by color light type signals as follows:

For Westward Trains:

Two unit home signal located 300 ft. from crossing, top unit governs to CC&C Railroad, lower unit governs to NP Railroad.

For Eastward Trains from CC&C Railroad:

Two unit home signal located 550 ft. from crossing, lower unit govern movement over crossing.

All movements to or from CC&C Railroad must be handled through interlocking tower.

Movement to NP Railroad by trains stopped at home signal may be made by operating the electric switch lock on connecting switch. If electric switch lock cannot be operated, release may be obtained by operating hand release located in box just west of switch according to instructions posted inside box.

All trains will approach the home signals under control, and if "Proceed" signal is obtained, may proceed at speed not exceeding 10 miles per hour.

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.

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 April, 1934.

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 in his brake valve and keep brake pipe charged. When road engine again attached to train, engineman on rear helper will cut out his brake valve and usual brake pipe test made as per Rules 38 and 85.

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

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

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

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

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.

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 sixty 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.

SPEED RESTRICTIONS GOVERNING SPECIAL EQUIPMENT

	MAIN LINE		BRANCH LINES	
	Tang. & Curves up to 6 Deg.	6 Deg. Curves and over	Tang. & Curves up to 6 Deg.	6 Deg. Curves and over
Scale Test Cars	30	30	25	25
Wrecking Cranes	30	25	25	20
Rotary Snowplows				
Locomotive Cranes				
Pile Drivers, Ditchers				
Steam Shovels, Jordan Spreaders				

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.

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.

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 yellow flag by day, and in addition, a yellow 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
Drs. Brazeau & Key	Oculists	Spokane
Drs. Smith & Pohl	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	Bellingham
Dr. S. S. Howe	Oculist	Everett
Dr. C. L. Hoefler	Oculist	Everett
Dr. H. W. Fleischhauer	Oculist	Port Angeles

HOSPITALS

St. Maries	St. Maries Hospital
Spokane	St. Lukes 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

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 MANITO 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.
Othello—2000 ft. east of east switch.

ST. MARIES AND ELK RIVER SUB-DIVISION

St. Maries—2700 ft. west of west wye switch.
Clarkla—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—5440 ft. west of west switch.
McGuire and Grand Jct.—Yard limits extend from 2000 ft. east of east switch McGuire 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.
Newport—2000 ft. east of east switch—2000 ft. west of west switch.
Usk-Cusick—Yard limits extend from 2000 ft. east of east switch Usk to 1734 ft. west of planer track switch Cusick.
Ione—2000 ft. east of east wye switch—2000 ft. west of west switch.
Metaline Falls—2000 ft. east of east wye switch.

MCGUIRES AND COEUR D'ALENE SUB-DIVISION

McGuire—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.
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.
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. crossing on Tacoma and Black River Sub-division.
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.
Summer—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 Jct. switch.
Snoqualmie Falls—3100 ft. east of east switch—1000 ft. west of west switch.
Monroe—5300 ft. east of east switch.
Everett—All tracks in Everett and Belt Yard.

BAGLEY JCT.—ENUMCLAW SUB-DIVISION

Kerriston Jct.—east to main line derail, west, 1,000 ft.
Selleck—2263 ft. east of east switch. 3120 ft. west of west switch.
Bayne—2774 ft. east of Occidental Spur switch. 2627 ft. west of Bayne Mine switch.
Enumclaw—666 ft. east of N. P. set-out track, White River Lbr. Co. Railroad. 1238 ft. east of east wye switch. 2025 ft. west of west N. P. passing track switch.

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.
Eatonville—1250 ft. east of east switch—4250 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.
Morton—3000 ft. east of east switch.

PARK JCT. AND ASHFORD SUB-DIVISION

Park Jct.—1000 ft. west of west switch at Hickey.
Ashford—From 242 ft. east of east switch 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—3800 ft. east of east switch—3200 ft. west of west switch.
Skookumchuck—2000 ft. east and 3000 ft. west of 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 to N. P. R. R. and C. C. & C. Ry. connections.
McPhall—2000 ft. east of east switch—2000 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.

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.

DISCOVERY JCT. AND DISQUE SUB-DIVISION

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.

BELLINGHAM AND GLACIER SUB-DIVISION

Bellingham—2500 ft. west of Mile Post 3 Waterfront Line, and 2000 ft. west of Lake Line switch High Line.
Wahl & Goshen—2000 ft. east of east switch Wahl to 500 ft. west of west switch Goshen.
Everson & Hampton—2000 ft. east of east switch Everson to 2000 ft. west of west wye switch Hampton.
Sumas—2000 ft. east of east wye switch to 2000 ft. west of B. C. E. switch.
Kulshan—2000 ft. east of east switch.

COLOR SIGNALS

Rules 10, 301, 302, 303, 501, 502, 503, 601, 602, 603, 1110 and 1115 are changed on the Coast Division, and the following will govern:

Color	Indication
(a) Red	Stop.
(b) Yellow	Proceed at restricted speed and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Green & White	Flag Stop. See Rule 23.
(e) Blue	See Rule 26.
(f) Purple	Stop. (Night indication for dwarf signals).

Traveling Electricians ride on certain passenger trains to take care of defects that may develop enroute on air-conditioned cars. When such men find it necessary to go under the cars, their safety must be protected by the conductor in charge of the train, who will be given a blue flag. The train must not be moved until the Electrician requests the return of the blue flag.

Location	Name	Title	Office Telephone	Residence Telephone
St. Maries	Dr. D. E. Cornwall	Local Surgeon	119	141
St. Maries	Dr. C. A. Robins	"	119	267
Tekoa	Dr. C. B. Chizer	"	15	15X
Rosalia	Dr. L. A. Qualife	"	2504	2502
Spokane	Dr. E. B. Nelson	"	Main 2939	Lakeview 0232
Spokane	Dr. C. L. Kyle	"	Main 2939	Broadway 3040
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
Lind	Dr. C. Henderson	"	32	107
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	"	"	"
Monroe	Dr. Minard Allison	"	"	"
Everett	Dr. S. L. Caldwell	"	"	"
Enumclaw	Dr. E. R. Tiffin	"	"	"
Renton	Dr. J. L. Carney	"	"	"
Seattle	Dr. H. Eugene Allen	"	"	"
Seattle	Dr. C. J. Toohy	Asst.	"	"
Seattle	Dr. Wm. C. Spedel	Local	"	"
Kent	Dr. C. B. Hoffman	"	"	"
Auburn	Dr. Walter C. Aylen	"	"	"
Auburn	Dr. John Darst	"	"	"
Puyallup	Dr. S. D. Barry	"	"	"
Summer	Dr. G. C. Kohl	"	"	"
Tacoma	Dr. H. G. Willard	"	"	"
Tacoma	Dr. C. C. Leaverton	Asst.	"	"
Tacoma	Dr. L. A. Hopkins	"	"	"
Tacoma	Dr. D. G. Willard	"	"	"
Tacoma	Dr. Wm. B. McCreery	Local	"	"
Tacoma	Dr. Chas. R. McCreery	Asst.	"	"
So. Tacoma	Dr. A. G. Nace	"	"	"
Eatonville	Dr. G. A. Delaney	Local	"	"
National	Dr. M. R. Peterson	"	"	"
Rainier	Dr. P. S. Garnett	"	"	"
Morton	Dr. C. B. Ritchie	"	"	"
McKenna	Dr. S. P. Rich	"	"	"
Montesano	Dr. J. H. Fitz	"	"	"
Cosmopolis	Dr. L. R. Lightfoot	"	"	"
Aberdeen	Dr. J. B. Kinne	"	"	"
Hoquiam	Dr. J. F. Macdonald	"	"	"
Centralia	Dr. David Livingstone	"	"	"
Chehalis	Dr. H. L. Pettit	"	"	"
Doty	Dr. E. W. Stevens	"	"	"
Raymond	Dr. A. C. Kuehner	"	"	"
Port Townsend	Dr. H. G. Plut	"	"	"
Sequim	Dr. H. S. Jessup	"	"	"
Port Angeles	Dr. R. S. Hamilton	"	"	"
Bellingham	Dr. S. H. Johnson	"	"	"
Sumas	Dr. E. S. Sarvis	"	"	"
Lynden	Dr. F. L. Wood	"	"	"
Longview	Dr. J. S. McCarthy	"	"	"

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.

LOCATION SPRING SWITCHES AND POSITION NORMALLY SET

Station	Location	Set For	Signals
Marengo	West Switch	Spokane Line	Automatic No. 44
	UP connection	U P	Dwarf with time release 180 ft. West
Beverly	West Switch No. 1 siding	Main Track	Dwarf at clearance point
Doris	West Switch	Main Track	Automatic No. 147-6
Boylston	East Switch	Main Track	Dwarf at clearance point
Hyak	West Switch	Main Track	Automatic No. 29-6
Rockdale	East Switch	Main Track	"
	North Siding	Main Track	Automatic No. 35-5
Cedar Falls	East Switch	Main Track	Automatic No. 54-3
Black River	East Yard Switch	"	"
	Pac. Coast connection	Main Track	Dwarf at clearance point
Tac. Jct. tide Flats Line	East end of double track	Inbound Track	Dwarf—12 ft. east of switch
Frederickson	Junction Switch	Helsing Jct. Line	Light type—32 ft. East of Switch
Maytown	Junction Switch	Helsing Jct. Line	Light type—12 ft. East of Switch

Trains trailing through these switches will make no reverse movement against switch point until train is entirely clear of switch, or switch has been thrown by hand. Trains finding spring switch signals at stop, in addition to observing other rules, will examine switches to know that points are fully closed before passing over them.
Speed Limit Over Spring Switches
On main track in facing point direction—25 mph. From sidings to main track—15 mph.

- H. L. WILTROUT**
E. G. FOWLER
N. F. BINGHAM
R. W. BEAL
W. A. MONROE
F. B. BEAL
F. A. CHALK
S. C. WHITTEMORE
C. P. MILES
Train Dispatchers
- T. E. CORBETT**
Chief Dispatcher.
- P. L. HAYS**
Chief Dispatcher, St. Maries and Elk River, Dishman and Metaline Falls, McGuire and Coeur d'Alene Sub-division
- C. A. SCHLEUSNER**
J. A. WRIGHT
Traveling Engineers and Assistant Trainmasters
- R. G. WEBB**
E. L. CLEVELAND,
Trainmasters