

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

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

COAST DIVISION

TIME TABLE NO. 4

To be used in conjunction with Special Rules No. 3

Taking effect at 12:01 A. M.
Pacific Standard Time

Sunday, May 11, 1941

For the government and information
of employes 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

PIONEER, INC., TACOMA—161376



L. WYLIE,
Assistant Superintendent.

G. H. HILL,
Assistant Superintendent.

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

W. C. GIVENS,
Superintendent.

N. A. RYAN,
General Manager.

WESTWARD FIRST SUBDIVISION

	SECOND CLASS		FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Avery	Time Table No. 4 MAY 11, 1941 STATIONS
	63	263	15	7	Sidings	Other tracks			
	Time Freight	Time Freight	Passenger	Passenger					
	Daily	Daily	Daily	Daily					
		L 2.00PM	L 5.53PM	L 3.05AM		Yard	NF	0.0	AVERY -5.3
		2.15	6.04	f 3.15	67	20		5.3	ETHELTON 7.7
				f 3.30		5		13.0	MARBLE CREEK 0.8
		2.35	6.21	3.33	66	18		13.8	POCONO 4.2
				f 3.41		10		18.0	HERRICK 4.4
		3.01	6.37	s 3.51	103	20	CR	22.4	CALDER 5.1
		3.15	6.46	f 4.00	69	15		27.5	ZANE 5.3
		3.30	6.57	s 4.12	68	20		33.3	ST. JOE 6.0
		3.45	7.08	4.22	67			39.9	OMEGA 5.5
		L 4.45PM	4.30	s 7.23	180	500	CB	45.4	ST. MARIES 5.9
		5.01	4.45	7.33	68	40		51.3	RAMSDELL 5.0
		5.15	5.01	7.45	68	16		57.2	PEDEE 4.4
		5.28	5.15	7.55	67	15		61.6	KARNAC 2.8
		A 5.35PM	5.30	A 8.01PM	10		WJ	64.4	PLUMMER JUNCTION 0.8
			5.35		67	190		65.2	PLUMMER 6.8
			5.50		65	25		72.0	MOWRY 8.1
			6.10		65	30	TK	80.1	TEKOA 7.2
			6.25		30			87.3	SEABURY 5.9
			6.40		67	20		93.2	PANDORA 6.5
			7.01		67	20		99.7	ROSALIA 5.6
			7.20			31		105.2	SQUAW CANYON 3.6
		A 7.45PM				Yard	M	108.8	MALDEN

MAXIMUM SPEED PERMISSIBLE

	Pass & Silk trains	Freight trains
Between Avery and Calder	50 mph.	40 mph.
Between Calder and Ramsdell	60 mph.	45 mph.
Between Ramsdell & Plummer Jct.	50 mph.	40 mph.
Around sharp curves between Avery & Plummer Jct.	30 mph.	30 mph.
Over Street crossings St. Maries	20 mph.	20 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 except when loaded on staked cars	-----	30 mph.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Harvey Creek	2.5	East	Marble Creek
Riverdale	3.5	West	Omega
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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between Avery and a point 2902 ft. west of Sorrento Tunnel No. 41.

Manual Block System is in use between Plummer Jct. and Malden. Train Order Signals are also used as Block Signals.

Rule G-317 applies at Malden.

No. 15 will stop on signal 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.

No. 7 will stop on signal at Trout Creek Camp 3/4-mile west of Zane.

The time of No.'s 7 and 15 at Plummer Junction applies at the junction switch.

FIRST SUBDIVISION EASTWARD

Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Malden	See Rule 6-A	Office open week days	FIRST CLASS		SECOND CLASS				
				16	8	64	264			
				Passenger	Passenger	Time Freight	Time Freight			
				Daily	Daily	Daily	Daily			
AVERY 5.3	108.8	BEHKORTWX	Continuous	As 11.10AM	As 12.45AM		A 10.55AM			
ETHELTON 7.7	103.5	P	No Office	10.55	f 12.29		10.20			
MARBLE CREEK 0.8	95.8	P	No Office		f 12.10					
POCONO 4.2	95.0	P	No Office	10.38	12.03AM		10.00			
HERRICK 4.4	90.8	P	No Office		f 11.52					
CALDER 5.1	86.4	PW	7.00 AM to 4.00 PM	10.22	s 11.38		9.35			
ZANE 5.8	81.3	P	No Office	10.14	f 11.22		9.20			
ST. JOE 6.6	75.5	P	No Office	10.05	s 11.12		9.00			
OMEGA 5.5	68.9	P	No Office	9.55	11.00		8.45			
ST. MARIES 5.9	63.4	BHJKORWXYZ	Continuous	s 9.47	s 10.50	A 1.30AM	8.25			
RAMSDELL 5.0	57.5	P	No Office	9.31	f 10.28	1.12	7.00			
PEDEE 4.4	51.6	P	No Office	9.21	f 10.19	12.55	6.40			
KARNAC 2.8	47.2	P	No Office	9.12	10.11	12.40	6.25			
PLUMMER JUNCTION 0.8	44.4	JKRWXY	Continuous	L 9.07AM	L 10.05PM	L 12.30AM	6.10			
PLUMMER 6.8	43.6	VX	No Office				6.05			
MOWRY 8.1	36.8	P	No Office				5.45			
TEKOA 7.2	28.7	PW	7.00 AM to 4.00 PM				5.20			
SEABURY 5.9	21.5	P	No Office				4.50			
PANDORA 6.5	15.6	P	No Office				4.30			
ROSALIA 5.5	9.1	PV	No Office				4.10			
SQUAW CANYON 3.6	3.6	P	No Office				3.55			
MALDEN	0.0	BHKRWXY	Continuous				L 3.35AM			

MAXIMUM SPEED PERMISSIBLE		
	Pass & Silk trains	Freight trains
Between Avery and Calder.....	50 mph.	40 mph.
Between Calder and Ramsdell.....	60 mph.	45 mph.
Between Ramsdell & Plummer Jct.....	50 mph.	40 mph.
Around sharp curves between Avery & Plummer Jct.	30 mph.	30 mph.
Over Street crossings St. Maries.....	20 mph.	20 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 except when loaded on staked cars	-----	30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between a point 2902 ft. west of Sorrento Tunnel No. 41 and Avery.

Manual Block System is in use between Malden and Plummer Jct. Train Order Signals are also used as Block Signals.

Rule G-317 applies at Plummer Jct.

No. 16 will stop on signal 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. 8 will stop on signal at Trout Creek Camp 3/4-mile west of Zane.

The time of No.'s 8 and 16 at Plummer Junction applies at the junction switch.

4 WESTWARD SECOND SUBDIVISION

	SECOND CLASS			FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Plummer Junction	Time Table No. 4 MAY 11, 1941 STATIONS
	63	463	391	15	7	Sidings	Other tracks			
	Time Freight Daily	Time Freight Daily Except Sunday	Way Freight Tues. Thur. & Sat.	Passenger Daily	Passenger Daily					
	L 5.35PM			L 8.01PM	L 5.15AM			WJ	0.0	PLUMMER JUNCTION 6.4
	5.50			8.10	s 5.26		27	WY	0.4	WORLEY 1.4
	5.53			8.12	5.28	101			7.8	MOZART 5.3
	6.05			8.20	f 5.36		27		13.1	SETTERS 2.4
	6.12			8.24	5.42	45	15		15.5	SAXBY 4.3
	A 6.25PM			A 8.32PM	Af 5.50AM	71	10	MU	10.8	MANITO 15.2
	7.22		3.30 M	9.00	6.25			SP	35.0	DISHMAN 3.8
	7.35		3.40	9.08	6.32				38.8	EAST SPOKANE 0.8
	7.42		3.45	9.10	6.35				39.6	N. P. CROSSING 1.2
	8.00 PM	5.30 PM	4.00 PM	9.20 PM 10.00 PM	6.45 AM		Yard		40.8	SPOKANE YARD 0.7
								SN	41.5	SPOKANE 61.2
		8.30 PM		11.35 PM				RA	102.7	MARENGO

EASTWARD SECOND SUBDIVISION

Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Marengo	See Rule 6-A	Office open week days	FIRST CLASS		SECOND CLASS		
				16	8	464	392	64
				Passenger Daily	Passenger Daily	Time Freight Daily Except Monday	Way Freight Mon. Wed. & Fri.	Time Freight Daily
PLUMMER JUNCTION 6.4	102.7	JKRWXY	Continuous	A 9.07AM	As 10.05PM			A 12.25AM
WORLEY 1.4	96.3	P	8.00 AM to 5.00 PM	8.57	s 9.53			11.50
MOZART 5.3	94.9	P	No Office	8.55	9.48			11.45
SETTERS 2.4	89.8	P	No Office	8.49	f 9.40			11.30
SAXBY 4.3	87.2	P	No Office	8.46	9.36			11.25
MANITO 15.2	82.9	JRVWXY	Continuous	L 8.40AM	Lf 9.30PM			L 11.05PM
DISHMAN 3.8	67.7	K	Via U. P. R. R.	8.15	f 9.00		8.30AM	9.35
EAST SPOKANE 0.8	63.9			8.08	8.47		8.20	9.15
N. P. CROSSING 1.2	63.1			8.05	8.45		8.15	9.10
SPOKANE YARD 0.7	61.9			8.00AM 7.25 AM	8.40PM	3.15AM	8.05AM	9.00PM
SPOKANE 61.2	61.2	BKORTVWZ						
MARENGO	0.0	JRVWXY	Continuous	8.55AM		1.00AM		

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Plummer Jct. and Manito.....	70 mph.	50 mph.
Over Bridge EE1230 ¼ ml. East of Manito..	30 mph.	30 mph.
Around curve ½ ml. west of Plummer Jct..	30 mph.	25 mph.
Trains handling logs except when loaded on staked cars		30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Manito and Marengo. Union Pacific R. R. time-table and rules govern.

Automatic Block System is in use between Manito and Plummer Jct.

No. 15 will stop on signal at Plummer Jct., Worley and Setters for revenue passengers destined west of Spokane, or to discharge passengers from Missoula and East.

No. 16 will stop on signal at Setters, Worley and Plummer Jct. for revenue passengers destined Missoula and East or to discharge passengers from points west of Spokane.

WESTWARD

THIRD SUBDIVISION

EASTWARD

SECOND CLASS 263	FIRST CLASS 15	Capacity in cars		Telegraph calls	Distance from Malden	Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Othello	See Rule 6-A	Office open week days	FIRST CLASS	SECOND CLASS
		Siding	Other tracks							16	264
										Passenger	Time Freight
Time Freight	Passenger										
Daily	Daily									Daily	Daily
L 8.15PM			Yard	M	0.0	MALDEN	103.4	BHKRWX	Continuous		A 3.05AM
8.30			25		3.6	PINE CITY	99.8		No Office		2.50
8.40		66	30		5.6	KENOVA	97.8	P	No Office		2.40
8.55		72	20		11.3	ROCK LAKE	92.1	P	No Office		2.25
9.10		67	20		17.0	LAVISTA	88.4	P	No Office		2.10
9.20		43	8	WN	19.2	EWAN	84.2	PW	7.00 AM to 4.00 PM		2.00
9.40		67	35		29.6	REVERE	73.8	P	No Office		1.30
9.50		68	16		33.7	PAXTON	69.7	P	No Office		1.15
10.30	L 11.40PM	96	50	RA	44.0	MARENGO	59.4	JRVWXY	Continuous	As 5.50AM	12.45
10.45	11.49	67			49.9	HILLCREST	53.5	P	No Office	5.37	12.05AM
10.52	11.55	108	30		53.5	RALSTON	49.9	PW	No Office	5.31	11.55
11.03	12.02AM		20		58.5	PIZARRO	44.9	P	No Office	5.22	11.28
11.13	12.09	67	15		63.3	VASSAR	40.1	P	No Office	5.16	11.13
11.30	12.17	67	30	NE	68.0	LIND	35.4	P	8.00 AM to 5.00 PM	5.09	10.58
11.46	12.29	63	12		76.0	SERVIA	27.4	P	No Office	4.56	10.33
11.58PM	12.36	65	25		80.9	ROXBORO	22.5	P	No Office	4.50	10.17
12.20AM	12.50	62	25	WX	90.6	WARDEN	12.8	JPWY	8.00 AM to 5.00 PM	4.37	9.50
12.35	1.03	67	30		99.4	NOVARA	4.0	P	No Office	4.22	9.20
A 1.00AM	As 1.15AM		Yard	SO	103.4	OTHELLO	0.0	BEHKORTWX	Continuous	L 4.15AM	L 9.00PM

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 & Marengo	55 mph.	50 mph.
Between Marengo and Lind	65 mph.	50 mph.
Between Lind and Othello	60 mph.	45 mph.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
East Elevator	1.7	East	Lind
Hole Track	1.7	West	Lind

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Manual Block System is in use between Malden and Marengo. Train Order Signals are also used as Block Signals.

Automatic Block System is in use between Marengo and Othello.

Rule G-317 applies at Malden and Marengo.

No. 15 will stop on signal at Ralston, Roxboro and Warden, to let off revenue passengers from Spokane and east, and pick up revenue passengers destined Seattle and west.

No. 16 will stop on signal at Warden, Roxboro and Ralston to pick up revenue passengers destined Spokane and east, and let off revenue passengers from Seattle and west.

SECOND CLASS 263	FIRST CLASS 15	Capacity in cars		Telegraph calls	Distance from Othello	Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Cle Elum	See Rule 6-A	Office open week days	FIRST CLASS	SECOND CLASS
		Sidings	Other tracks							16	264
Time Freight	Passenger									Passenger	Time Freight
Daily	Daily									Daily	Daily
L 3.15AM	L 1.20AM		Yard	SO	0.0	OTHELLO 5.5	98.9	BEHKORTWX	Continuous	As 4.10AM	A 8.00PM
3.35	1.28	66	11		5.5	ANSON 3.7	93.4	P	No Office	3.58	7.40
¹⁸ 3.52	1.34	64	11		9.2	TAUNTON 5.8	89.7	P	No Office	²⁶³ 3.52	7.25
4.20	1.44	63	18		15.0	CORFU 3.7	83.9	PW	No Office	3.43	7.00
4.45	1.59	65	12		24.7	SMYRNA 6.5	74.2	P	No Office	3.28	6.25
5.00	2.09	61	19		31.2	JERICO 6.6	67.7	P	No Office	3.20	6.05
5.25	2.29	87	170	BV	37.8	BEVERLY 1.0	61.1	BKOWXY	12.01 AM to 4.00 PM	s 3.12	5.40
					38.8	BEVERLY JCT. 1.8	60.1	JP	No Office		
5.45	2.36	65	11		40.6	COHASSET 3.4	58.3	P	No Office	3.05	5.15
6.00	¹⁶ 2.56	39	3		44.0	DORIS 5.6	54.9	P	No Office	¹⁵ 2.56	5.00
6.25	3.11	65	5		49.6	RYE 3.3	49.3	P	No Office	2.43	4.35
6.40	3.20	78	9		52.9	CHEVIOT 3.7	46.0	P	No Office	2.34	4.20
6.55	3.29	78	20		56.6	BOYLSTON 5.5	42.3	P	No Office	2.26	4.05
7.20	3.42	65			62.1	RENSLOW 2.8	36.8	P	No Office	2.15	3.35
7.30	3.48		25		64.9	EAST KITTITAS 2.3	34.0		No Office	2.10	3.20
8.00	3.55	74	85	KY	67.2	KITTITAS 2.9	31.7	KXY	8.00 AM to 5.00 PM	2.06	3.05
8.10	3.59		14		70.1	REGAL 3.5	28.8		No Office	2.01	2.40
8.40	4.05	99	48	NB	73.6	ELLENSBURG 0.9	25.3		8.00 AM to 4.00 PM 9.30 PM to 5.30 AM	s 1.57	2.25
9.15	4.16	65	20	RP	80.5	THORP 3.4	18.4		7.30 AM to 4.30 PM	1.45	1.55
9.45	4.31	65	8		88.9	HORLICK 10.0	10.0	P	No Office	1.34	1.30
A 10.15AM	As 4.50AM		Yard	CM	98.9	CLE ELUM	0.0	BKRWX	Continuous	L 1.20AM	HL 1.00PM

MAXIMUM SPEED PERMISSIBLE

	Pass. & 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 (MP 2081 is located 5 ml. east of Cle Elum)	50 mph.	40 mph.
Between MP 2081 and Cle Elum	70 mph.	50 mph.
Around curves 2 1/4 miles west of Taunton, and 1 mile east of Corfu	35 mph.	35 mph.
From Beverly to 1 1/4 mi. east (drifting sand)	25 mph.	25 mph.
Around sharp curve between Tunnels 46 and 47 3 ml. east of Horlick	35 mph.	25 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Taneum	2.6	West	Thorp
Woldale	3.6	West	Ellensburg

Automatic Block System is in use between Othello and Cle Elum.

Mountain grade extends from Beverly Jct. to East switch at Kittitas.

At Beverly Jct. the normal position of junction switch is for the Fourth Subdivision.

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

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

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.

SECOND CLASS 263	FIRST CLASS 15	Capacity in cars		Telegraph calls	Distance from Cle Elum	Time Table No. 4 MAY 11, 1941			Distance from Seattle	See Rule 6-A	Office open week days	FIRST CLASS 16	SECOND CLASS 264
		Siding	Other tracks			STATIONS							
						Time Freight	Passenger	Daily				Daily	
L 11.30AM	L 4.50AM		Yard	CM	0.0	CLE ELUM		89.9	BKRWX	Continuous	As 1.20AM	A 12.30PM	
284 12.05PM	5.09	65	34		11.6	EASTON		78.3	PVY	No Office	1.01	263 12.05PM	
12.30	5.24	65	15		20.1	WHITTIER		69.8	P	No Office	12.44	11.40	
	5.31				24.1	KEECHELUS		65.8	PW	No Office	12.37		
1.00	5.39	78	98		29.0	HYAK		60.9	PX	No Office	12.27	11.20	
1.10	5.46	95	15		31.6	ROCKDALE		58.3	PWX	No Office	12.20	11.00	
1.25	6.00	66	10		36.7	BANDERA		53.2	P	No Office	12.09AM	10.35	
1.43	6.15	66	18		42.0	GARCIA		47.9	PW	No Office	11.58	10.10	
2.03	6.26	100	21		46.5	RAGNAR		43.4	P	No Office	11.48	9.50	
2.35	6.40	118	415	MY	50.8	CEDAR FALLS		39.1	BJKOWXYZ	Continuous	11.40	9.30	
2.50	6.46				54.8	BAGLEY JCT.		35.1	JP	No Office	11.33	8.40	
2.55	6.48	65			55.6	BARNESTON		34.3	P	No Office	11.32	8.35	
3.10	6.56	65			59.5	TRUDE		30.4	P	No Office	11.26	8.20	
	7.00		10		62.1	LANDSBURG		27.8	P	No Office	11.21		
3.25	7.03	63	18		64.4	NOBLE		25.5	P	No Office	11.17	8.00	
			24		66.8	SLOANE		23.1		No Office			
A 3.45PM	A 7.10AM	84	14	MV	67.8	MAPLE VALLEY	10.3	22.1	JRVWX	Continuous	L 11.12PM	L 7.45AM	
4.15	7.28			RN	78.1	(N. P. CROSSING) RENTON	2.4	11.8			10.54	6.25	
4.25	7.32	76	142	BI	80.5	BLACK RIVER	4.3	9.4	LJRV	Via P. C. R. R.	10.48	5.30	
4.35	7.41	80	88		84.8	VAN ASSELT	1.7	5.1	P		10.41	5.20	
	7.46				86.5	ARGO	3.4	3.4	I		10.38		
7.00PM	8.00AM		Yard	OW	89.9	SEATTLE		0.0	BKRW	Via U. P. R. R.	10.30PM	8.00AM	

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 1/4 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	50 mph.	40 mph.
Between Cedar Falls and Maple Valley	30 mph.	23 mph.
Over bridge FF-16, 1.7 mi. west of Easton	55 mph.	45 mph.
Trains handling logs	20 mph.	20 mph.
		30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Maple Valley and Seattle. Between Maple Valley and Spokane St. tower, Pacific Coast time-table and rules govern. Between Argo and Union Passenger Station, Seattle, Union Pacific R. R. time-table and rules govern.

Automatic Block System is in use between Cle Elum and Maple Valley.

The following automatic block signals are placed on left side of track as seen from an approaching train: 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.

Mountain grade extends from Cedar Falls depot to one mile west of Hyak.

Passenger trains will use 6 and freight trains 10 minutes through Snoqualmie Tunnel No. 50; headlight and marker lamps must be lighted while passing through this Tunnel.

Seattle water shed extends from one mile east of Cedar Falls station to Landsburg. All toilets must be kept locked in trains in this district 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 strict observance of this rule.

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

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

WESTWARD SIXTH SUBDIVISION

	SECOND CLASS				FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Seattle	Time Table No. 4 MAY 11, 1941 STATIONS
	83	263	93	81	51	15	Sidings	Other tracks			
	U. P. R. R. Time Freight Daily Except Sunday	Time Freight Daily	Time Freight Daily Except Sunday	U. P. R. R. Time Freight Daily	U. P. R. R. Passenger Daily	Passenger Daily					
			3.10PM			8.15AM		Yard	OW	0.0	SEATTLE
			3.15			8.24				3.4	ARGO (U. P. CROSSING) (N. P. CROSSING)
		4.45PM	3.20			8.27	80	88		5.1	VAN ASSELT
	L 6.15PM	L 5.20PM	L 3.30PM	L 2.45AM	L 4.27PM	L 8.35AM		Yard	BI	9.4	BLACK RIVER (N. P. CROSSING)
	6.28	5.45	3.44	2.53	4.36	8.46	59	112	K	16.3	KENT
	6.38	6.00	3.57	3.02	4.43	8.55	74	141	BR	21.3	AUBURN
	6.47	6.10	4.07	3.10	4.49	9.04	68			25.9	BENROY
	⁸² 7.04	6.15	4.24	3.15	4.54	9.09	34	50	UX	28.4	SUMNER
	7.25	6.20	4.30	3.21	4.58	9.14	63	22	PX	30.1	NORTH PUYALLUP
	A 7.45PM	A 6.45PM	A 4.40PM	A ²⁶⁴ 3.40AM	A 5.05PM	9.23			JN	35.6	TACOMA JCT.
						A 9.30AM		Yard	MA	37.6	TACOMA

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Black River and Tacoma Jct.-----	70 mph.	50 mph.
Between Tacoma Jct. and Tacoma.-----	25 mph.	10 mph.
Around curve at Sumner.-----	25 mph.	25 mph.
Over Northern Pacific R. R. crossing Black River, except to or from Black River yard	50 mph.	40 mph.
Through city limits Auburn.-----	30 mph.	30 mph.
Through city limits Kent.-----	30 mph.	30 mph.
Over "C" and "D" Sts., Tacoma.-----	10 mph.	10 mph.
Trains handling logs.-----		30 mph.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Orillia -----	2.6	West	Black River
O'Brien -----	2.3	East	Kent
Thomas -----	1.7	West	Kent
Hughes -----	1.4	West	North Puyallup

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Black River and Seattle. Between Black River and Spokane St. tower Pacific Coast R. R. time-table and rules govern. Between Argo and Union Passenger Station, Seattle, Union Pacific R. R. time-table and rules govern.

Automatic Block System is in use between Black River and Tacoma.

RULES GOVERNING INTERLOCKED NORTHERN PACIFIC RY. CO. CROSSING, BLACK RIVER, OPERATED FROM UNION PACIFIC R. R. CO. INTERLOCKING, BLACK RIVER

All movements are governed by Approach and Home light signals located as follows:

FOR EASTWARD TRAINS:

Approach signal located.....3344 ft. west of crossing
Home signal located.....609 ft. west of crossing

FOR WESTWARD TRAINS FROM SEATTLE:

Approach signal located.....1570 ft. east of crossing
Home signal located.....717 ft. east of crossing

FOR WESTWARD TRAINS FROM BLACK RIVER YARD VIA WYE:

Approach signal located.....1251 ft. east of crossing
Home signal located.....715 ft. east of crossing

Trains approaching interlocking, desiring to use main track to Tacoma or Seattle will give one long sound of the whistle. Trains desiring to use wye, will give four long sounds of the whistle.

No. 15 will stop on signal at Kent, Auburn, and North Puyallup for revenue passengers and express.

No. 51 will stop on signal at Kent, Auburn, Sumner and North

Puyallup to receive revenue passengers for Vancouver, Wash., and beyond, and to discharge revenue passengers from points beyond Seattle.

Two tracks are in use between Tacoma Jct. and Tide Flats Yard. Trains or engines using these tracks must use the RIGHTHAND track moving in either direction. Such trains or engines will have the right to move on the properly assigned track without train orders, or Clearance Form A. No trains or engines should exceed a speed of 15 miles per hour and the movement must be made at restricted speed at all times, expecting to find track occupied or cross-over and reverse movements being made. No movement by any train or engine is allowed on either track against the current of traffic, excepting under full flag protection and then only in case of emergency. Yard conductor will be held responsible for knowing that movement from Northern Pacific Railway Co. Transfer Track to Tide Flats against current of traffic is fully protected.

Signal 111-1 at Tacoma Jct. is a two unit signal. The top unit, consisting of three colors, Red, Green and Yellow, will govern westward movements on Sixth Subdivision, and the lower unit consisting of two units, Red and Yellow, will govern westward movements to exclusive Union Pacific R. R. Company tracks.

At Tacoma Jct. the normal position of junction switch is for the Sixth Subdivision.

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

At Auburn, an auxiliary siding with a capacity of 66 cars is located west of the depot. Rule 5 applies at the siding located east of the depot.

SIXTH SUBDIVISION EASTWARD

Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Tacoma	See Rule 6-A	Office open week days	FIRST CLASS		SECOND CLASS			
				52	16	264	84	94	82
				U. P. R. R. Passenger	Passenger	Time Freight	U. P. R. R. Time Freight	Way Freight	U. P. R. R. Time Freight
				Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily
-3.4 SEATTLE	87.6	BKRW	Via U. P. R. R.		9.45PM			2.00PM	
-1.7 ARGO (U. P. CROSSING) (N. P. CROSSING)	34.2		Via P. C. R. R.		9.35			1.25	
-4.3 VAN ASSELT	32.5				9.32	5.10AM		1.20	
-6.9 BLACK RIVER (N. P. CROSSING)	28.2	LJRVXY	Continuous	A 2.00PM	A 9.24PM	A 5.00AM	A 5.40AM	A 1.00PM	A 7.40PM
KENT 5.0	21.3	X	8.00 AM to 5.00 PM	1.48	9.13	4.46	5.20	12.30	7.28
AUBURN 4.6	16.3	X	8.00 AM to 5.00 PM	1.40	9.03	4.36	5.14	12.10PM	7.18
BENROY 2.5	11.7	P	No Office	1.33	8.56	4.26	5.05	11.55	7.09
SUMNER 1.7	9.2	WX	8.00 AM to 9.00 PM	1.29	8.50	4.20	4.49	11.45	7.04 ⁸³
NORTH PUYALLUP 5.5	7.5		8.00 AM to 5.00 PM	1.26	8.45	4.15	4.30	10.45	7.00
TACOMA JCT. 2.0	2.0	JKRVX	Continuous	L 1.18PM	8.36	L 4.00AM ⁸¹	L 4.10AM	L 10.30AM	L 6.50PM
TACOMA	0.0	BKR VX	Continuous		L 8.30PM				

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Black River and Tacoma Jct.-----	70 mph.	50 mph.
Between Tacoma Jct. and Tacoma-----	25 mph.	10 mph.
Around curve at Sumner-----	25 mph.	25 mph.
Over Northern Pacific R. R. crossing Black River, except to or from Black River yard	50 mph.	40 mph.
Through city limits Auburn-----	30 mph.	30 mph.
Through city limits Kent-----	30 mph.	30 mph.
Over "C" and "D" Sts., Tacoma-----	10 mph.	10 mph.
Trains handling logs-----	10 mph.	30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Black River and Seattle. Between Black River and Spokane St. tower Pacific Coast R. R. time-table and rules govern. Between Argo and Union Passenger Station, Seattle, Union Pacific R. R. time-table and rules govern.

Automatic Block System is in use between Tacoma and Black River.

RULES GOVERNING UNION PACIFIC RAILROAD CO. INTERLOCKING, BLACK RIVER

All movements are governed by Approach and Home signals located as follows:

FOR EASTWARD TRAINS:

Approach signal located.....1865 ft. west of crossing
Home signal located1006 ft. west of crossing
Train Order signal.....in front of interlocking tower

WHISTLE SIGNALS:

To Seattle via Pacific Coast R. R.....1 long 1 short 1 long
To Seattle via Union Pacific R. R.....1 long

RULES GOVERNING INTERLOCKED NORTHERN PACIFIC RY. CO. CROSSING, BLACK RIVER, OPERATED FROM UNION PACIFIC R. R. CO. INTERLOCKING, BLACK RIVER

All movements are governed by Approach and Home light signals located as follows:

FOR EASTWARD TRAINS:

Approach signal located.....3344 ft. west of crossing
Home signal located609 ft. west of crossing

FOR WESTWARD TRAINS FROM SEATTLE:

Approach signal located.....1570 ft. east of crossing
Home signal located.....717 ft. east of crossing

FOR WESTWARD TRAINS FROM BLACK RIVER YARD VIA WYE:
Approach signal located.....1251 ft. east of crossing
Home signal located.....715 ft. east of crossing

Trains approaching interlocking, desiring to use main track to Tacoma or Seattle will give one long sound of the whistle. Trains desiring to use wye, will give four long sounds of the whistle.

No. 16 will stop on signal at North Puyallup, Auburn and Kent for revenue passengers and express.

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

Two tracks are in use between Tacoma Jct. and Tide Flats Yard. Trains or engines using these tracks must use the **RIGHTHAND** track moving in either direction. Such trains or engines will have the right to move on the properly assigned track without train orders, or Clearance Form A. No trains or engines should exceed a speed of 15 miles per hour and the movement must be made at restricted speed at all times, expecting to find track occupied or cross-over and reverse movements being made. No movement by any train or engine is allowed on either track against the current of traffic, excepting under full flag protection and then only in case of emergency. Yard conductor will be held responsible for knowing that movement from Northern Pacific Railway Co. Transfer Track to Tide Flats Yard against current of traffic is fully protected.

At Tacoma Jct. the normal position of junction switch is for the Sixth Subdivision.

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

10 WESTWARD SEVENTH SUBDIVISION EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from St. Maries	Time Table No. 4 MAY 11, 1941			Distance from Elk River	See Rule 6-A	Office open week days	SECOND CLASS	
103	Mixed	Sidings	Other tracks			STATIONS						102	Mixed
	Mon., Wed. & Fri. only											Tues., Thur. & Sat. only	
L 10.00AM			Yard	CB	0.0	ST. MARIES	9.4	72.2	BEJKORWXYZ	Continuous		As 4.15PM	
f 10.30	12				9.4	LOTUS	1.7	62.8	P	No Office		f 3.41	
f 10.35	48	20			11.1	ALDER CREEK	2.4	61.1	P	No Office		f 3.35	
f 10.44	25				13.5	ROVER	6.1	58.7	P	No Office		f 3.25	
f 11.06	47				19.6	MASHBURN	3.5	52.6	P	No Office		f 3.05	
f 11.19	10	15			23.1	SANTA	2.0	49.1	P	No Office		f 2.53	
f 11.26	30	25			25.1	TYSON CREEK	2.0	47.1	P	No Office		f 2.46	
s 11.34	24	8			27.1	FERNWOOD	2.0	45.1	PW	No Office		f 2.39	
		38			29.1	CARPENTER CREEK	2.6	43.1	PY	No Office			
f 11.51	36				31.7	EMERALD CREEK	5.2	40.5	P	No Office		f 2.23	
s 12.10PM	30	50		CA	36.9	CLARKIA	7.9	35.3	PX	7.00 AM to 4.00 PM		s 2.05	
f 12.40	16				44.8	SHERWIN	5.6	27.4	P	No Office		f 1.40	
At 12.58PM					50.4	PURDUE		21.8	JVX	No Office		Lf 1.20PM	
						PURDUE	2.0			Via W. L. & M. R. R.			
						BOVILL							
La 1.15PM	50	120		BO	52.4	BOVILL	8.7	19.8	JRVWXY	8.00 AM to 5.00 PM		As 11.55AM	
f 1.47	11				61.1	NEVA	9.2	11.1	P	No Office		f 11.20	
f 2.20	12				70.3	JERSEY	1.9	1.9		No Office		f 10.40	
As 2.30PM	11	25			72.2	ELK RIVER		0.0	PRWXY	No Office		L 10.30AM	

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between St. Maries and Elk River	30 mph.	25 mph.
Around sharp curves	20 mph.	15 mph.

Over bridges EE-504, EE-506 and EE-508 between Lotus section house and Rover, and EE-550 2½ miles west of Emerald Creek 15 miles per hour. Engines must not be doubleheaded over these bridges.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Purdue and Bovill. W. L. & M. Ry. time-table and rules govern.

Trains need not obtain Clearance Form A at Elk River.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Cardwell	1.0	West	Rover
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
Owens	7.1	West	Bovill
Kameron	4.0	West	Neva

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Dishman	Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Metaline Falls	See Rule 6-A	Office open week days	SECOND CLASS	
291	Way Freight Mon. Wed. & Fri.	Sidings	Other tracks							292	Way Freight Tue. Thur. & Sat.
				L	8:45AM	40	110	SP	0.0		
	9.00	45	18		5.7	GREENACRES	114.4		No Office		2.55
	9.20	45	155		11.7	SPOKANE BRIDGE	108.4	P	No Office		2.40
	9.45	44	22		15.0	McGUIRES	105.1	JPXR	No Office		2.30
					15.2	(S. C. & P. Crossing)	104.9		No Office		
					16.5	(N. P. Crossing) (S. I. Crossing)	103.6		No Office		
	9.55	29	5		16.6	GRAND JUNCTION	103.5	VX	No Office		2.05
	10.15	30			23.3	RATHDRUM	96.8	PV	No Office		1.40
	10.30	21			30.6	SEASONS	89.5	P	No Office		1.00
	10.45	30			34.7	JENIDA	85.4	P	No Office		12.45
	11.05	75	53	FH	37.1	SPIRIT LAKE	83.0	KOTWXX	7.00 AM to 4.00 PM		12.30PM
	11.25	34			44.7	BLANCHARD	75.4	P	No Office		11.50
	11.40	45	8		50.5	TWEEDIE	69.6	P	No Office		11.30
	12.10PM	28	65	NR	59.0	NEWPORT	61.1	VWXZ	8.00 AM to 5.00 PM		11.10
	12.35	45			71.0	DALKENA	49.1	P	No Office		9.55
	12.50	36	20		76.2	USK	43.9	PXY	No Office		9.40
	1.20		45	CU	78.1	CUSICK	42.0	X	8.00 AM to 5.00 PM		9.30
	1.40	12			88.3	JARED	31.8	P	No Office		8.55
	1.55		12		93.3	RUBY	26.8	P	No Office		8.45
	2.05	12			97.0	BLUESLIDE	23.1		No Office		8.35
	2.15	45			100.9	LOST CREEK	19.2	P	No Office		8.25
	2.25	12			106.6	TIGER	13.5	P	No Office		8.10
	2.40	40	80		110.6	IONE	9.5	PWY	No Office		8.00
A	3.10PM	20	180	MF	120.1	METALINE FALLS	0.0	RXY	7.30 AM to 4.30 PM	L	7.30AM

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Dishman and McGuires.....	30 mph.	30 mph.
Between McGuires and Ione.....	45 mph.	40 mph.
Between Ione and Metaline Falls.....	30 mph.	25 mph.
On curve 1½ mi. west of Newport.....	25 mph.	20 mph.
Trains handling logs.....		30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Opportunity	2.0	West	Dishman
Vera	4.0	West	Dishman
Vera Cannery	4.5	West	Dishman
Arturdee	2.5	West	Greenacres
Sachwell	3.7	West	Grand Jct.

Name	Miles	Direction	Station
Anderson	3.0	West	Blanchard
Oneserud	0.5	West	Usk
Calispel	0.6	West	Cusick
Sand Creek	5.3	West	Ione

		Capacity in cars		Telegraph calls	Distance from McGuire's	Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Coeur d'Alene	See Rule 6-A	Office open week days		
		Sidings	Other tracks								
L					0.0	McGUIRES 1.8	10.4	JPRX	No Office	A	
		30			1.8	POST FALLS (O. M. Co. Crossing) 4.4	8.6		No Office		
			50		6.2	HUETTERS (N. P.-G. N. Crossing) 2.5	4.2	M	No Office		
		18			8.7	GIBBS 1.7	1.7	VWXZ	No Office		
A		20		CD	10.4	(G. N. Crossing) COEUR D'ALENE	0.0	BRVXY	8.00 AM to 6.00 PM	L	

Maximum Speed Permissible—25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at McGuire's.

At Huettlers the Ohio Match Co. R. R. crossing is protected by gates normally set for movement on C. M. St. P. & P. R. R. tracks.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Atlas Spur.....1.6 Miles East of Gibbs

WESTWARD

TENTH SUBDIVISION

EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Warden	Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Marcellus	See Rule 6-A	Office open week days	THIRD CLASS	
	303	Sidings	Other tracks								304
	Mixed									Mixed	
	Fridays only									Fridays only	
L	7.00AM			WX	0.0	WARDEN 8.2	46.9	JPRWY	8.00 AM to 5.00 PM	As 3.45PM	
s	7.25	23			8.2	TIFLIS 8.0	38.7	JPY	No Office	s 12.50	
s	7.55	23			16.2	RUFF 5.8	30.7	PW	No Office	s 12.20PM	
s	8.15	23			22.0	MOODY 5.0	24.9	P	No Office	s 11.55	
s	8.35	23			27.0	BATUM 3.9	19.9	P	No Office	s 11.35	
s	8.50	23			30.9	LAUER 0.8	16.0	P	No Office	s 11.20	
s	9.15	23			37.7	SCHOONOVER 4.4	9.2	P	No Office	s 10.55	
s	9.35	23			42.1	PACKARD 4.8	4.8	P	No Office	s 10.35	
As	9.55AM	37			46.9	MARCELLUS	0.0	PWY	No Office	L 10.15AM	

Maximum Speed Permissible—25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Marcellus.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Laing4.6 miles west of Tiflis

Jantz4.2 miles west of Lauer

Schafer2 miles west of Packard

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

13

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Tiflis	Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Neppel	See Rule 6-A	Office open week days	THIRD CLASS	
313		Sidings	Other tracks							314	
Mixed						Mixed					
Fridays only				Fridays only							
L	1.00PM		15		0.0	TIFLIS 6.0	15.0	JPY	No Office	As	3.20PM
f	1.25		4		6.0	SIELER 9.0	9.0		No Office	f	2.55
As	³¹⁴ 2.00PM	6	55		15.0	MOSES LAKE	0.0	PY	No Office	L	³¹³ 2.30PM

Maximum Speed Permissible—25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Tiflis and Moses Lake.

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Beverly Jct.	Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Hanford	See Rule 6-A	Office open week days	THIRD CLASS	
415		Sidings	Other tracks							416	
Mixed						Mixed					
Thursdays only				Thursdays only							
L	11.40AM				0.0	BEVERLY JUNCTION 4.0	45.2	JP	No Office	As	6.01PM
f	11.55	6			4.0	LEVERING 10.4	41.2		No Office	f	5.45
f	12.25PM	28			14.4	PRIEST RAPIDS 0.0	30.8	PWX	No Office	f	5.15
f	12.45	9			21.3	VERNITA 3.0	23.9		No Office	f	4.52
f	1.00	9			24.3	RIVERLAND 3.1	20.9	P	No Office	f	4.42
f	1.15	5			27.4	HAVEN 3.3	17.8		No Office	f	4.32
f	1.30	12			30.7	ALLARD 0.7	14.5		No Office	f	4.20
a	2.00	30	75	WB	37.4	WHITE BLUFFS 7.8	7.8	X	8.00 AM to 5.00 PM	a	4.00
As	2.30PM	30			45.2	HANFORD	0.0	PWXY	No Office	L	3.30PM

MAXIMUM SPEED PERMISSIBLE

Between Beverly Jct. and Hanford	30 mph.
From one mile west of Levering to four miles west of Priest Rapids	20 mph.

Trains need not obtain Clearance Form A at Beverly Jct. and Hanford.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Cedar Falls	Time Table No. 4 MAY 11, 1941 STATIONS		Distance from Everett	See Rule 6-A	Office open week days	SECOND CLASS	
Way Freight Daily Except Sunday	591	Sidings	Other tracks			Time	Time				Time	Time
				L 11.01 PM					Yard	MY		
11.20			6		5.9	5.9	2.1	48.7		No Office	8.05	
11.40		42	19		8.0	8.0	3.2	46.6	PWX	No Office	7.50	
12.01 AM		32		Q	11.2	11.2	1.1	43.4	X	8.00 AM to 5.00 PM	7.15	
12.15		22			12.3	12.3	4.0	42.3		No Office	6.55	
12.30		11			16.9	16.9	5.4	37.7		No Office	6.40	
12.55		40	20	J	22.3	22.3	8.7	32.3	PW	7.45 AM to 4.45 PM	6.25	
1.20		31	20		31.0	31.0	5.6	23.6	P	No Office	6.05	
1.45		11	10		36.6	36.6	3.6	18.0	P	No Office	5.45	
2.10					40.2	40.2	0.3	14.4	JPVX	No Office	5.30	
				RO	40.5	40.5	6.9	14.1				
					47.4	47.4	5.8	7.2		Via G. N. Ry.		
					53.2	53.2	0.5	1.4	JVX			
			150		53.7	53.7		1.9	JVXZ	Via N. P. R. R.		
					53.2	53.2	1.4	1.4	JVX			
A 3.10 AM			Yard	RT	54.6	54.6		0.0	BKORTWX	8.00 AM to 5.00 PM	L 4.30 PM	

MAXIMUM SPEED PERMISSIBLE

Between Cedar Falls and Monroe Jct. 35 mph. 1 mile East of Cedar Falls to 1 mile East of Tanner 15 mph. Within yard limits Snoqualmie Falls 6 mph. Over Bridge FF-842, 1 mile West of Tokul and from Falls City to 3 miles West 15 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Monroe Jct. and Belt Yard. Between Monroe Jct. and Lowell, Great Northern Ry. Co. time-table and rules govern. Between Lowell and Belt Yard, Northern Pacific Ry. Co. time-table and rules govern.

160 cars reached through connection with G. N. Ry. west siding. Depot and water tank are located on these tracks. Office open week days 8:00 A. M. to 5:00 P. M. No Sunday hours.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Meadow Brook.....1.6 miles west of No. Bend
Stuart.....4.1 miles west of Carnation

Seattle Water Shed extends from Cedar Falls to one mile west of west switch Cedar Falls. All toilets must be kept locked intrains in this district 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 strict observance of this rule.

MONROE—C. M. St. P. & P. R. R. exclusive tracks at Monroe capacity of

		Capacity in cars		Telegraph calls	Distance from Bagley Jct.	Time Table No. 4 MAY 11, 1941 STATIONS		Distance from Enumclaw	See Rule 6-A	Office open week days		
L	Time	Sidings	Other tracks			Time	Time				Time	Time
								11				
					0.4	0.4		15.7	JPRVX	No Office		
			40		2.3	2.3	1.9	13.8	W 1 Mile E PX	No Office		
					3.1	3.1	0.8	13.0		No Office		
			12		3.9	3.9		12.2		No Office		
		21			4.6	4.6	0.7	11.5		No Office		
					5.3	5.3	2.1	10.8	JPV	No Office		
		19			7.4	7.4	1.2	8.7		No Office		
			10		8.6	8.6	0.2	7.5	JPX	No Office		
			20		8.8	8.8	1.1	7.3	X	No Office		
					9.9	9.9	0.8	6.2		No Office		
		15			10.7	10.7	2.0	5.4		No Office		
			62		12.7	12.7	3.4	3.4		No Office		
A			110	CW	16.1	16.1		0.0	BRWXY	8.00 AM to 5.00 PM	L	

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

A derail is located 330 ft. west of junction switch at Bagley Jct.

WESTWARD

FIFTEENTH SUBDIVISION

EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Tacoma	Time Table No. 4 MAY 11, 1941			Distance from Morton	See Rule 6-A	Office open week days	SECOND CLASS	
863	791	Sidings	Other tracks			STATIONS						864	792
Time Freight Daily Except Sunday	Way Freight Daily Except Saturday											Time Freight Daily Except Sunday	Way Freight Daily Except Sunday
L 9.00PM	L 7.30AM		Yard	MA	0.0	TACOMA 3.1	67.2	BKRVX	Continuous			A 1.00AM	A 1.00PM
10.01	7.50	63	182		3.1	HILLSDALE 2.4	64.1	PX	No Office			12.35	12.40
					5.5	MIDLAND 1.4	61.7		No Office				
10.15	8.15	45			6.9	ALLISON 4.3	60.3	PX W. 4 Miles W	No Office			12.10AM	12.20
A 10.30PM	8.27	38			11.2	FREDERICKSON 6.2	56.0	JPRXY	No Office			L 11.45PM	12.05PM
	8.55	76	5		17.4	THRIFT 3.6	49.8		No Office				11.35
	9.08	38			21.0	TANWAX 2.0	46.2		No Office				11.25
	9.20	56	4		23.0	KAPWSIN 9.6	44.2	PW	No Office				11.09
	⁷⁹² 10.00	76	30	V	32.6	EATONVILLE 4.0	34.6	WX	7.45 AM to 4.45 PM			⁷⁹¹ 10.00	
	10.17	20			36.6	LA GRANDE 4.6	30.6	P	No Office				9.30
	10.37	41	7		41.2	ALDER 2.1	26.0	P	No Office				9.01
	10.45	82			43.3	RELIANCE 3.9	23.9	P	No Office				8.50
	11.00	17	30		47.2	ELBE 2.4	20.0	PW	No Office				8.20
	11.55		10		49.6	PARK JCT. 4.1	17.6	JPYX	No Office				7.20
	A 12.15PM	30	200	D	53.7	(W. Fork Log. Co. Crossing) MINERAL 4.2	13.5	BKMORWXY W 4.9 West PX	6.30 AM to 2.30 PM 4.30 PM to 12.30AM				L 7.00AM
		38			57.9	DIVIDE 9.3	9.3		No Office				
		65	170	MN	67.2	MORTON	0.0	BRXY	7.00 AM to 3.00 PM 3.00 PM to 11.00 PM				

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Hillsdale and Park Jct.-----	40 mph.	35 mph.
Between Park Jct. and Morton-----	35 mph.	35 mph.
Between LaGrande and 3 1/4 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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Columbia Powder Co.-----	1.0	West	Frederickson
Lindberg & Hobe Co.-----	1.0	West	Mineral
Carlson Lbr. Co.-----	1.9	West	Mineral
Cole and Williams Mill-----	4.9	West	Divide
Coal Canyon-----	2.0	East	Morton

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between Hillsdale and junction switch near passenger station Tacoma.
Trains need not obtain Clearance Form A at Frederickson.

At Park Jct. and near passenger station Tacoma the normal position of junction switch is for the Fifteenth Subdivision.

At Frederickson the normal position of junction switch is for the Seventeenth Subdivision.

WESTWARD

SIXTEENTH SUBDIVISION

EASTWARD

		Capacity in cars		Telegraph calls	Distance from Park Jct.	Time Table No. 4 MAY 11, 1941			Distance from Ashford	See Rule 6-A	Office open week days		
		Sidings	Other tracks			STATIONS							
L			10		0.0	PARK JCT. 1.3	5.5	JPYX	No Office			A.	
		21			1.3	HICKEY 2.2	4.2	X	No Office				
			17		3.5	NATIONAL 2.0	2.0	P	No Office				
A.			16	F	5.5	ASHFORD	0.0	PX	8.00 AM to 5.00 PM			L	

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Park Jct. & Ashford-----	30 mph.	20 mph.

Trains need not obtain Clearance Form A at Park Jct.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Frederickson	Time Table No. 4 MAY 11, 1941 STATIONS	Distance from Hoquiam	See Rule 6-A	Office open week days	SECOND CLASS	
863	865	Sidings	Other tracks							862	864
Time Freight Daily Except Sunday	Time Freight Daily Except Monday			Time Freight Daily Except Sunday	Time Freight Daily Except Sunday						
L 10.30PM			7		0.0	FREDERICKSON 3.4	93.8	JPRXY	No Office		A 11.45PM
10.45			8		3.4	LOVELAND 4.6	90.4		No Office		11.30
864 11.10		44			8.0	GREENDALE 7.8	85.8	W	No Office		863 11.10
11.30		23	50		15.8	McKENNA 7.6	78.0	P	No Office		10.50
11.50		37			23.4	RAINIER 2.9	70.4	P	No Office		10.30
					26.8	(Weyerhaeuser Timber Co. Crossing) 2.6	67.5	M			
12.05AM				SK	28.9	SKOOKUMCHUCK 1.1	64.9	JPVX	7.00 PM to 4.00 AM		10.15
12.10				JC	30.0	WESTERN JCT. 1.2	63.8	JVX	8.00 AM to 5.00 PM		10.10
12.15		34			31.2	OFFUTT LAKE 6.0	62.6		No Office		10.00
A 12.30AM	L 1.00AM	33	45	MT	37.2	MAYTOWN 3.9	58.6	BJKOPRWXY	8.00 AM to 4.00 PM 8.00 PM to 4.00 AM	A 9.00PM	L 9.45PM
	1.10	22			41.1	MUMBY 5.5	52.7		No Office		8.35
	1.30		7		46.6	ROCHESTER (N. P. Crossing) 1.0	47.2	P	No Office		8.15
	A 1.40AM				48.5	HELISING JCT. 1.5	45.3	JRV	No Office	L 8.00PM	
	3.55 A				50.0	INDEPENDENCE 4.0	43.8				7.52
	3.10				54.6	BALCH 3.9	39.2				7.40
	3.25				58.5	CEDARVILLE 4.1	35.3				7.30
	3.35				62.6	LANKNER 2.6	31.2				7.20
	3.42				65.2	RONY 1.9	28.6				7.15
	3.44				67.1	SAGINAW 1.7	26.7				7.10
	3.55				68.8	SOUTH ELMA 3.4	25.0				7.05
	4.05				72.2	FULLER 6.5	21.6		Via U. P. R. R.		6.50
	4.30				78.7	SOUTH MONTESANO 1.4	15.1				6.30
	4.36				80.1	MELBOURNE 2.8	13.7				6.14
	4.45				82.9	PREACHER'S SLOUGH 3.5	10.9				5.50
					86.4	NORTH RIVER JCT. 1.1	7.4				
	5.00				87.5	COSMOPOLIS 1.8	6.3				5.35
					89.3	SOUTH ABERDEEN 0.9	4.5				
	5.15				90.2	ABERDEEN 3.6	3.6				5.20
	5.45AM				92.8	HOQUIAM	0.0		Via. N. P. R. R.		5.00PM

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Frederickson and Western Jct.-----	40 mph.	35 mph.
Between Western Jct. and Maytown-----	45 mph.	40 mph.
Between Maytown and Helsing Jct.-----	40 mph.	35 mph.
Trains handling logs -----		30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Helsing Jct. and Hoquiam. Between Helsing Jct. and Aberdeen, Union Pacific Railroad Co. time-table and rules govern. Between Aberdeen and Hoquiam, Northern Pacific Railway Co. time-table and rules govern.

At Frederickson the normal position of junction switch is for the Seventeenth Subdivision.

Trains need not obtain Clearance Form A at Frederickson.

At Maytown the normal position of junction switch is for the Seventeenth Subdivision.

At Helsing Jct. the normal position of junction switch is for the Union Pacific Railroad Co. track.

Interchange with Mason County Logging R. R. is made through connecting track extending from Mumby to Bordeaux Jct. a distance of 1.26 miles.

WESTWARD

EIGHTEENTH SUBDIVISION

EASTWARD

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THIRD CLASS 963	SECOND CLASS 863	Capacity in cars		Telegraph calls	Distance from Maytown	Time Table No. 4 MAY 11, 1941 STATIONS			Distance from Raymond	See Rule 6-A	Office open week days	SECOND CLASS	THIRD CLASS
		Sidings	Other tracks			864	964						
Way Freight Daily Except Sat. & Sun.	Time Freight Daily Except Monday											Time Freight Daily Except Sunday	Way Freight Daily Except Sat. & Sun.
	L 12.40AM	33	45	MT	0.0	MAYTOWN	7.4	64.6	BJKOPRWXY	8.00 AM to 4.00 PM 8.00 PM to 4.00 AM	A 9.45PM		
	1.05	54			7.4	ESSEX		57.2		No Office	9.10		
					12.4	(N. P. Crossing) (U. P. Crossing) BLAKESLEE JCT.	5.0	52.2	MX				
	1.30	40	36	CN	13.7	CENTRALIA	0.6	50.9	PXZ	8.00 AM to 5.00 PM	8.45		
					14.3	(N. P. Crossing)	2.7	50.3	M				
					17.0	(2 N. P. Crossings)	0.4	47.6	M				
L 9.10PM	1.50	58	100	CH	17.4	CHEHALIS	1.0	47.2	PRVWX	8.00 AM to 4.00 PM 7.00 PM to 3.00 AM	8.30	As 7.20PM	
9.15	A 2.30AM			JO	18.4	(N. P. Crossing) CHEHALIS JCT.	39.0	46.2	JMVX	6.00 PM to 3.00 AM	L 8.00PM	7.15	
	6.00AM				58.0	LONGVIEW	10.9	0.0		Via N. P. R. R.	6.00PM		
					35.3	DRYAD JCT.	16.0	29.3		Via N. P. R. R.			
L 10.20PM					35.3	DRYAD JCT.	1.0	29.3	JRV	No Office		As 5.55PM	
f 10.25		10	10		36.3	DOTY	13.7	28.3	P	No Office		f 5.50	
f 11.10		13			50.0	MACPHAIL	3.3	14.6	X	No Office		f 5.00	
f 11.30		30			53.3	SUTICO	1.6	11.3		No Office		f 4.45	
f 11.40		20			54.9	FIRDALE	6.7	9.7	PW	No Office		f 4.30	
f 12.13AM					61.6	WILLAPA JCT.	0.2	3.0	JVPX	No Office		f 4.11	
J 12.14			10		61.8	WILLAPA		2.8	X	No Office		f 4.10	
As 12.35AM		19	210	RD	64.6	RAYMOND (N. P. Crossing)		0.0	BKORVWXY	8.00 AM to 5.00 PM	L 4.00PM		

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains	Handling logs
Between Maytown and Chehalis Over R. R. crossings at Blakeslee Jct. -----	45 mph.	40 mph.	30 mph.
Between Dryad Jct. and McPhail -----	20 mph.	20 mph.	20 mph.
Between MacPhail and Firdale.	35 mph.	25 mph.	20 mph.
Between Firdale and Raymond.	25 mph.	15 mph.	15 mph.
	35 mph.	25 mph.	20 mph.

Northern Pacific R. R. Co. crossing located 0.6 miles west of Centralia is protected by gates normally set for movement on C. M. St. P. & P. R. R. track.

Northern Pacific R. R. Co. crossings located in Chehalis Yard are protected by gates normally set for movement on C. M. St. P. & P. R. R. track.

This time-table confers no authority between Chehalis Jct. and Longview nor between Chehalis Jct. and Dryad Jct., Northern Pacific Railway Co.'s time-table and rules govern.

Nos. 964 and 963 carry passengers between Raymond and Chehalis.

At Maytown the normal position of junction switch is for the Seventeenth Subdivision.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

SECOND CLASS				Time Table No. 4 MAY 11, 1941 STATIONS				THIRD CLASS			
97		Capacity in cars		Telegraph calls	Distance from Bellingham	Distance from Glacier	See Rule 6-A	Office open week days	98		
Way Freight Daily Except Sunday	L	Sidings	Other tracks						Way Freight Daily Except Sunday	L	
L 5.00 ^{AM}			Yard	L	0.0	46.8	BKMORTVWXZ	8.00 AM to 5.00 PM	As	2.15 ^{PM}	
5.25		21			4.0	42.8		No Office		1.55 ^{PM}	
5.45		6			10.4	36.4		No Office	f	1.30	
f 5.48		34			11.4	35.4	PX	No Office	f	1.20	
f 5.53					12.7	34.1	JPRX	No Office	f	1.01	
f 5.55		15			12.9	33.9	X	No Office	f	12.55	
f 6.07		15			17.0	29.8		No Office	f	12.35	
s 6.15			30		17.8	29.0	X	No Office	s	12.25	
s 6.30		13			19.3	27.5	JPRXY	No Office	s	12.10 ^{PM}	
f 6.40		16			22.2	24.6		No Office	f	11.50	
s 6.50			Yard	S	25.1	21.7	BPVWXY	8.00 AM to 5.00 PM	s	11.40	
					26.1	20.7		No Office			
7.25		17			31.9	14.9	P	No Office		11.01	
f 7.30		15			32.7	14.1	P	No Office	f	10.55	
f 7.35					33.4	13.4	PY	No Office	f	10.45	
f 7.55		8			36.3	10.5		No Office	f	10.05	
f 8.25		12	47		39.5	7.3	P	No Office	f	9.55	
f 8.55			15		44.1	2.7	PW	No Office	f	9.40	
As 9.15 ^{AM}		20			46.8	0.0	PRY	No Office	L	9.30 ^{AM}	

MAXIMUM SPEED PERMISSIBLE

Between Bellingham and Glacier	Pass. trains	Freight trains
Note: All trains must stop before crossing Guide Meridian St. at Cornwall except westward trains may proceed at restricted speed if engineman deems it safe to do so.	25 mph.	25 mph.

Great Northern R. R. Co. crossings located in Bellingham Yard are protected by gates normally set for movement on Great Northern R. R. Co. tracks.

A derail is located on main track west of west wye switch at Glacier.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Lind Spur	2.7	West	Bellingham.
Cement Spur	3.3	West	Bellingham.

Eastward trains will not be required to obtain a clearance Form A at Glacier. Westward trains will not be required to

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Blair	1.8	East	Hilltop
Jacobs	0.33	East	Hilltop
Boulder Creek Spur	2.0	West	Maple Falls
Mt. Baker Mill Co.	1.8	East	Glacier

obtain a clearance Form A at Hampton. Rule 83B does not apply at Bellingham when operators are not on duty.

SECOND CLASS				Time Table No. 4 MAY 11, 1941 STATIONS				THIRD CLASS			
97		Capacity in cars		Telegraph calls	Distance from Goshen Jct.	Distance from Kulshan	See Rule 6-A	Office open week days	98		
Way Freight Daily Except Sunday	L	Sidings	Other tracks						Way Freight Daily Except Sunday	L	
L					0.0	11.5	JPRX	No Office	A.		
					6.1	5.4	M				
		35	2		7.1	4.4	P	No Office			
A.			Yard		11.5	0.0	PWXY	No Office	L.		

MAXIMUM SPEED PERMISSIBLE

Between Goshen Jct. & Kulshan	Pass. trains	Freight trains
	20 mph.	20 mph.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Bell Creek	2.1	West	Deming

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

WESTWARD

TWENTY FIRST SUBDIVISION

EASTWARD

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SECOND CLASS				Time Table No. 4 MAY 11, 1941 STATIONS				THIRD CLASS	
197	Capacity in cars		Telegraph calls	Distance from Hampton	Distance from Lynden	See Rule 6-A	Office open week days	198	
	Way Freight Daily Except Sunday	Sidings							
L 6.30AM		20		0.0	5.4	JPRXY	No Office	A 8.21AM	
A 6.50AM		Yard	A	5.4	0.0	RY	8.00 AM to 5.00 PM	L 8.01AM	

MAXIMUM SPEED PERMISSIBLE

	Freight trains
Between Hampton & Lynden	20 mph.
Over Slade crossing 1.3 ml. east of Lynden	4 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Hampton.

WESTWARD

TWENTY SECOND SUBDIVISION

EASTWARD

SECOND CLASS				Time Table No. 4 MAY 11, 1941 STATIONS				SECOND CLASS	
95	Capacity in cars		Telegraph calls	Distance from Port Townsend	Distance from Disque	See Rule 6-A	Office open week days	96	
	Way Freight Mon., Wed. & Fri. only	Sidings							
L 12.20PM				0.0	69.1		Via P. T. S. R. R.	A 10.50AM	
L 1.05PM	27			13.0	58.1	JPV	No Office	A 10.05AM	
		10		14.4	54.7	W 2 mi W	No Office		
		10		20.4	48.7	P	No Office		
		22		25.7	43.4	P	No Office		
A 2.05	34			32.5	36.6		8.00 AM to 5.00 PM	A 9.05	
	20			36.1	33.0	P	No Office		
	10			39.9	29.2		No Office		
		12		42.9	26.2		No Office		
	27			48.4	20.7	X	No Office		
A 3.05PM		Yard		50.8	18.3	BKOPRWXYZ	8.00 AM to 5.00 PM	L 8.01AM	
	25			55.0	14.1		No Office		
	21			58.6	10.5	P	No Office		
		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		
				69.1	0.0	PV	No Office		

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Pt. Townsend & Discovery Jct.	30 mph.	20 mph.
Between Discovery Jct. and Port Angeles	35 mph.	25 mph.
Between Port Angeles and Disque	30 mph.	20 mph.
Over Highway crossing 1 1/2 miles west of Blyn	15 mph.	15 mph.
Trains handling logs		20 mph.
Along waterfront east of Ennis Creek		10 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Iven	0.8	West	Agnew

Between Port Townsend & Discovery Jct. C. M. St. P. & P. R. R. time-table and rules govern.

Trains need not obtain Clearance Form A at Port Townsend.

Trains must stop before crossing Laurel St., Port Angeles.

YARD LIMITS AT

- Avery—Extend from 657 ft. east of east switch to 4072 ft. west of west switch.
- St. Maries—Extend from 1924 ft. east of Milwaukee Lbr. Co. spur switch to 1977 ft. west of west switch on 1st. subdivision, and to 2714 ft. west of west wye switch on 7th. subdivision.
- Plummer Jct & Plummer—Extends from 4591 ft. east of Jct. switch at Plummer Jct. to west switch at Plummer on 1st subdivision, and to 2084 ft. west of wye switch on 2nd subdivision.
- Malden—Extend from 3099 ft. east of east switch to 5028 ft. west of west switch.
- Manito—Extend from 2445 ft. east of east switch to Union Pacific Junction switch.
- Marengo—Extend from 3032 ft. east of east switch to 4976 ft. west of west switch.
- Othello—Extend from 2003 ft. east of east switch to 2235 ft. west of west switch.
- Beverly—Extend from 3700 ft. east of east switch to 2700 ft. west of west switch.
- Kittitas—Extend from 3005 ft. east of east switch to 2989 ft. west of west switch.
- Cle Elum—Extend from 2613 ft. east of east switch to 4314 ft. west of west switch.
- Hyak & Rockdale—Extend from 3069 ft. east of east switch Hyak to 103 ft. west of west portal of Snoqualmie Tunnel.
- Cedar Falls—Extend from 2670 ft. east of east switch to 3895 ft. west of west switch on 5th. subdivision, and to 4172 ft. west of junction switch on 13th. subdivision.
- Maple Valley—Extend from 3000 ft. east of east switch to Pacific Coast R. R. yard limits.
- Black River—Extend from 3063 ft. west of Northern Pacific Railway crossing to Pacific Coast R. R. and Union Pacific R. R. yard limits.
- Kent—Extend from 2991 ft. east of east switch to 1847 ft. west of west switch.
- Auburn—Extend from 3007 ft. east of east switch to 2991 ft. west of west switch.
- Sumner—Extend from 3088 ft. east of east switch to 2994 ft. west of west switch.
- Tacoma, Tacoma Jct. & Hillsdale—Extend from 4526 ft. east of Tacoma Jct. to Tide Flats Yard, to end of track Tacoma Passenger station and to 4421 ft. west of west switch Hillsdale on 15th. subdivision.
- Clarkia—Extend from 1060 ft. east of east switch to 839 ft. west of west switch.
- Purdue & Bovill—Extend from 800 ft. east of passenger station Purdue to 2279 ft. west of west switch Bovill.
- Elk River—Extend from 3409 ft. east of east switch to end of track.
- Dishman—Extend from 5448 ft. west of west switch to Union Pacific R. R. connection.
- McGuire & Grand Jct.—Extend from 2004 ft. east of east switch McGuire to 2010 ft. west of west switch Grand Jct. on 8th. subdivision and to 4342 ft. west of junction switch on 9th. subdivision.
- Spirit Lake—Extend from 2965 ft. east of east switch to 2004 ft. west of west switch.
- Newport—Extend from 1993 ft. east of east switch to 2010 ft. west of west switch.
- Usk & Cusick—Extend from 2010 ft. east of east switch Usk to 1754 ft. west of planer track switch Cusick.
- Metaline Falls—Extend from 1946 ft. east of east wye switch to end of track.
- Gibbs & Coeur d'Alene—Extend from 1676 ft. east of Winton mill switch at Gibbs to end of tracks at Coeur d'Alene, including joint track to Rutledge mill.
- Priest Rapids—Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.
- White Bluffs—Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.
- Hanford—Extend from 2000 ft. east of east switch to end of track.
- North Bend—Extend from east switch to 2000 ft. west of west switch.
- Snoqualmie Falls—Extend 3100 ft. east of east switch to 1000 ft. west of west switch.
- Monroe Jct.—Extend from 5300 ft. east of junction switch to Monroe Jct.
- Everett & Belt Yard—Extend from Lowell Jct. to end of track Everett, and Belt Yard N. P. Ry. connection to end of track.
- Kerriston Jct.—Extend from 1250 ft. east of Kerriston Jct. to Bagley Jct.
- Selleck—Extend from 2263 ft. east of east switch to 3120 ft. west of west switch.
- Bayne—Extend from 2774 ft. east of Occidental spur switch to 2627 ft. west of Bayne Mine switch.
- Enumclaw—Extend from 1288 ft. east of east wye switch to 2025 ft. west of west switch of Northern Pacific siding and to 666 ft. east of N. P. setout track on White River Lbr. Co. R. R.
- Allison—Extend from 972 ft. east of east switch to 1650 ft. west of west switch.
- Frederickson—Extend from 3044 ft. east of east switch to 2723 ft. west of west switch on 15th. subdivision, and 2672 ft. west of west switch on 17th. subdivision.
- Eatonville—Extend from 1310 ft. east of east switch to 4004 ft. west of west switch.
- Park Jct. & Hickey—Extend from 3205 ft. east of east switch Park Jct. to 2860 ft. west of west switch Park Jct., and to 1000 ft. west of west switch at Hickey on 16th. subdivision.
- Mineral—Extend from 1438 ft. east of east switch to 1473 ft. west of west switch.
- Divide—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch.
- Morton—Extend from 2578 ft. east of east switch to Kosmos Logging Co. interchange.
- Ashford—Extend from 242 ft. east of east switch to end of track.
- Skookumchuck—Extend from 2000 ft. east of connection switch to 3000 ft. west of connection switch.
- Western Jct.—Extend from 2096 ft. east of connection switch to 2012 ft. west of connection switch.
- Maytown—Extend from 2874 ft. east of east switch to 3279 ft. west of west switch on 17th. subdivision, and to 1347 ft. west of west switch on 18th. subdivision.
- Centralia & Blakeslee Jct.—Extend from 512 ft. east of N. P. Ry. crossing at Blakeslee Jct. to 3555 ft. west of west switch Centralia.
- Chehalis—Extend from 2975 ft. east of east switch to N. P. Ry. and C. C. & C. Ry. connection.
- McPhail—Extend from 2476 ft. east of east switch to 2000 ft. west of west switch.
- Willapa & Willapa Jct.—Extend from 3442 ft. east of Willapa Jct. to 384 ft. west of switch to oil spur.
- Raymond—Extend from 4230 ft. east of east switch to end of track.
- Port Angeles & Ennis Creek—Extend from 500 ft. east of east switch at Ennis Creek to 1500 ft. west of Bayside yard switch.
- Bellingham—Extend from 2000 ft. west of Cement Plant switch to end of tracks, including Lake Line, Bellingham.
- Wahl & Goshen—Extend from 2182 ft. east of east switch Wahl to 507 ft. west of west switch Goshen.
- Everson & Hampton—Extend from 2000 ft. east of east switch Everson to 2008 ft. west of west wye switch Hampton.
- Sumas—Extend from 1954 ft. east of east wye switch to 2000 ft. west of west wye switch.
- Kulshan—Extend from 2019 ft. east of switch to Rounds and Hunter log spur to end of tracks.

FREIGHT TONNAGE RATING—WEST COAST DIVISION

EASTWARD	TACOMA TO RENTON	RENTON TO CED. FALLS	CED. FALLS TO HYAK	HYAK TO KITITAS	KITITAS TO BEVERLY		BEVERLY TO OTHELLO	THROUGH EFFICIENCY RATING
EF 1	6000	3650	1550	5000	1600		5000	4018
EF 3	9000	5500	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 KITITAS	KITITAS TO CLE ELUM	CLE ELUM TO HYAK	HYAK TO CED. FALLS	CED. FALLS TO TACOMA	THROUGH EFFICIENCY RATING
EF 1	5000	1100	3100	5000	3700	2900	5000	4148
EF 3	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	OTHELLO TO AVERY	ELK RIVER TO BOVILL	BOVILL TO SHERWIN	CHESTER TO MANITO	MANITO TO PLUMB. JCT.	NEWPORT TO TWEEDIE	COLEMAN TO JENIDA	
N-3	5543	1112	1400	1700	3574	3771	2815	
C-3	3018	615	788	933	1950	2057	1539	
F-5	2706	523	681	813	1735	1832	1362	
S-1	4000			1360	2500			
WESTWARD	RAMSDALL TO SORRENTO	MARENGO TO HILLCREST	PLUMB. JCT. TO WORLEY	WORLEY TO SPOKANE	SPOKANE TO CHENBY	KEELER TO ELK RIVER	RATHDRUM TO JENIDA	ALDER CREEK TO ROVER
N-3	2815	3771	2815	3771	2806	1112	2815	1400
C-3	1539	2057	1539	2057	2079	615	1539	788
F-5	1462	1832	1462	1832	1853	523	1462	681
S-1	1920	2700	1920	2700	2750			

Dispatcher may increase or decrease above tonnage ratings as may be necessary.

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-3	406 tons
C-3	185 tons	EP-2	272 tons
C-2	175 tons	EP-3	310 tons
G-6	157 tons	K-1	182 tons
G-5	98 tons	S-1	400 tons

EMERGENCY TELEPHONES

Baggage cars on trains 15 and 16, and all motors are equipped with telephones.

On 5th subdivision emergency telephones are located between Stations as follows:

In booth just west of bridge FF-16 one-half mile west of MP 2099.

In watchman's shack just east of Keechelus snow shed near MP 2112.

In watchman's shack just west of Windy Point one-half mile west of MP 2120.

In phone booth just west of Harris Creek and just east of MP 2125.

In phone booth just east of McClellans Butte and just east of MP 2127.

In watchman's shack west of Mine Creek just west of MP 2129.

In watchman's carbody east of Change Creek about one-half mile west of MP 2130.

In booth MP 1782 4 miles west of Ethelton.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

HOSPITALS

Dr. H. Eugene Allen	Chief Surgeon	Seattle
Dr. C. A. Robins	District Surgeon	St. Maries
Dr. S. D. Brazeau	Oculist	Spokane
Drs. Smith & Pohl	Oculists	Spokane
Dr. W. W. Hicks	Oculist	Ellensburg
Dr. H. Eugene Allen	District Surgeon	Seattle
Dr. W. F. Hoffman	Oculist	Seattle
Dr. M. R. Waltz	Oculist	Seattle
Dr. J. H. Mathews	Aurist	Seattle
Dr. H. G. Willard	District Surgeon	Tacoma
Dr. A. W. Howe	Oculist	Tacoma
Dr. F. A. H. Johnson	Oculist	Tacoma
Dr. S. S. Howe	Oculist	Bellingham
Dr. C. L. Hoeffler	Oculist	Everett
Dr. H. W. Fleischhauer	Oculist	Port Angeles

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

Stretchers are located as follows: Avery, St. Joe, St. Maries, Plummer Jct., Rosalia, Malden, Bovill, Elk River, Spokane, Spirit Lake, Lind, Othello, Beverly, Ellensburg, Cle Elum, Hyak, Cedar Falls Tacoma, Morton, Mineral, Black River.

LOCATION	NAME	TITLE	OFFICE TELEPHONE	RESIDENCE TELEPHONE
St. Maries	Dr. C. A. Robins	Local Surgeon	119	267
Tekoa	Dr. C. B. Clizer	" "	15	15X
Rosalia	Dr. L. A. Quafie	" "	2504	2502
Spokane	Dr. E. B. Nelson	" "	Main 5351	Lakeview 0232
Spokane	Dr. C. L. Kyle	Asst. "	Main 5351	Broadway 3040
Spokane	Dr. J. M. Nelson	" "	Main 5351	Lakeview 3561
Newport	Dr. W. S. Bardwell	Local "	No telephone	51
Cusick	Dr. G. M. Gould	" "	No telephone	No telephone
Ione	Dr. G. Moulton Richards	" "	5	11
Coeur d'Alene	Dr. J. T. Wood	" "	29X	29
Lind	Dr. Forrest Tomlinson	" "	32	107
Ellensburg	Dr. W. A. Taylor	" "	Main 60	Main 160
Cle Elum	Dr. W. E. Nawrocki	" "	" "	" "
North Bend	Dr. R. J. J. Tipler	" "	" "	" "
Falls City	Dr. W. W. Cheney	" "	A2	A1
Monroe	Dr. Minard Allison	" "	Get thru Monroe Gen. Hospital	" "
Everett	Dr. S. L. Caldbeck	" "	Main 363	Main 163
Enumclaw	Dr. E. R. Tiffin	" "	163	175
Renton	Dr. J. L. Carney	" "	3	" "
Seattle	Dr. H. Eugene Allen	" "	Elliott 3037	Garfield 0124
Seattle	Dr. M. J. Buckley	Asst. "	Elliott 3037	Main 0624
Seattle	Dr. Wm. C. Speidel	Local "	Main 1291	RA. 0240
Kent	Dr. C. B. Hoffman	" "	53 W	53R
Auburn	Dr. Walter C. Aylen	" "	109-J	109-M
Auburn	Dr. John Darst	" "	199-J	354-M
Puyallup	Dr. S. D. Barry	" "	Main 500	Main 4
Sumner	Dr. G. C. Kohl	" "	72	110 J
Tacoma	Dr. H. G. Willard	" "	Broadway 2203	Main 0630
Tacoma	Dr. C. C. Leaverton	Asst. "	Broadway 2203	Garland 3361
Tacoma	Dr. D. G. Willard	" "	Broadway 2203	Broadway 3202
Tacoma	Dr. G. G. McBride	" "	Broadway 2203	Garland 3008
Tacoma	Dr. Wm. B. McCreery	Local "	Broadway 3520	Main 5264
Tacoma	Dr. Chas. R. McCreery	Asst. "	Broadway 3520	Proctor 0606
So. Tacoma	Dr. A. G. Nace	" "	Garland 2182	Garland 1131
Eatonville	Dr. D. M. Nevitt	Local "	113	114
National	Dr. M. R. Petersen	" "	" "	" "
Mineral	Dr. Hugh A. Larkin	" "	" "	" "
Morton	Dr. L. Asmundson	" "	Get thru Opr. Morton	" "
Montesano	Dr. J. H. Fitz	" "	256	256-J
Cosmopolis	Dr. L. R. Lightfoot	" "	Aberdeen 1182	Aberdeen 1182
Aberdeen	Dr. J. B. Kinne	" "	553	777
Hoquiam	Dr. J. F. Macdonald	" "	" "	" "
Centralia	Dr. David Livingstone	" "	765-R and 848	1150
Chehalis	Dr. H. L. Petit	" "	187-W	187-R
Doty	Dr. E. W. Stevens	" "	614	613
South Bend	Dr. F. W. Anderson	" "	" "	" "
Longview	Dr. J. S. McCarthy	" "	" "	" "
Port Townsend	Dr. H. G. Plut	" "	" "	" "
Port Angeles	Dr. R. S. Hamilton	" "	156-W	156-W
Bellingham	Dr. S. H. Johnson	" "	700	1682
Bellingham	Dr. W. C. Moren	Asst. "	860	845
Sumas	Dr. E. S. Sarvis	Local "	371	372
Lynden	Dr. F. L. Wood	" "	1981	1982

SUNDAY & HOLIDAY HOURS AT STATIONS

Avery	Continuous
St. Maries	Continuous
Plummer Jct.	Continuous
Malden	12:01 AM to 8:00 AM 10:00 AM to 2:00 PM 4:00 PM to 9:00 PM
Manito	4:00 PM to 10:00 AM
Spokane	5:45 AM to 9:45 AM 2:00 PM to 10:00 PM
Marengo	Continuous
Othello	Continuous
Beverly	12:01 AM to 10:00 AM
Kittitas	8:00 AM to 5:00 PM
Ellensburg	9:30 PM to 5:00 AM
Cle Elum	Continuous
Cedar Falls	Continuous
Maple Valley	Continuous
Black River	Continuous
Kent	None
Auburn	8:00 AM to 10:00 AM 3:00 PM to 5:00 PM
Sumner	8:45 AM to 10:45 AM 1:00 PM to 9:00 PM
Tacoma Jct.	Continuous
Tacoma	Continuous
Everett	Sundays—None Holidays—4:00 PM to 6:00 PM
Mineral—Sunday	6:00 PM to 2:00 AM
Holidays	7:30 AM to 9:30 AM 6:00 PM to 2:00 AM
Maytown—Holidays	8:00 PM to 4:00 AM
Chehalis—Holidays	7:00 PM to 3:00 AM
Chehalis Jct.—Holidays	6:00 PM to 3:00 AM
Other Stations Closed.	

WATCH INSPECTORS

National Railway Time Service Co.	Chief Inspectors 58 East Washington Street Chicago, Ill.
St. Maries	F. W. Krasselt
Rosalia	H. Fulner
Spokane	T. J. Morris
Malden	T. J. Morris
Othello	T. J. Morris
Cle Elum	M. W. Davies
Seattle	414 Pike St., Weisfield & Goldberg, Inc.
Tacoma	1105 Broadway, A. A. Mierow
Newport	A. F. Benson
Everett	1707 Hewitt Ave., H. Mayer
Enumclaw	A. C. Melaness
Morton	J. A. Heavenston
Hoquiam	Fred Wetrel
South bend	Halver Holte
Bellingham	E. H. Easton
Port Angeles	J. L. Coffey
Longview	Roy L. Crouch

H. L. WILTROUT.
R. C. PETERSON
R. W. BEAL,
W. A. MONROE,
F. B. BEAL.

F. A. CHALK,
N. C. GROGAN
C. P. MILES,
W. H. SMITH,
Train Dispatchers.

J. P. ROTHMAN,
Chief Dispatcher 22d Subdivision.

P. L. HAYS,
Chief Dispatcher 1st, 2nd, 3rd, 7th, 8th, 9th, 10th, 11th Sub-
divisions.

T. E. CORBETT,
Chief Dispatcher 4th, 5th, 6th, 12th, 13th, 14th, 15th, 16th,
17th, 18th, 19th, 20th, 21st Subdivisions.

C. A. SCHLEUSNER,
J. A. WRIGHT,
Traveling Engineer and
Assistant Trainmasters.

C. A. NUMMERDOR,
Trainmaster.

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