

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

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

COAST DIVISION

TIME TABLE NO. 8

To be used in conjunction with Special Rules No. 3

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

Sunday, June 28, 1942

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—164909



L. WYLIE,
Assistant Superintendent.

A. O. THOR,
Assistant Superintendent.

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

G. H. HILL
Superintendent.

L. F. DONALD,
General Manager.

WESTWARD FIRST SUBDIVISION

	SECOND CLASS		FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Avery	Time Table No. 8 JUNE 28, 1942 STATIONS
	63	263	15	7	Siding	Other tracks			
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger 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 5.8
		3.30	6.57	s 4.12	68	20		33.3	ST. JOE 6.6
		3.45	7.08	4.22	67			39.9	OMEGA 5.5
	L 4.45PM	4.30	s 7.23	s 4.40	160	500	CB	45.4	ST. MARIES 5.9
	5.01	4.45	7.33	f 4.50	68	40		51.3	RAMSDELL 5.9
	5.15	5.01	7.45	f 4.59	68	16		57.2	PEDEE 4.4
	5.28	5.15	7.55	5.08	67	15		61.6	KARNAC 2.8
	A 5.35PM	5.30	A 8.01PM	As 5.15AM	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 0.5
		7.01			57	20		99.7	ROSALIA 5.5
		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.....	30 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, Plummer Jct. and Setters for revenue passengers destined only for Othello and west, or to let off passengers from points Missoula and east.

No. 7 will stop on signal at Trout Creek Camp ¼-mile west of Zane.

The time of trains No. 7, 15, and 63 at Plummer Junction applies at the junction switch.

FIRST SUBDIVISION EASTWARD

Time Table No. 8 JUNE 28, 1942 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	88.4	PW	7.00 AM to 4.00 PM 9.00 PM to 5.00 AM	10.22	s 11.38		9.35			
ZANE 5.8	81.3	P	No Office	10.14	f 11.22		9.20			
ST. JOE 6.0	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	BJLKORWXYZ	Continuous	s 9.47	s 10.50	A 1.30AM	8.25			
RAMSDELL 5.9	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	42.6	VX	No Office				6.05			
MOWRY 8.1	26.8	P	No Office				5.45			
TEKOA 7.2	28.7	PW	7.00 AM to 4.00 PM				5.20			
SEABURY 5.0	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 Trains No. 16, 8 and 64 at Plummer Jct. applies at the junction switch.

WESTWARD SECOND SUBDIVISION

	SECOND CLASS			FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Plummer Junction	Time Table No. 8 JUNE 28, 1942 STATIONS
	63	463	391	15	7	Siding	Other tracks			
	Time Freight Daily	Time Freight Daily Except Sunday	Way Freight Daily Except Sunday	Passenger Daily	Passenger Daily					
	L 5.35PM			L 8.01PM	L 5.15AM			WJ	0.0	PLUMMER JUNCTION 0.4
	5.50			8.10	s 5.26		27	WY	6.4	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	9		15.5	SAXBY 4.3
	A 6.25PM			A 8.32PM	Af 5.50AM	71	10	MU	19.8	MANITO 15.2
	7.22		3.30PM	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
	8.00PM	5.30PM	4.00PM	9.20PM 10.00PM	6.45AM			Yard	40.8	SPOKANE YARD 0.7
				11.35PM				8N	41.5	SPOKANE 31.2
		8.30PM						RA	102.7	MARENGO

EASTWARD SECOND SUBDIVISION

Time Table No. 8 JUNE 28, 1942 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 Daily Except Sunday	Time Freight Daily
PLUMMER JUNCTION 0.4	102.7	JKRWXY	Continuous	A 9.07AM	As 10.05PM			A 12.25AM
WORLEY 1.4	98.3	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	89.6	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			8.00 AM 7.25 AM	8.40 PM		3.15 AM 8.05 AM	9.00 PM
SPOKANE 31.2	61.2	BKORTVWZ						
MARENGO	0.0	JRVWXY	Continuous	5.55AM		1.00AM		

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Plummer Jct. and Manito	70 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 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.

The time of Trains No. 7, No. 15, No. 63, No. 8, and No. 64 at Plummer Jct. applies at the Junction Switch.

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. 8 JUNE 28, 1942 STATIONS	Distance from Othello	See Rule 6-A	Office open week days	FIRST CLASS	SECOND CLASS
		Sidings	Other tracks							16	264
										Passenger	Time Freight
Time Freight	Passenger									Passenger	Time Freight
Daily	Daily									Daily	Daily
L 8.15PM			Yard	M	0.0	MALDEN 3.6	103.4	BHKRWX	Continuous		A 3.05AM
8.30			25		3.6	PINE CITY 2.0	99.8		No Office		2.50
8.40		66	30		5.6	KENOVA 5.7	97.8	P	No Office		2.40
8.55		72	20		11.3	ROCK LAKE 5.7	92.1	P	No Office		2.25
9.10		67	20		17.0	LAVISTA 2.2	86.4	P	No Office		2.10
9.20		43	8	WN	19.2	EWAN 10.4	84.2	PW	7.00 AM to 4.00 PM		2.00
9.40		67	35		29.6	REVERE 4.1	73.8	P	No Office		1.30
9.50		68	16		33.7	PAXTON 10.3	69.7	P	No Office		1.15
10.30	L 11.40PM	96	50	RA	44.0	MARENGO 5.9	59.4	JRVWXY	Continuous	As 5.50AM	12.45
10.45	11.49	67			49.9	HILLCREST 3.6	53.5	P	No Office	5.37	12.05AM
10.52	11.55	106	30		53.5	RALSTON 5.0	49.9	PW	No Office	5.31	11.55
11.03	12.02AM		20		58.5	PIZARRO 4.8	44.9	P	No Office	5.22	11.28
11.13	12.09	67	15		63.3	VASSAR 4.7	40.1	P	No Office	5.16	11.13
11.30	12.17	67	30	NE	68.0	LIND 8.0	35.4	P	8.00 AM to 5.00 PM	a 5.09	10.58
11.46	12.29	63	12		76.0	SERVIA 4.9	27.4	P	No Office	4.56	10.33
11.58	12.36	65	25		80.9	ROXBORO 9.7	22.5	P	No Office	4.50	10.17
12.20AM	12.50	62	25	WX	90.6	WARDEN 8.8	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	4.0	P	No Office	4.22	9.20
A 1.00AM	As 1.15AM		Yard	80	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
Carlmar	3.0	East	Marengo
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. 8 JUNE 28, 1942 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			5.5	ANSON 3.7	93.4	P	No Office	3.58	7.40
¹⁶ 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 9.7	83.9	PW	No Office	3.43	7.00
4.45	1.59	65	12		24.7	SMYRNA 8.5	74.2	P	No Office	3.28	6.25
5.00	2.09	61			31.2	JERICHO 6.6	67.7	P	No Office	3.20	6.05
5.25	2.29	87	170	BY	37.8	BEVERLY 1.0	61.1	BKOWXY	Continuous	3.12	5.40
					38.8	BEVERLY JCT. 1.8	60.1	JP	No Office		
5.45	2.36	65			40.6	COHASSETT 3.4	58.3	P	No Office	3.05	5.15
6.00	¹⁵ 2.56	89	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			52.9	CHEVIOT 3.7	46.0	P	No Office	2.34	4.20
6.55	3.29	78	20		58.6	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	ELLENBURG 6.9	25.3		8.00 AM to 4.00 PM 9.30 PM to 5.30 AM	1.57	2.25
9.15	4.16	65	20	RP	80.5	THORP 8.4	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	L 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 2½ miles west of Taunton, and 1 mile east of Corfu	35 mph.	35 mph.
From Beverly to 1½ ml. 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

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.

WESTWARD

FIFTH SUBDIVISION

EASTWARD

SECOND CLASS 263 Time Freight Daily	FIRST CLASS 15 Passenger Daily	Capacity in cars		Telegraph calls	Distance from Cle Elum	Time Table No. 8 JUNE 28, 1942 STATIONS	Distance from Seattle	See Rule 6-A	Office open week days	FIRST CLASS	SECOND CLASS
		Siding	Other tracks							16	264
										Passenger	Time Freight
										As	A
L 11.30AM	L 4.50AM		Yard	CM	0.0	CLE ELUM	89.9	BKRWX	Continuous	1.20AM	12.30PM
264 12.05PM	5.09	65	34		11.6	EASTON	78.3	PVY	No Office	1.01	12.05PM
12.30	5.24	65	16		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	PVX	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	12		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	22.1	JRVX	Continuous	L 11.12PM	L 7.45AM
4.15	7.28			RN	78.1	(N. P. CROSSING) RENTON	11.8			10.54	6.25
4.25	7.32	76	142	BI	80.5	BLACK RIVER (U. P. CROSSING)	9.4	LJRV	Via. P. C. R. R.	10.48	5.30
4.35	7.41	80	336		84.8	VAN ASSELT	5.1	P		10.41	5.20
	7.46				86.5	ARGO (U. P. CROSSING) (N. P. CROSSING)	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 1/2 mi. west of Cle Elum, where speed should be reduced to)	70 mph.	50 mph.
Over bridge FF-16, 1.7 mi. west of Easton	50 mph.	40 mph.
Between Easton and Hyak	20 mph.	20 mph.
Between Hyak and Cedar Falls	50 mph.	40 mph.
Between Cedar Falls and Maple Valley	30 mph.	22 mph.
Trains handling logs	55 mph.	46 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. 8 JUNE 28, 1942 STATIONS
83	263	93	81	51	55	15	Sidings	Other tracks				
U. P. R. R. Time Freight 690	Time Freight	Time Freight	U. P. R. R. Time Freight 692	U. P. R. R. Passenger 458	U. P. R. R. Passenger Streamliner	Passenger						
Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	*SEE NOTE BELOW	Daily						
		3.10PM				8.15AM		Yard	OW	0.0	SEATTLE	
			3.15			8.24				3.4	ARGO (U. P. CROSSING) (N. P. CROSSING)	3.4
	4.45PM	3.20				8.27	80	330		5.1	VAN ASSELT	1.7
L 6.15PM	L 5.00PM	L 3.30PM	L 2.45AM	L 4.27PM	L 12.24PM	L 8.35AM		Yard	BI	9.4	BLACK RIVER (N. P. CROSSING)	4.3
6.28	5.14	3.44	2.53	4.36	12.31	8.46	59	112	K	16.3	KENT	5.0
6.38	5.34	3.57	3.02	4.43	12.36	8.55	64	141	BR	21.3	AUBURN	4.6
6.47	5.52	4.07	3.10	4.49	12.41	9.04	68			25.9	BENROY	2.5
7.04	6.02	4.43	3.15	4.54	12.44	9.09	34	60	UX	28.4	SUMNER	1.7
7.25	6.10	4.50	3.21	4.58	12.46	9.14	63	22	PX	30.1	NORTH PUYALLUP	5.5
A 7.45PM	A 6.25PM	A 5.00PM	A 3.40AM	A 5.05PM	A 12.54PM	9.23			JN	35.6	TACOMA JCT.	2.0
						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
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, and east end of tracks 12 and 13, 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.

*Note—No. 55 will run only on the 1st, 7th, 13th, 19th, and 25th of each month.

SIXTH SUBDIVISION EASTWARD

Time Table No. 8 JUNE 28, 1942 STATIONS	Distance from Tacoma	See Rule 6-A	Office open week days	FIRST CLASS			SECOND CLASS				
				56	52	16	264	84	94	82	
				U. P. R. R. Passenger Streamliner *SEE NOTE BELOW	U. P. R. R. Passenger 561 Daily	Passenger Daily	Time Freight Daily	U. P. R. R. Time Freight 691 Daily Except Sunday	Way Freight Daily Except Sunday	U. P. R. R. Time Freight 631 Daily	
-3.4 SEATTLE	37.6	BKRW	Via U. P. R. R.				9.45PM			2.00PM	
-1.7 ARGO (U. P. CROSSING) (N. P. CROSSING)	34.2		Via P. O. R. R.				9.35			1.25	
-4.3 VAN ASSELT	32.5	P					9.32	5.10AM		1.20	
-6.0 BLACK RIVER (N. P. CROSSING)	28.2	JRVXY	Continuous	A 1.46PM	A 2.00PM	A 9.24PM	A 5.00AM	A 5.40AM	A 1.00PM	A 5.40PM	
KENT 5.0	21.3	X	7.45 AM to 12.01 PM 12.01 PM to 4.45 PM	1.37	1.48	9.13	4.46	5.20	12.31 ⁵⁵	5.14 ²⁶³	
AUBURN 4.6	16.3	X	Continuous	1.32	1.40	9.03	4.36	5.14	12.10PM	5.02	
BENROY 2.5	11.7	P	No Office	1.27	1.33	8.56	4.26	5.05	11.55	4.49 ⁵¹	
SUMNER 1.7	9.2	WX	8.00 AM to 4.00 PM 1.00 PM to 9.00 PM	1.24	1.29	8.50	4.20	4.49	11.45	4.43 ⁹³	
NORTH PUYALLUP 5.5	7.5		8.00 AM to 12.01 PM 1.01 PM to 5.00 PM	1.22	1.26	8.45	4.15	4.30	10.45	4.38	
TACOMA JCT. 2.0	2.0	JKRVX	Continuous	L 1.16PM	L 1.18PM ⁵⁵	8.36	L 4.00AM	L 4.10AM	L 10.30AM	L 4.25PM	
TACOMA	0.0	BKRXX	Continuous			L 8.30PM					

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Black River and Tacoma Jct.-----	70 mph.	60 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-----	80 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.

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. INTER-LOCKING, 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, and east end of tracks 12 and 13, 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.

*Note—No. 56 will run only on the 6th, 12th, 18th, 24th, and 30th of each month.

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from St. Maries	Time Table No. 8 JUNE 28, 1942			Distance from Elk River	See Rule 6-A	Office open week days	SECOND CLASS	
103	Mixed Mon., Wed. & Fri. only	Sidings	Other tracks			STATIONS						102	Mixed Tues., Thur. & Sat. only
L 10.00AM			Yard	CB	0.0	ST. MARIES		72.2	BHJKORWXYZ	Continuous	As 4.15PM		
f 10.30	12				9.4	LOTUS	0.4	62.8	P	No Office	f 3.41		
f 10.35	43	20			11.1	ALDER CREEK	1.7	61.1	P	No Office	f 3.35		
f 10.44	25				13.5	ROVER	2.4	58.7	P	No Office	f 3.25		
f 11.06	47				19.6	MASHBURN	6.1	52.6	P	No Office	f 3.05		
f 11.19	10	15			23.1	SANTA	3.5	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	2.0	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		
Af 12.58PM					50.4	PURDUE	2.0	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	0.2	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
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. 8 JUNE 28, 1942 STATIONS	Distance from Metaline Falls	See Rule 6-A	Office open week days	SECOND CLASS	
291	Way Freight Daily Except Sunday	Sidings	Other tracks							292	Way Freight Daily Except Sunday
				L 8.45AM		40	110	SP	0.0		
9.00			18		5.7	GREENACRES	114.4		No Office	2.55	
9.15		45	90		11.7	SPOKANE BRIDGE	108.4	P	No Office	2.40	
9.40		44	22		15.0	McGUIRES	105.1	JPRV	No Office	2.30	
					15.2	(S. C. & P. Crossing)	104.9		No Office		
					16.5	(N. P. Crossing) (S. L. Crossing)	103.6		No Office		
9.45		29	5		16.6	GRAND JUNCTION	103.5	VX	No Office	2.05	
10.00		30			23.3	RATHDRUM	96.8	PV	No Office	1.40	
10.15			2		30.6	SEASONS	89.5	P	No Office	1.00	
10.25		30			34.7	JENIDA	85.4	P	No Office	12.45	
10.35		40	14		37.1	SPIRIT LAKE	83.0	W	No Office	12.30	
10.50		34			44.7	BLANCHARD	75.4	P	No Office	12.01PM	
11.05			8		50.5	TWEEDIE	69.6	P	No Office	11.45	
²⁹² 11.30		28	65	NR	59.0	NEWPORT	61.1	VWXZ	8.00 AM to 5.00 PM	²⁹¹ 11.30	
12.05PM		20			71.0	DALKENA	49.1	P	No Office	9.55	
12.25		36	20		76.2	USK	43.9	PXY	No Office	9.40	
1.00			45	CU	78.1	CUSICK	42.0	X	8.00 AM to 5.00 PM	9.30	
1.40		20			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	P	No Office	8.35	
2.15		20			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	37		110.6	IONE	9.5	PW	No Office	8.00	
A 3.10PM		20	180	MF	120.1	METALINE FALLS	0.0	KRXY	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 1 1/4 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
Beralloy	3.3	West	Dishman
Vera	4.5	West	Dishman
Arturdee	2.5	West	Greenacres
Sachwell	3.7	West	Grand Jct.

Name	Miles	Direction	Station
Anderson	3.0	West	Blanchard
Callispeil	0.6	West	Cusick
Sand Creek	5.3	West	Ione

		Capacity in cars		Telegraph calls	Distance from McGuire's	Time Table No. 8 JUNE 28, 1942 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.	
		16			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	VVXZ	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. E. 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. 8 JUNE 28, 1942 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	
	f 7.25	23			8.2	TIFLIS 8.0	33.7	JPY	No Office	f 3.20 12.50	
	f 7.55	23			16.2	RUFF 5.8	30.7	PW	No Office	f 12.20PM	
	f 8.15	23			22.0	MOODY 5.0	24.9	P	No Office	f 11.55	
	f 8.35	23			27.0	BATUM 3.9	19.9	P	No Office	f 11.35	
	f 8.50	23			30.9	LAUER 6.8	16.0	P	No Office	f 11.20	
	f 9.15	23			37.7	SCHOONOVER 4.4	9.2	P	No Office	f 10.55	
	f 9.35	23			42.1	PACKARD 4.8	4.8	P	No Office	f 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. 8 JUNE 28, 1942 STATIONS	Distance from Moses Lake	See Rule 6-A	Office open week days	THIRD CLASS	
313	Mixed	Sidings	Other tracks							314	Mixed
	Fr Fridays only										Fr 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	2.00PM	6	55		15.0	MOSES LAKE	0.0	PY	No Office	L	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. 8 JUNE 28, 1942 STATIONS	Distance from Hanford	See Rule 6-A	Office open week days	THIRD CLASS	
415	Mixed	Sidings	Other tracks							416	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 6.7	14.5		No Office	f	4.20
s	2.00	30	75	WB	37.4	WHITE BLUFFS 7.8	7.8	X	8.00 AM to 5.00 PM	s	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. 8		Distance from Everett	See Rule 6-A	Office open week days	SECOND CLASS	
591	Way Freight Daily Except Sunday	Sidings	Other tracks	Yard	MY			0.0	JUNE 28, 1942				5.9	54.6
						STATIONS			2.1	48.7	8.05			
L	11.01PM							CEDAR FALLS						
	11.20							TANNER (N. P. CROSSING)				No Office		
	11.40	42	19					NORTH BEND 3.2			PWX	No Office		7.50
	12.01AM	32			Q	11.2		SNOQUALMIE FALLS 1.1			X	8.00 AM to 5.00 PM		7.15
	12.15	22						TOKUL 4.0				No Office		6.55
	12.30	11						FALL CITY 5.4				No Office		6.40
	12.55	40	20		J	22.3		CARNATION 8.7			PW	7.45 AM to 4.45 PM		6.25
	1.20	31	20					DUVALL 5.6			P	No Office		6.05
	1.45		10					HIGH ROCK 3.0				No Office		5.45
A	2.10AM							MONROE JCT. 0.3			JPVX	No Office	L	5.30PM
					RO	40.5		MONROE 6.9						
								SNOHOMISH 5.8				Via G. N. Ry.		
								LOWELL 0.5			JVX			
			150					BELT YARD			JVXZ	Via N. P. R. R.		
								LOWELL 1.4			JVX			
A	3.10AM		Yard		RT	54.6		EVERETT	0.0		BKORTWX	8.00 AM to 5.00 PM	L	4.30PM

MAXIMUM SPEED PERMISSIBLE

Between Cedar Falls and Monroe Jct. 35 mph. 1 mile West 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. 15 mph. around sharp curves between Snoqualmie Falls and 2 miles East of Carnation. **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.

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.

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

		Capacity in cars		Telegraph calls	Distance from Bagley Jct.	Time Table No. 8		Distance from Enumclaw	See Rule 6-A	Office open week days			
L		Sidings	Other tracks			JUNE 28, 1942					16.1	JPR	No Office
				STATIONS		2.3	13.8	No Office					
			40							BAGLEY JCT.			
							SELLECK (PACIFIC STATES LUMBER CO. CROSSING)				PX	No Office	
							YANDELL 1.5					No Office	
							DURHAM 0.7					No Office	
							KANASKAT JCT. 2.1				JPV	No Office	
		19					PALMER 1.2					No Office	
			10				BAYNE JCT. 0.2				JPX	No Office	
			20				BAYNE 1.1				X	No Office	
							CUMBERLAND 0.8					No Office	
		15					NACO 2.0					No Office	
			62				VEAZIE 3.4					No Office	
A			90	CW	16.1		ENUMCLAW	0.0			BRWXY	8.00 AM to 5.00 PM	L

MAXIMUM SPEED PERMISSIBLE

Between Bagley Jct. and Bayne Jct., 15 mph. Between Bayne Jct. and Enumclaw, 30 mph.

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

15

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Tacoma	Time Table No. 8 JUNE 28, 1942 STATIONS	Distance from Morton	See Rule 6-A	Office open week days	SECOND CLASS		
865	791	863	Sidings	Other tracks							862	864	792
Time Freight Daily Except Sat.	Way Freight Daily Except Saturday	Time Freight Daily Except Sunday									Time Freight Daily Except Sunday	Time Freight Daily Except Mon.	Way Freight Daily Except Sunday
L 9.30PM	L 7.30AM	L 12.01AM		Yard	MA	0.0	TACOMA	67.2	BERVX	Continuous	A 12.01AM	A 12.15PM	A 1.00PM
10.30	7.50	1.01	63	182		3.1	HILLSDALE	64.1	PX	No Office	11.25	11.40	12.40
						5.5	MIDLAND	61.7		No Office			
⁸⁶² 10.50	8.15	1.15	45			6.9	ALLISON	60.3	PX W. 4 Miles W	No Office	⁸⁶⁵ 10.50	11.25	12.20
A 10.55PM	8.27	A 1.30AM	38		SJ	11.2	FREDERICKSON	58.0	JPRXY	8.00 PM to 5.00 AM	L 10.40PM	L 11.01AM	12.05PM
	8.55		76			17.4	THRIFT	49.8		No Office			11.35
	9.08		38			21.0	TANWAX	46.2		No Office			11.25
	9.20		56			23.0	KAPOWSIN	44.2	PW	No Office			11.09
	⁷⁹² 10.00		76	30	V	32.6	EATONVILLE	34.6	WX	7.45 AM to 4.45 PM			⁷⁹¹ 10.00
	10.17		20			36.6	LA GRANDE	30.6	P	No Office			9.30
	10.37		41	7		41.2	ALDER	26.0	P	No Office			9.01
	10.45		82			43.3	RELIANCE	23.9	P	No Office			8.50
	11.00		17	30		47.2	ELBE	20.0	PW	No Office			8.20
	11.55			10		49.6	PARK JCT.	17.6	JPYX	No Office			7.20
	A 12.15PM		30	200	D	53.7	(Log. Co. Xing) MINERAL	13.5	BKMORWXY	6.30 AM to 2.30 PM 4.30 PM to 12.30AM			L 7.00AM
			38			57.9	DIVIDE	9.3	W 4.9 West PX	No Office			
			25			65.2	COAL CANYON	2.0		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 1/2 miles west-----	15 mph.	15 mph.
Over Nisqually River bridge, 1 mi. West of Park Jct.-----	15 mph.	15 mph.
Over Bridge GG-86 3 miles west of Divide-----	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 & Hohl Co.-----	1.0	West	Mineral
Carlson Lbr. Co.-----	1.9	West	Mineral
Cole and Williams Mill-----	4.9	West	Divide
Nineteen Mile Creek-----	4.0	East	Morton
Watson and Atwood-----	3.0	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, when operator not on duty.

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. 8 JUNE 28, 1942 STATIONS	Distance from Ashford	See Rule 6-A	Office open week days		
		Sidings	Other tracks								
L			10		0.0	PARK JCT.	5.5	JPYX	No Office	A.	
		21			1.3	HICKEY	4.3	X	No Office		
			17		3.5	NATIONAL	2.0	P	No Office		
A			60	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

16 WESTWARD SEVENTEENTH SUBDIVISION EASTWARD

SECOND CLASS		Capacity in cars				Telegraph calls	Distance from Frederickson	Time Table No. 8		Distance from Hoquiam	See Rule 6-A	Office open week days	SECOND CLASS	
865	863	Siding	Other tracks	Time Freight Daily Except Sat.	Time Freight Daily Except Sunday			STATIONS					864	862
L 10.55PM	L 1.30AM	38		SJ	0.0	FREDERICKSON	93.8	JPRXY	8.00 PM to 5.00 AM	A 11.01AM	A 10.40PM			
11.05	1.45		8		3.4	LOVELAND	90.4		No Office	10.45	10.20			
11.20	2.10	75			8.0	GREENDALE	85.8	W	No Office	10.25	10.05			
11.45	2.30	23	50		15.8	McKENNA	78.0	P	No Office	10.05	9.45			
12.01AM	2.50	37			23.4	RAINIER	70.4	P	No Office	9.45	9.25			
					26.3	(Weyerhaeuser Timber Co. Crossing)	67.5	M						
12.15	3.05AM			SK	28.9	SKOOKUMCHUCK	64.9	JPV	7.00 PM to 4.00 AM	9.40	9.05			
12.20	3.10			JC	30.0	WESTERN JCT.	63.8	JVX	8.00 AM to 5.00 PM	9.25	9.03			
12.30	3.15	34			31.2	OFFUTT LAKE	62.6		No Office	9.15	9.00			
L 1.00AM	A 3.30AM	33	45	MT	37.2	MAYTOWN	56.6	JPRWXY	8.00 AM to 4.00 PM 8.45 PM to 4.45 AM	L 9.00AM	A 8.30PM			
1.10		22			41.1	MUMBY	52.7		No Office		8.20			
1.30			7		46.6	ROCHESTER (N. P. Crossing)	47.2	P	No Office		8.05			
A 1.40AM					48.5	HELISING JCT.	45.3	JRV	No Office		L 8.00PM			
2.55 A					50.0	INDEPENDENCE	43.8				7.52			
3.10					54.6	BALCH	39.2				7.40			
3.25					58.5	CEDARVILLE	35.3				7.30			
3.35					62.6	LANKNER	31.2				7.20			
3.42					65.2	RONY	28.6				7.15			
3.48					67.1	SAGINAW	26.7				7.10			
3.55					68.8	SOUTH ELMA	25.0				7.05			
4.05					72.2	FULLER	21.6				6.50			
4.20					78.7	SOUTH MONTESANO	15.1				6.30			
4.36					80.1	MELBOURNE	13.7				6.14			
4.45					82.9	PREACHER'S SLOUGH	10.9				5.50			
					86.4	NORTH RIVER JCT.	7.4							
5.00					87.5	COSMOPOLIS	6.3				5.35			
					89.3	SOUTH ABERDEEN	4.5							
5.15					90.2	ABERDEEN	3.6				5.20			
5.45AM					93.8	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 Helising Jct.-----	40 mph.	35 mph.
Trains handling logs -----		30 mph.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
UPCO-----	2.8	West	Offutt Lake

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Helising Jct. and Hoquiam. Between Helising 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, when operator not on duty.

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

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

Trains need not obtain Clearance Form A at Helising Jct.

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

17

THIRD CLASS 963	SECOND CLASS 863	Capacity in cars		Telegraph calls	Distance from Maytown	Time Table No. 8 JUNE 28, 1942 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 Sunday									Time Freight Daily Except Monday	Way Freight Daily Except Sat. & Sun.
L 3.40AM		33	45	MT	0.0	MAYTOWN	64.6	JPRWXY	8.00 AM to 4.00 PM 8.45 PM to 4.45 AM	A 9.00AM	
	4.05	54			7.4	ESSEX	57.2		No Office	8.35	
					12.4	(N. P. Crossing) (U. P. Crossing) BLAKESLEE JCT.	52.2	MX			
	4.30	40	36	CN	13.7	CENTRALIA	50.9	PXZ	8.00 AM to 5.00 PM	8.20	
					14.3	(N. P. Crossing)	50.3	M			
					17.0	(3 N. P. Crossings)	47.6	M			
L 6.00PM	4.50	58	100	CH	17.4	CHEHALIS	47.2	KPRVWX	Continuous	8.00	As 4.50PM
6.05	A 5.30AM			JO	18.4	(N. P. Crossing) CHEHALIS JCT.	46.2	JMVX	6.00 AM to 3.00 PM	L 7.30AM	4.45
	9.00AM				58.0	LONGVIEW	0.0		Via N. P. R. R.	4.30AM	
					18.4	CHEHALIS JCT.	46.2		Via N. P. R. R.		
L 7.10PM					35.3	DRYAD JCT.	29.3	JRV	No Office		As 3.25PM
f 7.15		10			36.3	DOTY	28.3	P	No Office		f 3.20
f 8.00		13			50.0	MACPHAIL	14.6	X	No Office		f 2.30
f 8.20		30			53.3	SUTICO	11.3		No Office		f 2.15
f 8.30					54.9	FIRDALE	9.7	PW	No Office		f 2.00
f 9.04			10		61.8	WILLAPA	2.8	X	No Office		f 1.40
As 9.25PM		19	210	RD	64.6	RAYMOND (N. P. Crossing)	0.0	BKORVWXY	8.00 AM to 5.00 PM	L 1.30PM	

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains	Handling logs
Between Maytown and Chehalis Over R. R. crossings at Blakeslee Jct.	40 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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Swem Creek	6.5	East	McPhail

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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.

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

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

Trains need not obtain clearance Form A at Dryad Jct.

18 WESTWARD NINETEENTH SUBDIVISION EASTWARD

SECOND CLASS				Time Table No. 8				THIRD CLASS				
97		Capacity in cars		Telegraph calls	Distance from Bellingham	JUNE 28, 1942		Distance from Glacier	See Rule 6-A	Office open week days	98	
Way Freight	Daily Except Sunday	Sidings	Other tracks			STATIONS					Way Freight	Daily Except Sunday
L	5.00AM		Yard	L	0.0	BELLINGHAM (3 G. N. Crossings)	4.0	46.8	BEMORTVWZX	8.00 AM to 5.00 PM	As	2.15PM
	5.25	21			4.0	CORNWALL		42.8		No Office		1.55PM
f	5.48	34			11.4	WAHL		35.4	PX	No Office	f	1.20
f	5.53				12.7	GOSHEN JCT.		34.1	JPRX	No Office	f	1.01
f	5.55	15			12.9	GOSHEN		33.9	X	No Office	f	12.55
f	6.07	15			17.0	STRANDELL		29.8		No Office	f	12.35
s	6.15		30		17.8	EVERSON		29.0	X	No Office	s	12.25
s	6.30	13			19.3	HAMPTON		27.5	JPRXY	No Office	s	12.10PM
f	6.40	16			22.2	CLEARBROOK		24.6		No Office	f	11.50
s	6.50		Yard	S	25.1	SUMAS		21.7	BPVWXY	8.00 AM to 5.00 PM	s	11.40
					26.1	(N. P. Crossing)		20.7		No Office		
	7.25	17			31.9	HILLTOP		14.9	P	No Office		11.01
f	7.30	15			32.7	COLUMBIA		14.1	P	No Office	f	10.55
f	7.35				33.4	LIMESTONE JCT.		13.4	PY	No Office	f	10.45
f	7.55	8			36.3	KENDALL		10.5		No Office	f	10.05
f	8.25	12			39.5	MAPLE FALLS		7.3	P	No Office	f	9.55
As	9.15AM	25	55		46.8	GLACIER		0.0	PRY	No Office	L	9.30AM

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Bellingham and Glacier	25 mph.	25 mph.

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.

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.
Blair	1.8	East	Hilltop

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
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.

WESTWARD TWENTIETH SUBDIVISION EASTWARD

SECOND CLASS				Time Table No. 8				THIRD CLASS				
L		Capacity in cars		Telegraph calls	Distance from Goshen Jct.	JUNE 28, 1942		Distance from Kulshan	See Rule 6-A	Office open week days	A	
Way Freight	Daily Except Sunday	Sidings	Other tracks			STATIONS					Way Freight	Daily Except Sunday
L					0.0	GOSHEN JCT.		11.5	JPRX	No Office	A.	
					6.1	(N. P. Crossing)		5.4	M			
		35			7.1	DEMING		4.4	P	No Office		
A.			Yard		11.5	KULSHAN		0.0	PWXY	No Office	L.	

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Goshen Jct. & Kulshan	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

Trains need not obtain Clearance Form A at Goshen Jct.

WESTWARD

TWENTY FIRST SUBDIVISION

EASTWARD

19

SECOND CLASS				Time Table No. 8				THIRD CLASS				
197		Capacity in cars		Telegraph calls	Distance from Hampton	JUNE 28, 1942		Distance from Lynden	See Rule 6-A	Office open week days	198	
Way Freight	Daily Except Sunday	Sidings	Other tracks			STATIONS					Way Freight	Daily Except Sunday
L 6.30AM			20		0.0	HAMPTON	5.4	JPRXY	No Office		A 8.21AM	
A 6.50AM		Yard		A	5.4	LYNDEN	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. 8				SECOND CLASS				
95		Capacity in cars		Telegraph calls	Distance from Port Townsend	JUNE 28, 1942		Distance from Disque	See Rule 6-A	Office open week days	96	
Way Freight	Daily Except Sun.	Sidings	Other tracks			STATIONS					Way Freight	Daily Except Sun.
L 12.20PM					0.0	PORT TOWNSEND	69.1	OWYX	8.00 AM to 5.00 PM		As 10.50AM	
L 1.05PM		27			13.0	DISCOVERY JUNCTION	56.1	V	No Office		A 10.05AM	
			10		14.4	MAYNARD	54.7	W 2 mi W	No Office			
			10		20.4	GARDINER	48.7		No Office			
		22			25.7	BLYN	43.4		No Office			
a 2.05		34			32.5	SEQUIM	36.6		8.00 AM to 5.00 PM		a 9.05	
		13			36.1	CARLSBORG	33.0	X	No Office			
		10			39.9	AGNEW	29.2		No Office			
			12		42.9	CRANE	26.2		No Office			
As 3.05PM		27			48.4	ENNIS CREEK	20.7	X	No Office			
		Yard			50.8	PORT ANGELES	18.3	BKOPRWXYZ	8.00 AM to 5.00 PM		L 8.01AM	
		25			55.0	JORDAN	14.1		No Office			
		21			58.6	ELWHA	10.5		No Office			
					59.8	RANGER	9.3		No Office			
			2		62.1	COVILL	7.0		No Office			
					64.6	RAMAPO	4.6		No Office			
		26			67.2	JOYCE	1.9		No Office			
					69.1	DISQUE	0.0	V	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.
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
Edus	2.0	West	Port Angeles

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. east 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.
- Summer**—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.
- 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.
- Bagley Jct.**—Extend from Bagley Jct. switch to 800 ft. west of switch.
- 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 493 ft. east of east switch to 3250 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.
- 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.
- Swem Creek**—Extend from 3960 ft. east of switch to 2640 ft. west of switch.
- McPhail**—Extend from 2476 ft. east of east switch to 2000 ft. west of west switch.
- Willapa**—Extend from 3786 ft. east of Willapa 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 2500 ft. east of east switch at Ennis Creek to 1500 ft. west of Bayside yard switch.
- Carlsborg**—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch.
- Port Townsend**—Extend from 2500 ft. west of west main line switch, east to end of yard tracks.
- 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 KITTTITAS	KITTTITAS 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 KITTTITAS	KITTTITAS 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 PLUMR. 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	RAMSDELL TO SORRENTO	MARENGO TO HILLCREST	PLUMR. JCT. TO WORLEY	WORLEY TO SPOKANE	SPOKANE TO CHENEY	KEELER TO ELK RIVER	BATHDRUM TO JENIDA	ALDER CRK. 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.

On 1st Subdivision telephone is located:

In booth MP 1782 4 miles west of Ethelton.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. H. Eugene Allen.....	Chief Surgeon.....	Seattle
Dr. C. A. Robins.....	District Surgeon.....	St. Maries
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. E. DeMar Anderson.....	Oculist.....	Seattle
Dr. J. H. Mathews.....	Aurist.....	Seattle
Dr. D. 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

HOSPITALS

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
Avery	Dr. J. B. Tyrrell	Local Surgeon		
St. Maries	Dr. E. L. Peacock	" "		
St. Maries	Dr. C. A. Robins	" "	119	267
Tekoa	Dr. C. B. Clizer	" "	15	15X
Rosalia	Dr. L. A. Quafe	" "	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. D. Schlotthauer	Local "		
Ione	Dr. G. Moulton Richards	" "	5	11
Coeur d'Alene	Dr. J. T. Wood	" "	29X	29
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. A. H. Gunderson	" "		
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. Ayles	" "	109-J	109-M
Auburn	Dr. John Darst	" "	199-J	354-M
Puyallup	Dr. S. D. Barry	" "	Main 500	Main 4
Sumner	Dr. Chas. H. Denzler	" "	72	316 or 128
Tacoma	Dr. D. G. Willard	" "	Broadway 2203	Lakewood 3947
Tacoma	Dr. C. B. Ritchie	Asst. "	Broadway 2203	Broadway 3882
Tacoma	Dr. C. C. Leaverton	" "	Broadway 2203	Garland 3361
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. Hugh A. Larkin	" "		
Mineral	Dr. Leo Scheckner	" "		
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	" "		
Rainier	Dr. Joseph J. Shebl	" "		
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	" "		
Sequim	Dr. W. A. Hibbs	" "		
Port Angeles	Dr. R. S. Hamilton	" "	158-W	158-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	Continuous
Kittitas	8:00 AM to 5:00 PM
Ellensburg	9:30 PM to 5:00AM
Cle Elum	Continuous
Cedar Falls	Continuous
Maple Valley	Continuous
Black River	Continuous
Auburn	Continuous
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 8:00 PM
Mineral—Sunday	4:30 PM to 12:30 AM
Holidays	7:30 AM to 9:30 AM
Holidays	4:30 PM to 12:30 AM
Maytown—Holidays	8:45 PM to 4:45 AM
Chehalis—Sunday	8:00 AM to 4:00 PM
Holidays	Continuous
Chehalis Jct.—Holidays	6:00 AM to 3:00 PM

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	408 Riverside Ave., Nelson Jewelry Co.
Malden	Pacific Watch Co.
Othello	Pacific Watch Co.
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. Melsness
Morton	F. A. Baker
Hoquiam	Fred Wetzel
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,
J. W. CORBETT,
H. A. MOSHER,
C. P. MILES,
W. H. SMITH,
A. D. BRUNEAU,
Train Dispatchers.

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

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

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

C. A. SCHLEUSNER,
E. G. TALLMADGE,
Traveling Engineers and
Assistant Trainmasters.

J. O'DORE,
Trainmaster.

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