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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—169869

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

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

COAST DIVISION TIME TABLE NO. 12

To be used in conjunction with Special Rules No. 4

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

Sunday, February 6, 1944

For the government and information
of employes only

A. O. THOR

Assistant Superintendents

W. J. McMAHAN

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

L. WYLIE,
Superintendent.

L. F. DONALD,
General Manager.

SECOND CLASS	FIRST CLASS	Capacity in cars		Telegraph calls	Distance from Othello	Time Table No. 12 FEBRUARY 6, 1944	Distance from Cle Elum	See Rule 6-A	Office open week days	FIRST CLASS	SECOND CLASS
		Sidings	Other tracks							16	264
Time Freight	Passenger					STATIONS				Passenger	Time Freight
Daily	Daily									Daily	Daily
L 2.00AM	L 1.35AM		Yard	SO	0.0	OTHELLO	98.9	BEHKORTWX	Continuous	As 3 25AM	A 9.15PM
2.15	1.43	66			5.5	ANSON	93.4	P	No Office	3.05	8.50
2.30	1.47	115	11		9.2	TAUNTON	89.7	P	No Office	2.57	8.30
¹⁶ 2.45	1.57	63	18	CF	15.0	CORFU	83.9	PW	12.01AM to 8.00AM	²⁶³ 2.45	8.00
3.30	2.10	110	10		24.7	SMYRNA	74.2	P	No Office	2.30	7.20
3.45	¹⁶ 2.20	50			31.2	JERICO	67.7	P	No Office	¹⁵ 2.20	7.00
4.10	2.32	115	211	BV	37.8	BEVERLY	61.1	BKOWXY	Continuous	2.08	6.30
					38.8	BEVERLY JCT.	60.1	JFX	No Office		
4.35	2.40		73		41.5	COHASSET PIT	57.4	P	No Office	2.00	6.00
4.45	2.45	110	3		44.0	DORIS	54.9	P	No Office	1.55	5.45
5.10	3.02	65	5		49.6	RYE	49.3	P	No Office	1.43	5.15
5.25	3.12	78			52.9	CHEVIOT	46.0	P	No Office	1.35	5.00
5.40	3.23	78	20		56.6	BOYLSTON	42.8	P	No Office	1.27	4.40
6.05	3.33	65			62.1	RENSLOW	36.8	P	No Office	1.16	4.10
6.15	3.39		17		64.9	EAST KITTITAS	34.0		No Office	1.10	3.50
6.45	3.44	110	85	KY	67.2	KITTITAS	31.7	KWXY	8.00 AM to 12.01 AM	1.06	3.35
			14		70.1	REGAL	28.8		No Office		
7.25	3.56	99	48	NB	73.6	ELLENSBURG	25.8		8.00 AM to 4.00 PM 9.30 PM to 5.30 AM	12.57	2.50
8.00	4.08	65	20		80.5	THORP	18.4	P	No Office	12.45	2.15
8.30	4.23	115	8		88.9	HORLICK	10.0	P	No Office	12.34	1.45
A 9.00AM	As 4.42AM		Yard	CM	98.9	CLE ELUM	0.0	BKRWX	Continuous	L 12.20AM	L 1.15PM

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Othello and Beverly	65 mph.	50 mph.
Between Beverly and Boylston	30 mph.	18 mph.
Between Boylston and East Kittitas	35 mph.	22 mph.
Between East Kittitas and Kittitas	45 mph.	30 mph.
Between Kittitas and MP 2081 (MP 2081 is located 5 mi. 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 Station to 2 1/2 mi. east (drifting sand)	25 mph.	25 mph.
Around sharp curve between Tunnels 46 and 47, 3 mi. 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 First Subdivision.

The schedule stops shown for Nos. 15 and 16 at Beverly, Kittitas, Ellensburg and Cle Elum apply to coach section only.

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 stop signal just west of Junction switch Beverly Jct.

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

WESTWARD

SECOND SUBDIVISION

EASTWARD

SECOND CLASS 263	FIRST CLASS 15	Capacity in cars		Telegraph calls	Distance from Cle Elum	Time Table No. 12 FEBRUARY 6, 1944	Distance from Seattle	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 9.30AM	L 4.42AM		Yard	CM	0.0	CLE ELUM 11.6	89.9	BKRWX	Continuous	As 12.20AM	A 12.15PM
10.02	5.00	110	34	EA	11.6	EASTON 8.5	78.3	VY	8.00AM to 5.00PM	12.01AM	11.40
10.25	5.15	65	15		20.1	WHITTIER 8.9	69.8	W 4 MI. WEST P	No Office	11.44	11.15
10.50 ²⁸⁴	5.32	78	93	HY	29.0	HYAK 2.6	60.9	PX	Continuous	11.27	10.50 ²⁸³
11.00	5.39	86	15		31.6	ROCKDALE 5.1	58.3	PWX	No Office	11.20	10.25
11.17	5.53	66	10		36.7	BANDERA 5.3	53.2	P	No Office	11.09	9.55
11.35	6.07	66	12		42.0	GARCIA 4.5	47.9	PW	No Office	10.58	9.25
11.53	6.19	100	21		46.5	RAGNAR 4.3	43.4	P	No Office	10.48	8.55
12.30PM	6.31 ²⁸¹	118	395	MY	50.8	CEDAR FALLS 1.0	39.1	BJKOWXYZ	Continuous	10.40	8.25 ²⁸³ 6.25
12.44	6.38				54.8	BAGLEY JCT. 0.8	35.1	JP	No Office	10.33	5.55
12.48	6.39	65			55.6	BARNESTON 3.0	34.3	P	No Office	10.32	5.50
1.02	6.46	100			59.5	TRUDE 2.0	30.4	P	No Office	10.26	5.35
1.11	6.50		10		62.1	LANDSBURG 2.3	27.8	P	No Office	10.21	
1.19	6.54	63	18		64.4	NOBLE 2.4	25.5	P	No Office	10.17	5.15
			24		66.8	SLOANE 1.0	23.1		No Office		
A 1.30PM	A 7.00AM	84	14	MV	67.8	MAPLE VALLEY 10.3	22.1	JRVX	Continuous	L 10.12PM	L 5.00AM
2.30	7.28			RN	78.1	(N. P. CROSSING) RENTON 2.4	11.8			9.51	4.25
3.01	7.32	76	142	BI	80.5	BLACK RIVER (U. P. CROSSING) 4.3	9.4	LJRV	Via P. C. R. R.	9.48	4.15
3.35	7.40	80	336		84.8	VAN ASSELT 1.7	5.1	P		9.41	3.30
	7.43				86.5	ARGO (U. P. CROSSING) (N. P. CROSSING) 3.4	3.4	I		9.33	
7.00PM	8.00AM		Yard	OW	89.0	SEATTLE	0.0	BKRW	Via U. P. R. R.	9.30PM	2.30AM

MAXIMUM SPEED PERMISSIBLE

	Pass. 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.	45 mph.
Crossing Spokane St., Seattle—all trains or engines	10 mph	30 mph.
		10 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.

The schedule stops shown for Nos. 15 and 16 at Cle Elum and Cedar Falls apply to coach section only.

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.

No. 15 will stop on signal at Easton, 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 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 THIRD SUBDIVISION

SECOND CLASS					FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Seattle	Time Table No. 12 FEBRUARY 6, 1944	
83	263	93	81	85	51	15	Sidings	Other tracks			STATIONS	
U. P. R. R. Time Freight 690	Time Freight	Time Freight	U. P. R. R. Time Freight 692	U. P. R. R. Time Freight 694	U. P. R. R. Passenger 458	Passenger						
Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily						
		2.00PM				8.20AM			Yard	OW	0.0	SEATTLE
		2.10				8.29					3.4	ARGO (U. P. CROSSING) (N. P. CROSSING)
	3.45PM	2.15				8.32	80	336			5.1	VAN ASSELT
L 6.15PM	L 5.00PM	L 3.30PM	L 6.45AM	L 1.15AM	L 4.47PM	L 8.40AM		Yard	BI	9.4	6.9	BLACK RIVER (N. P. CROSSING)
6.28	5.14	3.44	6.53	1.30	4.56	8.51	59	112	K	16.3	5.0	KENT
6.38	5.34	3.57	7.00 ⁸⁴	1.40	5.03	9.00	64	141	BR	21.3	4.6	AUBURN
6.47	5.52	4.07	7.10	2.00 ²⁶¹	5.09	9.09	68			25.9	2.5	BENROY
7.04	6.02	4.43	7.15	2.15	5.14	9.14	34	50	UX	28.4	1.7	SUMNER
7.25	6.10	4.50	7.21	2.25	5.18	9.19 ⁹⁴	63	22	PX	30.1	5.5	NORTH PUYALLUP
A 7.45PM ¹⁶	A 6.25PM	A 5.00PM	A 7.40AM	A 2.45AM	A 5.25PM	9.28	80		JN	35.6	2.0	TACOMA JCT.
						A 9.35AM		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-----5809 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 or North Puyallup for revenue passengers or express, and will stop at these stations to leave revenue passengers.

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 yard 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 Third 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 Third 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 68 cars is located west of the depot. Rule 5 applies at the siding located east of the depot.

Time Table No. 12 FEBRUARY 6, 1944 STATIONS	Distance from Tacoma	See Rule 6-A	Office open week days	FIRST CLASS		SECOND CLASS				
				52	16	264	84	94	86	82
				U. P. R. R. Passenger 457	Passenger	Time Freight	U. P. R. R. Time Freight 691	Way Freight	U. P. R. R. Time Freight 698	U. P. R. R. Time Freight 681
				Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily
SEATTLE -3.4	37.6	BKRW	Via U. P. R. R.		9.00PM			12.45PM		
ARGO (U. P. CROSSING) (N. P. CROSSING) -1.7	34.2		Via P. C. R. R.		8.50			12.30		
VAN ASSELT -4.2	32.5	P			8.47	2.55AM		12.25		
BLACK RIVER (N. P. CROSSING) -6.0	28.2	IJRVXY	Continuous	A 2.36PM	A 8.39PM	A 2.30AM	A 7.40AM	A 12.01PM	A 2.40PM	A 10.40PM
KENT 5.0	21.3	X	7.45 AM to 12.01 PM 1.01 PM to 4.45 PM	⁸⁰ 2.23	8.28	2.20	7.20	11.45	⁵² 2.28 2.18	10.14
AUBURN 4.6	16.3	X	Continuous	2.14	8.18	2.10	⁸¹ 7.00	11.20	2.02	10.03
BENROY 2.5	11.7	P	No Office	2.06	8.11	⁸⁵ 2.00	6.50	11.10	1.50	9.49
SUMNER -1.7	9.2	WX	12.01 AM to 9.00 PM	2.02	8.05	1.55	6.40	^{11.05} 9.30	1.40	9.43
NORTH PUYALLUP 3.5	7.5		8.00 AM to 12.01 PM 1.01 PM to 5.00 PM	1.58	8.00	1.50	6.30	¹⁵ 9.19	1.30	9.38
TACOMA JCT. 2.0	2.0	JKRVX	Continuous	L 1.49PM	⁸³ 7.51	L 1.30AM	L 6.10AM	L 9.00AM	L 1.10PM	L 9.25PM
TACOMA	0.0	BKRVX	Continuous		L 7.45PM					

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.

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 located.....1006 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.....5809 ft. west of crossing
Home signal located.....809 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 or Kent for revenue passengers or express and will stop at these stations to leave revenue passengers.

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 Third 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.

		Capacity in cars		Telegraph calls	Distance from Beverly Jct.	Time Table No. 12 FEBRUARY 6, 1944 STATIONS	Distance from Hanford	See Rule 6-A	Office open week days		
		Sidings	Other tracks								
L	L				0.0	BEVERLY JUNCTION 4.0	20.79	JPX	No Office	A	A
		25			4.0	LEVERING 10.4	16.79	P	No Office		
		60			14.4	PRIEST RAPIDS 6.39	6.39	PWX	No Office		
A	A				20.79	HANFORD 3.5	0.0	X	No Office	L	L
						HANFORD YARD		PXY			

MAXIMUM SPEED PERMISSIBLE

Between Beverly Jct. and Hanford Yard.....	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., Hanford Yard or 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. 12 FEBRUARY 6, 1944 STATIONS	Distance from Everett	See Rule 6-A	Office open week days	THIRD CLASS	
591	Way Freight Daily Except Sunday	Sidings	Other tracks							592	Way Freight Daily Except Sunday
L	3 01PM		Yard	MY	0.0	CEDAR FALLS	54.6	BJKORWXYZ	Continuous	A	8.30PM
	3.15				5.9	TANNER (N. P. CROSSING)	48.7		No Office		8.05
	3.30	42	19		8.0	NORTH BEND 3.2	46.6	PWX	No Office		7.55
	3.45	32		Q	11.2	SNOQUALMIE FALLS 1.1	43.4	X	8.00 AM to 5.00 PM		7.30
	3.55	22			12.3	TOKUL 4.6	42.3		No Office		7.20
	4.10	11			16.9	FALL CITY 5.4	37.7		No Office		7.05
	4.30	40	20	J	22.3	CARNATION 3.7	32.3	PW	7.45 AM to 4.45 PM		6.50
	4.55	81	20		31.0	DUVALL 5.6	23.6	P	No Office		6.20
	5.15		10		36.6	HIGH ROCK 3.6	18.0		No Office		5.50
A	5 25PM				40.2	MONROE JCT. 0.3	14.4	JPVX	No Office	L	5 30PM
				RO	40.5	MONROE 6.9	14.1				
					47.4	SNOHOMISH 5.8	7.2		Via G. N. Ry.		
					53.2	LOWELL 0.6	1.4	JVX			
			150		53.7	BELT YARD	1.9	JVXZ	Via N. P. Ry.		
					53.2	LOWELL 1.4	1.4	JVX			
A	6 30PM		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. Trains handling logs, 30 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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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

WESTWARD

SIXTH SUBDIVISION

EASTWARD

7

	Capacity in cars		Telegraph calls	Distance from Bagley Jct.	Time Table No. 12 FEBRUARY 6, 1944 STATIONS	Distance from Enumclaw	See Rule 6-A	Office open week days	
	Sidings	Other tracks							
L				0.0	BAGLEY JCT.	16.1	JPRX	No Office	A
		40		2.3	SELLECK (PACIFIC STATES LUMBER CO. CROSSING)	18.8	PX	No Office	
				3.1	YANDELL	13.0		No Office	
				4.6	DURHAM	11.5		No Office	
				5.3	KANASKAT JCT.	10.8	JPV	No Office	
	19			7.4	PALMER	8.7		No Office	
		10		8.6	BAYNE JCT.	7.5	JPX	No Office	
		20		8.8	BAYNE	7.3	X	No Office	
				9.9	CUMBERLAND	6.2		No Office	
	15			10.7	NACO	5.4		No Office	
		62		12.7	VEAZIE	3.4		No Office	
A		00	CW	16.1	ENUMCLAW	0.0	BRWXY	8.00 AM to 3.00 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

FOURTEENTH SUBDIVISION

EASTWARD

	Capacity in cars		Telegraph calls	Distance from Eatonville Jct.	Time Table No. 12 FEBRUARY 6, 1944 STATIONS	Distance from Alder Dam	See Rule 6-A	Office open week days	
	Sidings	Other tracks							
L	92			0.0	EATONVILLE JCT.	8.8	JPWXY	No Office	A
	76	30	V	1.0	EATONVILLE	7.3	WX	7.45 AM to 4.45 PM	
	20			5.0	LA GRANDE	3.3	P	No Office	
A				8.3	ALDER DAM	0.0		No Office	L

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

MAXIMUM SPEED PERMISSIBLE

	Pass. Trains	Freight Trains
Between Eatonville Jct. and Alder Dam.....	35 mph.	35 mph.
Between LaGrande and 3½ miles west.....	15 mph.	15 mph.
Between M.P. 39.5, 3½ miles west of LaGrande and end of line at Alder Dam.....	10 mph.	10 mph.
Trains handling logs.....		30 mph.

Trains need not obtain Clearance Form A at Eatonville Jct.

At Eatonville Jct. the normal position of junction switch is for the 7th Subdivision.

Through movements between Eatonville Jct. and Elbe cannot be made via 14th and 15th Subdivisions. Track is not connected at Alder Dam.

WESTWARD

FIFTEENTH SUBDIVISION

EASTWARD

	Capacity in cars		Telegraph calls	Distance from Elbe	Time Table No. 12 FEBRUARY 6, 1944 STATIONS	Distance from Alder Dam	See Rule 6-A	Office open week days	
	Sidings	Other tracks							
L	17	30	BE	0.0	ELBE	7.3	J	8.00 AM to 5.00 PM	A
	82			3.9	RELIANCE	3.4	P W 1.0 Mi. W.	No Office	
	41	7		6.0	ALDER	1.3	P	No Office	
A				7.3	ALDER DAM	0.0		No Office	L

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

MAXIMUM SPEED PERMISSIBLE

	Pass. Trains	Freight Trains
Between Elbe and Alder Dam.....	35 mph.	35 mph.
Trains handling logs.....		30 mph.

Trains need not obtain Clearance Form A at Elbe. At Elbe the normal position of junction switch is for the 7th Subdivision.

Through movements between Eatonville Jct. and Elbe cannot be made via 14th and 15th Subdivisions. Track is not connected at Alder Dam.

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Tacoma	Time Table No. 12 FEB. 6, 1944 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 9.30 ^{PM}	L 7.30 ^{AM}	L 12.01 ^{AM}		Yard	MA	0.0	TACOMA 3.3	64.5	BERVX	Continuous	A 12.01 ^{AM}	A 12.15 ^{PM}	A 1.00 ^{PM}
10.30	7.50	1.01	63	182		3.3	HILLSDALE 3.7	61.2	PX	No Office	11.25	11.40	12.40
10.50	8.15	1.15	45			7.0	ALLISON 4.2	57.5	PX W. 4 Miles W	No Office	10.50	11.25	12.20
A 10.55 ^{PM}	8.27	A 1.30 ^{AM}	38			11.2	FREDERICKSON 6.6	53.3	JPRXY	No Office	L 10.40 ^{PM}	L 11.01 ^{AM}	12.05 ^{PM}
	8.55		76			17.8	THRIFT 3.2	46.7	P	No Office			11.35
	9.08		38			21.0	TANWAX 2.0	43.5		No Office			11.25
	9.20					23.0	KAPOWSIN 8.6	41.5	PW	No Office			10.40
	10.00		92			31.6	EATONVILLE JUNCTION 7.9	32.9	JPWXY	No Office			10.00
	10.45					39.5	NEW RELIANCE 5.0	25.0	W 2.1 MI. W	No Office			8.15
	11.15		92	24		44.5	ELBE 2.4	20.0	J	8.00 AM to 5.00 PM			7.45
	11.30		17	30	BE	46.9	PARK JCT. (Loc. Co. Xing)	17.6	JPYX	No Office			7.20
	11.40			10		51.0	MINERAL 4.2	13.5	BKMORWXY	6.30 AM to 2.30 PM 4.30 PM to 12.30AM			L 7.00 ^{AM}
A 12.45 ^{PM}			30	200	D	55.2	DIVIDE 7.2	9.3	W 4.9 West PX	No Office			
			38	22		62.4	COAL CANYON 2.1	2.1		No Office			
			65	155	MN	64.5	MORTON	0.0	BRXY	7.00AM to 3.00 PM			

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Hillsdale and Park Jct.	35 mph.	35 mph.
Between Park Jct. and Morton	35 mph.	35 mph.
Over Nisqually River bridge, 1 ml. West of Park Jct.	15 mph.	15 mph.
Between Hillsdale and Tacoma	15 mph.	15 mph.
Trains handling logs		30 mph.

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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Midland	1.5	East	Allison
Columbia Powder Co.	0.7	West	Frederickson
Lindberg & Hohl Co.	1.1	West	Mineral
Carlson Lbr. Co.	1.8	West	Mineral
Cole and Williams Mill	2.0	East	Coal Canyon
Nineteen Mile Creek	1.9	East	Coal Canyon
Watson and Atwood	1.2	East	Coal Canyon

At Eatonville Jct. and Elbe the normal position of junction switch is for the 7th Subdivision.

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

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

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Park Jct.	Time Table No. 12 FEBRUARY 6, 1944 STATIONS	Distance from Ashford	See Rule 6-A	Office open week days	THIRD CLASS	
793	Way Freight Daily Except Saturday	Sidings	Other tracks							794	Way Freight Daily Except Saturday
L 11.40 ^{AM}			10		0.0	PARK JCT. 1.3	5.5	JPYX	No Office	A 12.30 ^{PM}	
11.45		21			1.3	HICKEY 2.2	4.2	X	No Office	12.25	
11.50			17		2.5	NATIONAL 2.0	2.0	P	No Office	12.20	
A 11.59 ^{AM}			60	F	5.5	ASHFORD	0.0	PX	8.00 AM to 5.00 PM	L 12.10 ^{PM}	

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

WESTWARD

NINTH SUBDIVISION

EASTWARD

9

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Frederickson	Time Table No. 12 FEBRUARY 6, 1944 STATIONS	Distance from Hoquiam	See Rule 6-A	Office open week days	SECOND CLASS	
865	863	Sidings	Other tracks							864	862
Time Freight Daily Except Sat.	Time Freight Daily Except Sunday									Time Freight Daily Except Monday	Time Freight Daily Except Sunday
L 10.55PM	L 1.30AM	38			0.0	FREDERICKSON	93.8	JPRXY	No Office	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	PW	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	3.05				28.9	SKOOKUMCHUCK	64.9	JV	No Office	9.40	9.05
12.20	3.10			JC	30.0	WESTERN JCT.	63.8	JVX	6.30 AM to 2.30 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	39		37.2	MAYTOWN	56.6	JPRWXY	No Office	L 9.00AM	L 8.30PM
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					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	31.3				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		Via U. P. R. R.		6.50
4.30					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
					85.4	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					98.8	HOQUIAM	0.0		Via N. P. Ry.		6.00PM

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.

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 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 Ninth Subdivision.

Trains need not obtain Clearance Form A at Frederickson.

Trains need not obtain Clearance Form A at Maytown.

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

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

Trains need not obtain Clearance Form A at Helsing Jct.

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WESTWARD

TENTH SUBDIVISION

EASTWARD

THIRD CLASS 963	SECOND CLASS 863	Capacity in cars		Telegraph calls	Distance from Maytown	Time Table No. 12 FEBRUARY 6, 1944	Distance from Raymond	See Rule 6-A	Office open week days	SECOND CLASS	THIRD CLASS
		Sidings	Other tracks							864	964
Way Freight Daily Except Sunday	Time Freight Daily Except Sunday					STATIONS				Time Freight Daily Except Monday	Way Freight Daily Except Sunday
	L 3.40AM	33	39		0.0	MAYTOWN 7.4	64.6	JPRWXY	No Office	A 9.00AM	
	4.05	54			7.4	ESSEX 5.0	57.2		No Office	8.35	
					12.4	(N. P. Crossing) (U. P. Crossing) BLAKESLEE JCT. 1.3	52.2	MX			
	4.30	40	36	CN	13.7	CENTRALIA 0.6	50.9	PXZ	8.00 AM to 5.00 PM	8.20	
					14.3	(N. P. Crossing) 2.7	50.3	M			
					17.0	(3 N. P. Crossings) 0.4	47.6	M			
L 4.30PM	4.50	58	100	CH	17.4	CHEHALIS 1.0	47.2	KPRVWX	6.00AM to 12.01 AM	8.00	As 3.20PM
4.35	A 5.30AM			JO	18.4	(N. P. Crossing) CHEHALIS JCT. 39.6	46.2	JMVX	6.00 AM to 3.00 PM	L 7.30AM	3.15
	9.00AM				58.0	LONGVIEW	0.0		Via N. P. Ry.	4.30AM	
					18.4	CHEHALIS JCT. 16.9	46.2		Via N. P. Ry.		
L 5.40PM					35.3	DRYAD JCT. 1.0	29.3	JRV	No Office		As 1.55PM
f 5.45		10			36.3	DOTY 13.7	28.3	P	No Office		f 1.50
f 6.30		12			50.0	MACPHAIL 3.3	14.6	X	No Office		f 1.00
f 6.50		30			53.3	SUTICO 1.6	11.3		No Office		f 12.45
f 7.00					54.9	FIRDALE 6.9	9.7	PW	No Office		f 12.30
f 7.34			10		61.8	WILLAPA 2.8	2.8	X	No Office		f 12.10
As 7.55PM		19	140	RD	64.6	RAYMOND (N. P. Crossing)	0.0	BKORVWXY	8.00 AM to 5.00 PM	L 12.01PM	

MAXIMUM SPEED PERMISSIBLE

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Murnen	2.25	West	Doty
Nyman	3.0	West	Doty

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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 Tenth Subdivision.

Trains need not obtain Clearance Form A at Maytown.

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

Trains need not obtain clearance Form A at Dryad Jct.

Eastward C. M. St. P. & P. trains need not obtain Clearance Form A at Chehalis Jct. for movement on C. M. St. P. & P. tracks.

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

11

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Bellingham	Time Table No. 12 FEBRUARY 6, 1944 STATIONS	Distance from Glacier	See Rule 6-A	Office open week days	THIRD CLASS	
97	Way Freight Daily Except Sunday	Sidings	Other tracks							98	Way Freight Daily Except Sunday
L	5.00AM		Yard	L	0.0	BELLINGHAM (3 G. N. Crossings) 4.0	46.8	BKMORTVWXZ	7.00 AM to 4.00 PM	A	2.15PM
	5.25	21			4.0	CORNWALL 7.4	42.8		No Office		1.55
	5.48	24			11.4	WAHL 1.5	35.4	PX	No Office		1.20
	5.55		2		12.9	GOSHEN 4.1	33.9	X	No Office		12.55
	6.07	15			17.0	STRANDELL 0.8	29.8		No Office		12.35
	6.15		20		17.8	EVERSON 1.5	29.0	X	No Office		12.25
	6.30	13			19.3	HAMPTON 2.0	27.5	JPRXY	No Office		12.10PM
	6.40	16			22.2	CLEARBROOK 2.0	24.6		No Office		11.50
	6.50		Yard	S	25.1	SUMAS 1.0	21.7	BPVWXY	8.00 AM to 5.00 PM		11.40
					26.1	(N. P. Crossing) 5.8	20.7		No Office		
	7.25	17			31.9	HILLTOP 0.8	14.9	P	No Office		11.01
	7.30	15			32.7	COLUMBIA 0.7	14.1	P	No Office		10.55
	7.35				33.4	LIMESTONE JCT. 2.0	13.4	PY	No Office		10.45
	7.55	8			36.3	KENDALL 3.2	10.5		No Office		10.05
	8.25	12			39.5	MAPLE FALLS 7.3	7.3	P	No Office		9.55
A	9.15AM ⁹⁸	25	55		46.8	GLACIER	0.0	PRY	No Office	L	9.30AM ⁹⁷

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.

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.

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Hampton	Time Table No. 12 FEBRUARY 6, 1944 STATIONS	Distance from Lynden	See Rule 6-A	Office open week days	THIRD CLASS	
197	Way Freight Daily Except Sunday	Sidings	Other tracks							198	Way Freight Daily Except Sunday
L	6.30AM		20		0.0	HAMPTON 5.4	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

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Hampton.

12 WESTWARD THIRTEENTH SUBDIVISION EASTWARD

SECOND CLASS		Capacity in cars		Telegraph cable	Distance from Port Townsend	Time Table No. 12 FEBRUARY 6, 1944 STATIONS	Distance from Disque	See Rule 6-A	Office open week days	SECOND CLASS	
95	Way Freight Daily Except Sun.	Sidings	Other tracks							96	Way Freight Daily Except Sun.
				L 11.05PM					0.0		
L 12.05AM		27			13.0	DISCOVERY JUNCTION	58.1	V	No Office	A 8.45PM	
			10		14.4	MAYNARD	54.7		No Office		
			10		20.4	GARDINER	48.7		No Office		
		22			25.7	BLYN	43.4		No Office		
s 1.20		34			32.5	SEQUIM	36.6	W	8.00 AM to 5.00 PM	s 7.30	
		13			38.1	CARLSBORG	33.0	X	No Office		
		10			39.9	AGNEW	29.2		No Office		
			12		42.9	CRANE	26.2		No Office		
		27			48.4	ENNIS CREEK	20.7	X	No Office		
A s 2.30AM			Yard		50.8	PORT ANGELES	18.8	BEOPRWXYZ	8.00 AM to 5.00 PM	L 6.30PM	
		25			55.0	JORDAN	14.1		No Office		
		5			58.6	ELWHA	10.5		No Office		
			2		62.1	COVILL	7.0		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.	15 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.
Over Morse Creek Bridge at M. P. 45		
5 1/4 miles east of Port Angeles-----	10 mph.	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

- Othello—Extend from 2003 ft. east of east switch to 5280 ft. west of west switch.
- Beverly and Beverly Jct.—Extend from 3700 ft. east of east switch Beverly to 245 ft. west of junction switch Beverly Jct. on First Subdivision, and 5000 ft. west of junction switch Beverly Jct. on Fourth Subdivision.
- 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 2nd subdivision, and 2900 ft. west of west switch of Log Loading track on 5th 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 3500 ft. east of east siding switch Tacoma Jct. to Tide Flats Yard, to end of track Tacoma Passenger station and to 4421 ft. west of west switch Hillsdale on 7th subdivision.
- Priest Rapids—Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.
- Hanford—Extend from Hanford Station Sign (MP 20.79) to 3000 ft. west of west switch Hanford Yard.
- 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 on 6th subdivision.
- 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 668 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 7th subdivision, and 2672 ft. west of west switch on 9th subdivision.
- Eatonville Jct. and Eatonville—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch Eatonville Jct., and to 4004 ft. west of west switch Eatonville on 14th subdivision.
- 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 8th 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 9th subdivision, and to 1347 ft. west of west switch on 10th 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.
- Murnen and Nyman—Extend from 700 ft. east of east switch Murnen to 1250 ft. west of west switch Nyman.
- MacPhail—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.

TONNAGE RATING—VARIOUS LOCOMOTIVES

SECTION	Ruling Grade	Loads or Emptys	CLASS OF ENGINE										
			F-5	C-2 C-3 C-5	L-2	S-1	N-2	N-3	DE-40 DE-41	EP-2	EF-1	EF-2 EF-3	
Othello to Beverly.....	— .40	L or E	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Beverly to Boylston.....	+2.2	L	550	550	700	700	900	1000	2000	980	1100	1650	
Boylston to Kittitas.....	—1.70	L	CL	CL	CL	CL	CL	CL	CL	1400	3100	4650	
Kittitas to Cle Elum.....	+ .55	L or E	2000	2000	2600	3100	3300	3700	7000	3700	4100	6150	
Cle Elum to Hyak.....	+ .70	L or E	1700	1700	2250	2600	2700	3100	5600	3200	3500	5250	
Hyak to Cedar Falls.....	—1.74	L	CL	CL	CL	CL	CL	CL	CL	1250	2500	3750	
Cedar Falls to Black River.....	— .80	L or E	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	
Black River to Tacoma.....	0.0	L or E	3000	3000	4000	4500	CL	CL	CL	CL	3450	CL	CL
Tacoma to Black River.....	0.0	L or E	3000	3000	4000	4500	CL	CL	CL	3450	CL	CL	CL
Black River to Cedar Falls.....	+ .80	L	1500	1500	2000	2300	2400	2750	5250	2000	4000	5500	
Cedar Falls to Hyak.....	+1.74	L	700	700	950	975	1150	1300	2600	1250	1550	2550	
Hyak to Cle Elum.....	— .70	L or E	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	
Cle Elum to Kittitas.....	+ .50	L or E	2200	2300	2800	3300	3400	3800	6000	2900	4500	6500	
Kittitas to Boylston.....	+1.70	L	740	840	960	1000	1200	1360	2700	1300	1670	2500	
Boylston to Beverly.....	—2.2	L	CL	CL	CL	CL	CL	CL	CL	1300	1670	2500	
Beverly to Othello.....	+ .40	L	2600	2600	3000	3700	3900	4300	9000	3200	5000	7000	

Figures shown are maximum working tonnage. Drag tonnage would be about 10% more than figures shown. If faster schedule is necessary, tonnage should be reduced accordingly.

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

WEIGHT OF LOCOMOTIVE INCLUDING TENDER

L-2	218 tons	N-3	370 tons
L-3	252 tons	EF-1	288 tons
F-5	205 tons	EF-2	432 tons
F-3	196 tons	EF-3	406 tons
C-5	189 tons	EP-2	272 tons
C-3	185 tons	EP-3	310 tons
C-2	175 tons	K-1	182 tons
I-5	104 tons	S-1	400 tons
N-2	281 tons	DE-40 and DE-41	462 tons

EMERGENCY TELEPHONES

Baggage cars on coach sections of trains 15 and 16, and all motors are equipped with telephones. Also linen lockers on observation cars of sleeper sections.

On 2nd 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 4th subdivision, emergency telephones are located between stations as follows:

2 poles east of MP9.

1 pole west of MP19.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. H. Eugene Allen	Chief Surgeon	Seattle
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. C. B. Ritchie	Acting District Surgeon	Tacoma
Dr. A. W. Howe	Oculist	Tacoma
Dr. Edwin D. Warren	Oculist	Tacoma
Dr. S. S. Howe	Oculist	Bellingham
Dr. C. L. Hoefler	Oculist	Everett

HOSPITALS

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
Bellingham	St. Lukes Hospital

Stretchers are located as follows: Othello, Beverly, Ellensburg, Cle Elum, Hyak, Cedar Falls, Tacoma, Morton, Mineral, Black River.

LOCATION	NAME	TITLE	OFFICE TELEPHONE	RESIDENCE TELEPHONE
Ellensburg	Dr. W. A. Taylor	Local Surgeon	Main 60	Main 160
Cle Elum	Dr. W. E. Smick	" "		
Snoqualmie	Dr. Samuel Max	" "		
Fall 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. H. H. Adams	" "		
Seattle	Dr. H. Eugene Allen	" "	Elliott 3037	Alder 1223
Seattle	Dr. I. M. Cohn	Asst. "	Elliott 3037	Hemlock 0402
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. C. H. Aylen	" "	Main 500	3063
Sumner	Dr. Chas. H. Denzler	" "	72	316 or 128
Tacoma	Dr. C. B. Ritchie	Local "	Broadway 2414	Broadway 3882
Tacoma	Dr. Eugene Hanson	Asst. "	Broadway 3772	Proctor 1152
So. Tacoma	Dr. A. G. Nace	" "	Garland 2182	Garland 1131
So. Tacoma	Dr. F. M. Nace	Asst. "	Garland 2182	Garland 4984
Eatonville	Dr. D. M. Nevitt	Local "	113	114
National	Dr. Hugh A. Larkin	" "		
Mineral	Dr. J. E. Guernsey	" "		
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
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. W. A. Hulbush	" "	1121	1120
Sumas	Dr. E. S. Sarvis	Local "	371	372
Lynden	Dr. F. L. Wood	" "	1981	1982

SUNDAY & HOLIDAY HOURS AT STATIONS

Othello	Continuous	Tacoma Jct.	Continuous
Corfu	12:01 AM to 8:00 AM	Tacoma	Continuous
Beverly	Continuous	Everett	Sundays—None
Kittitas	8:00 AM to 5:00 PM		Holidays—4:00 PM to 6:00 PM
Ellensburg	9:30 PM to 5:00 AM	Mineral—Sunday	4:30 PM to 12:30 AM
Cle Elum	Continuous	Holidays	4:30 PM to 12:30 AM
Cedar Falls	Continuous	Holidays	4:30 PM to 12:30 AM
Maple Valley	Continuous	Chehalis—Sunday	8:00 AM to 4:00 PM
Black River	Continuous	Holidays	6:00 AM to 12:01 AM
Auburn	Continuous	Chehalis Jct.—Holidays	6:00 AM to 3:00 PM
	12:01 AM to 8:00 AM		Other Stations Closed.
Sumner	8:45 AM to 10:45 AM		
	1:00 PM to 9:00 PM		

TROLLEY SECTION SWITCHES

At stations where substations are located the air gaps are near substations, and the switches are located in the substations. At other stations switches are located near each end of siding or yard except:

Othello, west switch.....	825' west of H. B.
Anson, west switch.....	1500' west of H. B.
Corfu, west switch.....	2075' west of H. B.
Switch No. 8.....	Between Corfu and Beverly
Tunnel 45.....	1550' east of tunnel
Ellensburg, west switch.....	2575' west of H. B.
Thorp, west switch.....	1975' west of H. B.
Tunnel 47 east end.....	325' east of tunnel
Tunnel 47 west end.....	500' west of tunnel
Switch No. 31, 7 miles west of Cle Elum.....	4.7 miles east of Easton
Keechelus snowshed, east end.....	325' east of shed
Keechelus snowshed, west end.....	1325' west of shed
Bandera, west switch.....	1275' west of H. B.
Garcia, west switch.....	2925' west of H. B.
Renton, switch No. 8.....	250' east of double track H. B.
Black River.....	800' south of "Y"
Black River, No. 101 controlling inbound track.....	650' north of O-W tower
Black River, No. 102 controlling inbound track.....	650' north of O-W tower
Argo, No. 105 controlling inbound P. C. track, at P. C.-O-W crossover	
Argo, No. 106 controlling outbound P. C. track at P. C.-O-W crossover	
Argo, No. 107 controlling inbound O-W track, at P. C.-O-W crossover	
Argo, No. 108 controlling outbound O-W track, at P. C.-O-W crossover	
Seattle Psgr. Station, No. 109 controlling inbound track.....	About 0.4 mi. south of station
Seattle Psgr. Station, No. 110 controlling outbound track.....	About 0.4 mi. south of station
Switches Nos. 105, 106, 107, 108, 109, and 110 can be opened under load if necessary for protection of persons or property.	
Kent, east switch.....	1325' east of H. B.
Kent, west switch.....	1375' west of H. B.
Benroy, east switch.....	1550' east of H. B.
Sumner, west switch.....	No air gap or switch
North Puyallup, east switch.....	1450' east of H. B.

WATCH INSPECTORS

National Railway Time Service Co.....	Chief Inspectors 58 East Washington Street Chicago, Ill.
Othello.....	Pacific Watch Co.
Cle Elum.....	M. W. Davies
Seattle.....	414 Pike St., Weisfield & Goldberg, Inc.
Tacoma.....	1105 Broadway, A. A. Mierow
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
Port Townsend.....	840 Water St., Walter S. Wisniewski
Longview.....	Hammond Jewelry Co.

R. W. BEAL

F. A. CHALK,

H. A. MOSHER,

C. P. MILES,

J. R. PIATT,

J. E. BASSETT,

H. L. HITCHCOCK,

Train Dispatchers.

J. W. CORBETT,

Asst. Chief Dispatcher.

J. P. ROTHMAN,

Chief Dispatcher 13th Subdivision.

H. L. WILTROUT,

Chief Dispatcher 1st to 12th, 14th to 15th Subdivisions, Incl.

E. G. TALLMADGE,

C. H. JACOBSON,

Traveling Engineers and
Assistant Trainmasters.

S. E. HERZOG,

Assistant Trainmaster.

R. D. SHIPLEY,

J. O'DORE,

Trainmasters.