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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—176468



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

COAST DIVISION TIME TABLE NO. 14

Taking effect at 12:01 A. M.

Pacific Standard Time

MONDAY, APRIL 8, 1946

For the government and information
of employes only

A. O. THOR

W. J. McMAHAN

Assistant Superintendents

N. A. MEYER,

Superintendent of Transportation.

J. L. BROWN,

General Superintendent of Transportation.

L. WYLIE,
Superintendent.

L. F. DONALD,
General Manager.

| SECOND CLASS 263 | FIRST CLASS 15 | Capacity in cars | | Telegraph code | Distance from Othello | Time Table No. 14 APRIL 8, 1946 STATIONS | Distance from Cle Elum | See Rule 6-A | Office open week days | FIRST CLASS | SECOND CLASS |
|--|---------------------|------------------|-----------------|-------------------|--------------------------|--|---------------------------|-----------------|---|---------------------|-----------------------|
| | | Siding | Other tracks | | | | | | | 16 | 264 |
| | | | | | | | | | | Passenger | Time Freight |
| Time Freight Daily | Passenger Daily | | | | | | | | | Passenger Daily | Time Freight Daily |
| L 1.00AM | L 1.35AM | | Yard | 80 | 0.0 | OTHELLO 5.5 | 98.9 | BHKORTWX | Continuous | As 3.25AM | A 9.30PM |
| 1.15 | 1.43 | 66 | | | 5.5 | ANSON 3.7 | 93.4 | P | No Office | 3.05 | 9.00 |
| 1.25 | 1.47 | 115 | 11 | | 9.2 | TAUNTON 5.8 | 89.7 | P | No Office | 2.57 | 8.30 |
| 1.40 | 1.57 | 63 | 18 | CF | 15.0 | CORFU 9.7 | 83.9 | P | 12.01AM to 9.00AM | 2.45 | 8.00 |
| ¹⁵ 1.57 ¹⁶ 2.35 | ²⁶³ 2.10 | 110 | 10 | | 24.7 | SMYRNA 6.5 | 74.2 | P | No Office | ²⁶³ 2.30 | 7.30 |
| 2.55 | ¹⁶ 2.20 | 50 | | | 31.2 | JERICHO 6.6 | 67.7 | P | No Office | ¹⁵ 2.20 | 7.00 |
| 3.30 | 2.32 | 115 | Yard | BY | 37.8 | BEVERLY 1.0 | 61.1 | BKOWXY | Continuous | 2.08 | 6.35 |
| | | | | | 38.8 | BEVERLY JCT. 2.7 | 60.1 | JPX | No Office | | |
| 3.55 | 2.40 | | 73 | | 41.5 | COHASSET PIT 2.5 | 57.4 | P | No Office | 2.00 | 6.20 |
| 4.10 | 2.45 | 110 | 2 | | 44.0 | DORIS 5.6 | 54.9 | P | No Office | 1.55 | 6.05 |
| 4.35 | 3.02 | 65 | 5 | | 49.6 | RYE 3.3 | 49.3 | P | No Office | 1.43 | 5.40 |
| 4.50 | 3.12 | 78 | | | 53.9 | CHEVIOT 3.7 | 46.0 | P | No Office | 1.35 | 5.25 |
| 5.10 | 3.23 | 115 | 20 | BX | 54.6 | BOYLSTON 5.5 | 42.3 | P | 8.00PM to 5.00 AM Except Saturday | 1.27 | 5.10 |
| 5.30 | 3.33 | 65 | | | 62.1 | RENSLOW 2.8 | 36.8 | P | No Office | 1.16 | 4.45 |
| 5.45 | 3.39 | | 17 | | 64.9 | EAST KITTITAS 2.3 | 34.0 | | No Office | 1.10 | 4.30 |
| 6.15 | 3.44 | 110 | 85 | KY | 67.2 | KITTITAS 2.9 | 31.7 | KWXY | Continuous | 1.06 | 4.20 |
| | | | 14 | | 70.1 | REGAL 3.5 | 28.8 | | No Office | | |
| 6.55 | 3.56 | 99 | 48 | NB | 73.6 | ELLENSBURG 6.9 | 25.3 | | 8.00 AM to 4.00 PM 11.00 PM to 7.00 AM | 12.57 | 3.35 |
| 7.30 | 4.08 | 65 | 20 | | 80.5 | THORP 8.4 | 18.4 | P | No Office | 12.45 | 3.05 |
| 8.00 | 4.23 | 115 | 8 | | 88.9 | HORLICK 10.0 | 10.0 | P | No Office | 12.34 | 2.40 |
| A 8.30AM | As 4.42AM | | Yard | CM | 98.9 | CLE ELUM | 0.0 | BKRWX | Continuous | L 12.20AM | L 2.15PM |

MAXIMUM SPEED PERMISSIBLE

| | Pass. trains | Freight trains |
|--|--------------|----------------|
| Between Othello and 2½ mi. east of Beverly | 65 mph. | 50 mph. |
| Except around curves 2½ mi. west of Taunton to ½ mi. east of Corfu | 35 mph. | 25 mph. |
| Except over Bridge EE-260, 2 mi. east of Jericho | 40 mph. | 40 mph. |
| Between 2½ mi. east of Beverly and Beverly Station | 25 mph. | 25 mph. |
| Between Beverly and Boylston | 30 mph. | 18 mph. |
| Between Boylston and Kittitas | 35 mph. | 25 mph. |
| Between Kittitas and M.P. 2081, 5 mi. east of Cle Elum | 60 mph. | 40 mph. |
| Except over Bridge EE-384-B, 2½ mi. east of Thorp | 35 mph. | 35 mph. |
| Except on sharp curve between Tunnels 46 and 47, 3 mi. east of Horlick | 35 mph. | 25 mph. |
| Except ¼ mi. west of M.P. 2079 to M.P. 2081 | 40 mph. | 30 mph. |
| Between M.P. 2081 and Cle Elum | 70 mph. | 50 mph. |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

| Name | Miles | Direction | Station |
|---------|-------|-----------|------------|
| Woldale | 3.6 | West | Ellensburg |

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

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

The schedule stops shown for No. 15 at Kittitas, Ellensburg and Cle Elum apply to coach section only. When sleeper section includes a coach in service this train will stop at Ellensburg and Cle Elum to let off or pick up revenue coach passengers.

The schedule stops shown for No. 16 at Cle Elum, Ellensburg and Kittitas apply to coach section only. Stop for No. 16 at Beverly applies to both sleeper and coach sections.

The following automatic block signals are placed on left hand side of track as seen from approaching train: Signal 103-6, Eastward just west of Othello station. Westward stop signal just west of junction switch Beverly Jct.

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

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. 14 APRIL 8, 1946 | | | Distance from Seattle | See Rule 6-A | Office open week days | FIRST CLASS | SECOND CLASS |
|----------------------------|--------------------------|------------------|--------------|-----------------|------------------------|--|-----------|-------------------|-----------------------|--------------|-----------------------|-------------|--------------|
| | | Siding | Other tracks | | | STATIONS | 16 | 264 | | | | | |
| | | | | | | | Passenger | Time Freight | | | | | |
| Time Freight | Passenger | | | | | | | | | | | Passenger | Time Freight |
| Daily | Daily | | | | | | | | | | | Daily | Daily |
| L 9 00AM | L 4.42AM | | Yard | CM | 0.0 | CLE ELUM | 89.9 | BERWX | Continuous | As 12.20AM | A 2.00PM | | |
| 9.35 | 5.00 | 110 | 34 | | 11.6 | EASTON | 78.3 | PVY | No Office | 12.01AM | 1.40 | | |
| 10.00 | 5.15 | 75 | 15 | | 20.1 | WHITTIER | 66.8 | P W 4 MI. WEST | No Office | 11.44 | 1.20 | | |
| 10.25 | 5.32 | 115 | 106 | HY | 29.0 | HYAK | 60.9 | PX | Continuous | 11.27 | 1.00 | | |
| 10.40 | 5.39 | 86 | 15 | | 31.6 | ROCKDALE | 58.2 | PWX | No Office | 11.20 | 12.45 | | |
| 11.00 | 5.53 | 66 | | | 36.7 | BANDERA | 53.2 | P | No Office | 11.09 | 12.25 | | |
| 11.20 | 6.07 | 62 | 12 | | 42.0 | GARCIA | 47.9 | PW | No Office | 10.58 | 12.01PM | | |
| 11.40 | 6.19 | 100 | 21 | | 46.5 | RAGNAR | 43.4 | P | No Office | 10.48 | 11.40 | | |
| 12.30PM | 6.31 | 118 | 395 | MY | 50.8 | CEDAR FALLS | 39.1 | BJKOWXYZ | Continuous | 10.40 | 11.16 | | |
| 12.44 | 6.38 | | | | 54.8 | BAGLEY JCT. | 35.1 | JP | No Office | 10.33 | 9.58 | | |
| 12.48 | 6.39 | 65 | | | 55.6 | BARNESTON | 34.3 | P | No Office | 10.32 | 9.55 | | |
| 1.02 | 6.46 | 115 | | | 59.5 | TRUDE | 30.4 | P | No Office | 10.26 | 9.40 | | |
| 1.11 | 6.50 | | 10 | | 62.1 | LANDSBURG | 27.8 | P | No Office | 10.21 | | | |
| 1.19 | 6.54 | 63 | 18 | | 64.4 | NOBLE | 25.5 | P | No Office | 10.17 | 9.20 | | |
| | | | 24 | | 66.8 | SLOANE | 23.1 | | No Office | | | | |
| A 1.30PM | A 7.00AM | 84 | 14 | MV | 67.8 | MAPLE VALLEY | 22.1 | JRVX | Continuous | L 10.12PM | L 9.10AM | | |
| 2.30 | 7.20 | | | RN | 78.1 | (N. P. CROSSING) RENTON | 11.8 | | | 9.54 | 8.38 | | |
| 3.01 | 7.24 | | Yard | BI | 80.5 | BLACK RIVER (U. P. CROSSING) | 9.4 | LJRV | Via. P. C. R. R. | 9.49 | 8.30 | | |
| | 7.32 | 80 | 336 | | 84.8 | VAN ASSELT | 3.1 | P | | 9.43 | | | |
| | 7.35 | | | | 86.5 | ARGO (U. P. CROSSING) (N. P. CROSSING) | 3.4 | I | | 9.40 | | | |
| | | | | | 38.2 | SPOKANE ST. TOWER | 0.7 | | Via. P. C. R. R. | | | | |
| 7.00PM | | | | | 88.9 | STACY ST. YARD | 0.0 | BKORTVWXZ | | | 7.30AM | | |
| | 8.00AM | | Yard | OW | 89.9 | SEATTLE | 0.0 | | Via U. P. R. R. | 9.30PM | | | |

MAXIMUM SPEED PERMISSIBLE

| | Pass. trains | Freight trains |
|---|--------------|----------------|
| Between Cle Elum and M.P. 2099, 1½ ml. west of Easton | 70 mph. | 50 mph. |
| Except on first curve east and first curve west of Bridge FF-4, 4½ ml. west of Cle Elum | 45 mph. | 35 mph. |
| Between M.P. 2099 and ¼ ml. west of M.P. 2100, 2¼ ml. west of Easton | 35 mph. | 35 mph. |
| Between ¼ ml. west of M.P. 2100 and Hyak | 40 mph. | 30 mph. |
| Between Hyak and Rockdale | 25 mph. | 15 mph. |
| Between Rockdale and Cedar Falls | 30 mph. | 20 mph. |
| Between Cedar Falls and Maple Valley | 55 mph. | 40 mph. |
| Trains handling logs | | 30 mph. |
| Crossing Spokane Street Seattle | 10 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; eastward stop signal at east headblock Rockdale; Signal 26.0 eastward between Hyak and Whittier.

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

Headlight and marker lamps must be lighted while passing through Snoqualmie Tunnel No. 50 between Hyak and Rockdale.

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.

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

4 WESTWARD THIRD SUBDIVISION

| SECOND CLASS | | | | | FIRST CLASS | | | Capacity in cars | | Telegraph cells | Distance from Seattle | Time Table No. 14 APRIL 8, 1946 STATIONS |
|------------------------------------|--------------|------------------------|------------------------------------|------------------------------------|---------------------------------|---------------------------------|-----------|------------------|--------------|-----------------|-----------------------|---|
| 83 | 263 | 93 | 81 | 85 | 53 | 51 | 15 | Sidings | Other tracks | | | |
| U. P. R. R. Time Freight 690 | Time Freight | Way Freight | U. P. R. R. Time Freight 692 | U. P. R. R. Time Freight 694 | U. P. R. R. Passenger 402 | U. P. R. R. Passenger 453 | Passenger | | | | | |
| Daily | Daily | Daily Except Sunday | Daily | Daily | Daily | Daily | Daily | | | | | |
| | | | | | | | 8 20AM | | | OW | 0.0 | SEATTLE |
| | | 2.00PM | | | | | | | Yard | | 0.0 | STACY ST. YARD 0.7 |
| | | 2.05 | | | | | | | | | 0.7 | SPOKANE ST. TOWER 1.7 |
| | | 2.10 | | | | | 8.29 | | | | 3.4 | ARGO (U. P. CROSSING) (N. P. CROSSING) |
| | | 2 15 | | | | | 8.32 | 80 | 336 | | 5.1 | VAN ASSELT BLACK RIVER (N. P. CROSSING) |
| L 6.15PM | L 5.00PM | L 2.45PM | L 6.45AM | L 1.15AM | L 11.50 PM | L 4.47PM | L 8.40AM | | Yard | BI | 9.4 | KENT AUBURN BENROY SUMNER NORTH PUYALLUP TACOMA JCT. TACOMA |
| 6.28 | 6.14 | 3.05 | 6.53 | 1.30 | 11.59 | 4.56 | 8.50 | 102 | 112 | K | 16.3 | |
| 6.38 | 5.34 | 3.25 | 7.00 | 1.40 | 12.07 AM | 5.03 | 8.58 | 90 | 141 | BR | 21.8 | |
| 6.47 | 5.52 | 3.40 | 7.10 | 2.00 | 12.13 | 5.09 | 9.06 | 68 | | | 25.9 | |
| 7.04 | 6.02 | 4.43 | 7.17 | 2.15 | 12.19 | 5.14 | 9.10 | 90 | 50 | UX | 28.4 | |
| 7.25 | 6.10 | 4.50 | 7.25 | 2.25 | 12.23 | 5.18 | 9.14 | 68 | 22 | PX | 30.1 | |
| A 7.45PM | A 6.25PM | A 5.00PM | A 7.40AM | A 2.45AM | A 12.30 AM | A 5.25PM | 9.22 | 80 | | JN | 35.6 | |
| | | | | | | | A 9.35AM | | Yard | MA | 37.6 | |

MAXIMUM SPEED PERMISSIBLE

| | Pass. trains | Freight trains |
|--|--------------|----------------|
| Between Black River and Tacoma Jct. | 70 mph. | 50 mph. |
| Except over N. P. R. R. crossing Black River | 50 mph. | 40 mph. |
| Except around east leg of wye, Black River | 13 mph. | 13 mph. |
| Except in City Limits Kent | 40 mph. | 40 mph. |
| Except in City Limits Auburn | 40 mph. | 40 mph. |
| Except around curve at Sumner | 25 mph. | 20 mph. |
| Between Tacoma Jct. and Tacoma | 25 mph. | 10 mph. |
| Except over east switch to Old Coach Yard | 15 mph. | 10 mph. |
| Except over C and D Streets Tacoma | 10 mph. | 10 mph. |
| Except eastward passenger trains over C and D Streets Tacoma | 5 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 |
|--------|-------|-----------|----------------|
| Thomas | 1.7 | West | Kent |
| Hughes | 1.4 | West | North Puyallup |

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.

Westward automatic stop signal located 40 ft. east of 7th Sub-division junction switch at Tacoma, is placed on left hand side of track as seen from an approaching train.

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.

No. 53 will stop at Kent to receive revenue passengers for Tacoma and beyond.

Double track is 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 train or engine 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 65 cars is located west of the depot. Rule 5 applies at the siding located east of the depot.

See additional Special Instructions for Third Subdivision on Page 5.

THIRD SUBDIVISION EASTWARD

5

| Time Table No. 14 APRIL 8, 1946 STATIONS | Distance from Tacoma | See Rule 6-A | Office open week days | FIRST CLASS | | | SECOND CLASS | | | | | |
|--|-------------------------|-----------------|---|---------------------------------|---------------------------------|-----------------------|------------------------------------|-----------------------|--------------------------|------------------------------------|------------------------------------|--|
| | | | | 54 | 52 | 16 | 84 | 264 | 94 | 86 | 82 | |
| | | | | U. P. R. R. Passenger 401 | U. P. R. R. Passenger 457 | Passenger | U. P. R. R. Time Freight 691 | Time Freight | Way Freight | U. P. R. R. Time Freight 693 | U. P. R. R. Time Freight 681 | |
| | | | | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday | Daily | Daily | |
| SEATTLE | 37.6 | | Via U. P. R. R. | | | 9:00 PM | | | | | | |
| STACY ST. YARD | 36.6 | BKORTV WXZ | | | | | | | 12:50 PM | | | |
| SPOKANE ST. TOWER | 35.9 | | Via P. C. R. R. | | | | | | 12:45 | | | |
| ARGO (U. P. CROSSING) (N. P. CROSSING) | 34.2 | | Via P. C. R. R. | | | 8:39 | | | 12:35 | | | |
| VAN ASSELT | 32.5 | P | | | | 8:36 | | | 12:30 | | | |
| BLACK RIVER (N. P. CROSSING) | 28.2 | LJRVXY | Continuous | ⁸¹ A 6:20 AM | ⁹³ A 2:35 PM | A 8:29 PM | A 7:40 AM | A 7:57 AM | A 12:01 PM | ⁹³ A 2:40 PM | A 10:40 PM | |
| KENT | 21.3 | X | 7:45 AM to 3:45 PM 11:00 PM to 7:00 AM | s 6:09 | ⁸⁶ 2:23 | 8:20 | 7:20 | 7:44 | 11:45 | ⁵² 2:18 | 10:14 | |
| AUBURN | 16.3 | X | Continuous | s 5:59 | 2:14 | 8:12 | ⁸¹ 7:00 | 7:34 | 11:20 | 2:02 | 10:03 | |
| BENROY | 11.7 | P | No Office | 5:50 | 2:06 | 8:06 | 6:50 | 7:24 | 11:10 | 1:50 | 9:49 | |
| SUMNER | 9.2 | WX | 12:01 AM to 9:00 PM | s 5:44 | 2:02 | s 8:02 | 6:40 | ⁸¹ 7:17 | ^{11 05} 9:30 | 1:40 | 9:43 | |
| NORTH PUYALLUP | 7.5 | | 8:00 AM to 5:00 PM | s 5:39 | 1:58 | 7:58 | 6:30 | 7:12 | ¹⁵ 9:14 | 1:30 | 9:38 | |
| TACOMA JCT. | 2.0 | JKRVX | Continuous | L 5:29 AM | L 1:49 PM | ⁸³ 7:51 | L 6:10 AM | L 7:00 AM | L 9:00 AM | L 1:10 PM | L 9:25 PM | |
| TACOMA | 0.0 | BKRVX | Continuous | | | L 7:45 PM | | | | | | |

MAXIMUM SPEED PERMISSIBLE

| | Pass. trains | Freight trains |
|--|--------------|----------------|
| Between Black River and Tacoma Jct. | 70 mph. | 50 mph. |
| Except over N. P. R. R. crossing Black River | 50 mph. | 40 mph. |
| Except around east leg of wye, Black River | 13 mph. | 13 mph. |
| Except in City Limits Kent | 40 mph. | 40 mph. |
| Except in City Limits Auburn | 40 mph. | 40 mph. |
| Except around curve at Sumner | 25 mph. | 20 mph. |
| Between Tacoma Jct. and Tacoma | 25 mph. | 10 mph. |
| Except over east switch to Old Coach Yard | 15 mph. | 10 mph. |
| Except over C and D Streets Tacoma | 10 mph. | 10 mph. |
| Except eastward passenger trains over C and D Streets Tacoma | 5 mph. | 30 mph. |
| Trains handling logs | | 30 mph. |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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 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 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. 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.

| | | Capacity in cars | | Telegraph calls | Distance from Beverly Jct. | Time Table No. 14 APRIL 8, 1946 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 6.30 | 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. |
| Except 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

| | | Capacity in cars | | Telegraph calls | Distance from Cedar Falls | Time Table No. 14 APRIL 8, 1946 STATIONS | Distance from Everett | See Rule 6-A | Office open week days | | |
|--|---|------------------|--------------|-----------------|---------------------------|--|-----------------------|--------------|-----------------------|---|--|
| | | Sidings | Other tracks | | | | | | | | |
| | L | | Yard | MY | 0.0 | CEDAR FALLS | 54.6 | BJKORWXYZ | Continuous | A | |
| | | | | | 5.9 | TANNER (N. P. CROSSING) | 48.7 | P | No Office | | |
| | | 42 | 19 | | 8.0 | NORTH BEND 3.2 | 46.6 | PWX | No Office | | |
| | | 32 | | Q | 11.2 | SNOQUALMIE FALLS 1.1 | 43.4 | X | 8.00 AM to 5.00 PM | | |
| | | 22 | | | 12.3 | TOKUL 4.6 | 42.3 | | No Office | | |
| | | 11 | | | 16.9 | FALL CITY 5.4 | 37.7 | | No Office | | |
| | | 40 | 20 | J | 22.3 | CARNATION 8.7 | 32.3 | PW | 7.15 AM to 4.15 PM | | |
| | | 31 | 20 | | 31.0 | DUVALL 5.6 | 23.6 | P | No Office | | |
| | | | 10 | | 36.6 | HIGH ROCK 3.6 | 18.0 | | No Office | | |
| | A | | | | 40.2 | MONROE JCT. 0.3 | 14.4 | JPVX | No Office | L | |
| | | | | RO | 40.5 | MONROE 6.9 | 14.1 | | | | |
| | | | | | 47.4 | SNOHOMISH 5.8 | 7.2 | | Via G. N. Ry. | | |
| | | | | | 53.2 | LOWELL 0.5 | 1.4 | JVX | | | |
| | | | 150 | | 53.7 | BELT YARD | 1.9 | JVXZ | Via N. P. Ry. | | |
| | | | | | 53.2 | LOWELL 1.4 | 1.4 | JVX | | | |
| | A | | Yard | RT | 54.6 | EVERETT | 0.0 | BEORTWX | 8.00 AM to 5.00 PM | L | |

MAXIMUM SPEED PERMISSIBLE

| | Pass. trains | Freight trains |
|--|--------------|----------------|
| Between Cedar Falls and Snoqualmie Falls..... | 30 mph. | 30 mph. |
| Except 1½ ml. west of Cedar Falls to ½ ml. east of Tanner | 15 mph. | 15 mph. |
| Except within yard limits Snoqualmie Falls..... | 6 mph. | 6 mph. |
| Between Snoqualmie Falls and 2 ml. east of Carnation..... | 15 mph. | 15 mph. |
| Between 2 ml. east of Carnation and Monroe Jct..... | 30 mph. | 30 mph. |
| Except trains handling logs—Snoqualmie Falls to Carnation | 15 mph. | 15 mph. |
| Except on curve just west of M.P. 38 about 2 ml. east of Monroe Jct..... | 25 mph. | 25 mph. |
| Except over Bridge FF-962 between M.P. 39 and 40 about ½ ml. east of Monroe Jct..... | 15 mph. | 15 mph. |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Meadow Brook1.6 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. 14 APRIL 8, 1946 STATIONS | Distance from Enumclaw | See Rule 6-A | Office open week days | |
|---|------------------|--------------|-----------------|---------------------------|--|------------------------|--------------|-----------------------|---|
| | Sidings | Other tracks | | | | | | | |
| L | | | | 0.0 | BAGLEY JCT. | | | | |
| | | | | 2.3 | SELLECK | 16.1 | JPRX | No Office | A |
| | | 40 | | 2.3 | (PACIFIC STATES LUMBER CO. CROSSING) | 13.8 | 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 | | 90 | CW | 16.1 | ENUMCLAW | 0.0 | BRWXY | 6.15 AM to 3.15 PM | L |

MAXIMUM SPEED PERMISSIBLE

Between Bagley Jct. and Bayne Jct.-----15 mph.
Between Bayne Jct. and Enumclaw-----25 mph.

At Bayne Jct. and Kanaskat Jct. normal position of junction switch is for joint track between Bayne Jct. and Kanaskat Jct.

Trains need not obtain clearance Form A at Bagley Jct., Kanaskat Jct. and Bayne Jct.

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

| SECOND CLASS | | Capacity in cars | | Telegraph calls | Distance from Park Jct. | Time Table No. 14 APRIL 8, 1946 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 11.40AM | | 41 | | | 0.0 | PARK JCT. | 5.5 | JPTY | No Office | A. 12.30PM | |
| 11.50 | | | 67 | | 3.5 | NATIONAL | 2.0 | P | No Office | 12.20 | |
| A. 11.59AM | 794 | | 60 | | 5.5 | ASHFORD | 0.0 | PX | No Office | L. 12.10PM | |

MAXIMUM SPEED PERMISSIBLE

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

Trains need not obtain Clearance Form A at Park Jct.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

| | | | | SECOND CLASS | | | Capacity in cars | | Telegraph calls | Distance from Tacoma | Time Table No. 14 APRIL 8, 1946 STATIONS |
|--|--|--|--|--------------------------------------|---|--|------------------|--------------|-----------------|----------------------|--|
| | | | | 865 | 791 | 863 | Sidings | Other tracks | | | |
| | | | | Time Freight Daily Except Sat. | Way Freight Daily Except Saturday | Time Freight Daily Except Sunday | | | | | |
| | | | | L 9.30 ^{PM} | L 7.30 ^{AM} | L 12.01 ^{AM} | | Yard | MA | 0.0 | TACOMA 3.3 |
| | | | | 10.30 | 7.50 | 1.01 | 63 | 182 | | 8.8 | HILLSDALE 3.7 |
| | | | | ⁸⁶² 10.50 | 8.15 | 1.15 | 86 | | | 7.0 | ALLISON 1.2 |
| | | | | A 10.55 ^{PM} | 8.27 | A 1.30 ^{AM} | 38 | 33 | SJ | 11.2 | FREDERICKSON 6.6 |
| | | | | | 8.55 | | 76 | | | 17.8 | THRIFT 3.2 |
| | | | | | 9.08 | | 38 | | | 21.0 | TANWAX 2.0 |
| | | | | | 9.20 | | | | | 23.0 | KAPOWSIN 8.6 |
| | | | | | ⁷⁹² 10.00 10.45 | | 92 | | | 31.6 | EATONVILLE JUNCTION 1.0 |
| | | | | | 10.30 | | 76 | 30 | V | 32.6 | EATONVILLE |
| | | | | | 11.15 | | 92 | 24 | | 30.5 | NEW RELIANCE 5.0 |
| | | | | | 11.30 | | 17 | 30 | BE | 44.5 | ELBE 2.4 |
| | | | | | 11.40 | | 41 | | | 46.9 | PARK JCT. 4.1 |
| | | | | | A 12.45 ^{PM} | | 30 | 200 | D | 51.0 | (Log. Co. Xing) MINERAL 4.2 |
| | | | | | | | 38 | 77 | | 55.2 | DIVIDE 5.2 |
| | | | | | | | | 5 | | 60.4 | C & W SPUR 2.0 |
| | | | | | | | 25 | | | 62.4 | COAL CANYON 2.1 |
| | | | | | | | 65 | 155 | MN | 64.5 | 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.

Westward automatic stop signal located 40 ft. east of 7th Subdivision junction switch at Tacoma, is placed on left hand side of track as seen from an approaching train.

Rule 83B does not apply at Frederickson when operator is not on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

| Name | Miles | Direction | Station |
|---------------------|-------|-----------|--------------|
| Midland | 1.5 | East | Allison |
| Columbia Powder Co. | 0.7 | West | Frederickson |
| H-P Spur | 1.0 | West | Park Jct. |
| Lindberg & Hohl Co. | 1.1 | West | Mineral |
| Carlson Lbr. Co. | 1.8 | West | Mineral |
| Nineteen Mile Creek | 1.9 | East | Coal Canyon |
| Watson and Atwood | 1.2 | East | Coal Canyon |

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

At Frederickson the normal position of junction switch is for the 9th Subdivision.

Junction switch to 7th Subdivision, located about 250 feet east of D Street, Tacoma, will be normally lined for 7th Subdivision.

MAXIMUM SPEED PERMISSIBLE

| | Pass. trains | Freight trains |
|---|--------------|----------------|
| Between Tacoma and Hillsdale | 15 mph. | 15 mph. |
| Between Hillsdale and Park Jct. | 30 mph. | 30 mph. |
| Except eastward trains between New Reliance and Eatonville Jct. | 20 mph. | 20 mph. |
| Between Park Jct. and 2 mi. west of Divide. | 30 mph. | 30 mph. |
| Except over Nisqually River Bridge | 15 mph. | 15 mph. |
| Except on curve 1 mi. east of Mineral | 15 mph. | 15 mph. |
| Between 2 mi. west of Divide and Coal Canyon | 15 mph. | 15 mph. |
| Between Coal Canyon and Morton | 25 mph. | 25 mph. |
| Trains handling logs | | 30 mph. |

SEVENTH SUBDIVISION

EASTWARD

9

Time Table No. 14

APRIL 8, 1946

STATIONS

Distance from
MortonSee Rule
6-AOffice open
week days

SECOND CLASS

862

864

792

796

| STATIONS | Distance from Morton | See Rule 6-A | Office open week days | 862 | 864 | 792 | 796 | | | |
|-------------------------------------|-------------------------|------------------------------|---------------------------------------|--|--------------------------------------|---------------------------------------|---------------------------------------|--|--|--|
| | | | | Time Freight Daily Except Sunday | Time Freight Daily Except Mon. | Way Freight Daily Except Sunday | Way Freight Daily Except Sunday | | | |
| TACOMA 3.3 | 64.5 | BKRVX | Continuous | A 12.01 ⁸⁶³ AM | A 10.35 ⁸⁶⁴ AM | A 1.00 ⁷⁹² PM | A 4.30 ⁷⁹⁶ AM | | | |
| HILLSDALE 3.7 | 61.2 | PX | No Office | 11.25 | 10.10 | 12.40 | 4.00 | | | |
| ALLISON 4.2 | 57.5 | PX W. 4 Miles W | No Office | 10.50 ⁸⁶⁵ | 10.00 | 12.20 | 3.45 | | | |
| FREDERICKSON 6.6 | 53.3 | JPRXY | 8.00 PM to 5.00 AM Except Saturday | L 10.40 ⁸⁶⁵ PM | L 9.55 ⁸⁶⁴ AM | 12.05 ⁷⁹² PM | 3.25 | | | |
| THRIFT 3.2 | 46.7 | P | No Office | | | 11.35 | 3.00 | | | |
| TANWAX 2.0 | 43.5 | | No Office | | | 11.25 | 1.15 | | | |
| KAPOWSIN 3.6 | 41.5 | PW | No Office | | | 10.40 | 1.05 | | | |
| EATONVILLE JUNCTION 1.0 | 32.9 | JPWXY | No Office | | | 10.00 ⁷⁹¹ 8.45 | 12.45 ⁷⁹⁶ AM | | | |
| EATONVILLE | 33.9 | X | 6.45 AM to 3.45 PM | | | 9.45 | | | | |
| NEW RELIANCE 5.0 | 25.0 | W 2.1 Mi. W PX | No Office | | | 8.15 | 11.50 | | | |
| ELBE 2.4 | 20.0 | X | 8.00 AM to 5.00 PM | | | 7.45 | 9.45 | | | |
| PARK JCT. 4.1 (Log. Co. Xing) | 17.6 | JPXY | No Office | | | 7.20 | 9.30 | | | |
| MINERAL 1.2 | 13.5 | BKMORWXY W 4.9 West PX | Continuous | | | L 7.00 ⁷⁹¹ AM | 9.15 | | | |
| DIVIDE 5.2 | 9.3 | | No Office | | | | 8.15 | | | |
| C & W SPUR 2.0 | 4.1 | | No Office | | | | | | | |
| COAL CANYON 2.1 | 2.1 | | No Office | | | | 7.10 | | | |
| MORTON | 0.0 | BRXY | 7.00 AM to 3.00 PM | | | | L 7.00 ⁷⁹¹ PM | | | |

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.

Westward automatic stop signal located 40 ft. east of 7th Subdivision junction switch at Tacoma, is placed on left hand side of track as seen from an approaching train.

Rule 83B does not apply at Frederickson when operator is not on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

| Name | Miles | Direction | Station |
|---------------------|-------|-----------|--------------|
| Midland | 1.5 | East | Allison |
| Columbia Powder Co. | 0.7 | West | Frederickson |
| H-P Spur | 1.0 | West | Park Jct. |
| Lindberg & Hohl Co. | 1.1 | West | Mineral |
| Carlson Lbr. Co. | 1.8 | West | Mineral |
| Nineteen Mile Creek | 1.9 | East | Coal Canyon |
| Watson and Atwood | 1.2 | East | Coal Canyon |

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

At Frederickson the normal position of junction switch is for the 9th Subdivision.

Junction switch to 7th Subdivision, located about 250 feet east of D Street, Tacoma, will be normally lined for 7th Subdivision.

MAXIMUM SPEED PERMISSIBLE

| | Pass. trains | Freight trains |
|---|--------------|----------------|
| Between Tacoma and Hillsdale | 15 mph. | 15 mph. |
| Between Hillsdale and Park Jct. | 30 mph. | 30 mph. |
| Except eastward trains between New Reliance and Eatonville Jct. | | 20 mph. |
| Between Park Jct. and 2 mi. west of Divide | 30 mph. | 30 mph. |
| Except over Nisqually River Bridge | 15 mph. | 15 mph. |
| Except on curve 1 mi. east of Mineral | 15 mph. | 15 mph. |
| Between 2 mi. west of Divide and Coal Canyon | 15 mph. | 15 mph. |
| Between Coal Canyon and Morton | 25 mph. | 25 mph. |
| Trains handling logs | | 30 mph. |

10 WESTWARD NINTH SUBDIVISION EASTWARD

| SECOND CLASS | | Capacity in cars | | Telegraph calls | Distance from Frederickson | Time Table No. 14 | | Distance from Hoquiam | See Rule 6-A | Office open week days | SECOND CLASS | |
|--------------------------------|----------------------------------|------------------|--------------|-----------------|----------------------------|------------------------------------|----------------------------------|-----------------------|------------------------------------|-----------------------|--------------|-----|
| 865 | 863 | Sidings | Other tracks | | | APRIL 8, 1946 | | | | | 864 | 862 |
| Time Freight Daily Except Sat. | Time Freight Daily Except Sunday | | | STATIONS | | Time Freight Daily Except Monday | Time Freight Daily Except Sunday | | | | | |
| L 10.55PM | L 1.30AM | 38 | 33 | SJ | 0.0 | FREDERICKSON | 93.8 | JPRXY | 8.00 PM to 5.00 AM Except Saturday | A 9.55AM | A 10.40PM | |
| 11.05 | | | 8 | | 3.4 | LOVELAND | 90.4 | | No Office | | 10.20 | |
| 11.20 | 2.10 | 75 | | | 8.0 | GREENDALE | 86.8 | PW | No Office | 9.38 | 10.05 | |
| 11.45 | 2.30 | 23 | 50 | | 16.8 | McKENNA | 78.0 | P | No Office | 9.22 | 9.45 | |
| 12.01AM | 2.50 | 37 | | | 23.4 | RAINIER | 70.4 | P | No Office | 9.06 | 9.25 | |
| | | | | | 26.3 | (Weyerhaeuser Timber Co. Crossing) | 67.5 | M | | | | |
| 12.15 | 3.05 | | 60 | | 28.9 | SKOOKUMCHUCK | 64.9 | JVX | No Office | 8.55 | 9.05 | |
| 12.20 | 3.10 | | | JC | 30.0 | WESTERN JCT. | 63.8 | JVX | 6.30 AM to 3.30 PM | 8.50 | 9.03 | |
| 12.30 | 3.15 | 34 | | | 31.2 | OFFUTT LAKE | 60.6 | | No Office | 8.45 | 9.00 | |
| 1.00 | A 3.30AM | 33 | 39 | | 37.2 | MAYTOWN | 56.6 | JPRWXY | No Office | L 8.35AM | 8.30 | |
| 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 | 31.2 | | | | 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 BELMA | 25.0 | | Via U. P. R. R. | | 7.05 | |
| 4.05 | | | | | 72.2 | FULLER | 21.6 | | | | 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 | |
| | | | | | 86.4 | NORTH RIVER JCT. | 7.4 | | | | | |
| 5.00 | | | | | 87.5 | COSMOPOLIS | 6.2 | | | | 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. Ry. | | 5.00PM | |

MAXIMUM SPEED PERMISSIBLE

| | Pass. trains | Freight trains |
|-----------------------------------|--------------|----------------|
| Between Frederickson and Loveland | 35 mph. | 35 mph. |
| Between Loveland and Western Jct. | 30 mph. | 30 mph. |
| Between Western Jct. and Maytown | 35 mph. | 35 mph. |
| Between Maytown and Helsing Jct. | 30 mph. | 30 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.

Rule 83B does not apply at Frederickson when operator is not on duty.

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.

WESTWARD

TENTH SUBDIVISION

EASTWARD

11

| THIRD CLASS 963 | SECOND CLASS 863 | Capacity in cars | | Telegraph calls | Distance from Maytown | Time Table No. 14 APRIL 8, 1946 | | 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 8.35AM | |
| | 4.05 | 54 | | | 7.4 | ESSEX 5.0 | 57.2 | | No Office | | 8.15 | |
| | | | | | 12.4 | (N. P. Crossing) (U. P. Crossing) BLAKESLEE JCT. 1.3 | 52.2 | MX | | | | |
| | 4.30 | 40 | 36 | CN | 13.7 | CENTRALIA 3.3 | 50.9 | PXZ | 6.30AM to 3.30 PM | | 8.00 | |
| | | | | | 17.0 | (3 N. P. Crossings) 0.4 | 47.6 | M | | | | |
| L 4.30PM | 4.50 | 57 | 100 | CH | 17.4 | CHEHALIS 1.0 | 47.2 | KPRVWX | 6.30AM to 10.30 PM | | 7.45 | As 3.20PM |
| 4.35 | A 5.30AM | | | JO | 18.4 | (N. P. Crossing) CHEHALIS JCT. 39.6 | 46.2 | JMVX | 8.00 AM to 5.00 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 | | 13 | | | 50.0 | MACPHAIL 3.3 | 14.6 | X | No Office | | | f 1.00 |
| f 6.50 | | 20 | | | 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 | | No Office | | | f 12.10 |
| As 7.55PM | | 19 | 140 | RD | 64.6 | RAYMOND (N. P. Crossing) | 0.0 | BEORYWXY | 8.00 AM to 5.00 PM | | | L 12.01PM |

MAXIMUM SPEED PERMISSIBLE

| | Pass. trains | Freight trains |
|---|--------------|----------------|
| Between Maytown and M.P. 10, 2 mi. west of west switch, Essex | 30 mph. | 30 mph. |
| Between M.P. 10 and M.P. 16, 2 mi. west of Centralia | 40 mph. | 40 mph. |
| Except over Railroad crossings, Blakeslee Jct. | 20 mph. | 20 mph. |
| Between M.P. 16 and Chehalis Jct. | 15 mph. | 15 mph. |
| Except over Railroad crossings, Chehalis Jct. | 10 mph. | 10 mph. |
| Between Dryad Jct. and MacPhail | 20 mph. | 20 mph. |
| Between MacPhail and Firdale | 15 mph. | 15 mph. |
| Between Firdale and Raymond | 20 mph. | 20 mph. |
| Trains handling logs | 20 mph. | 30 mph. |

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

| Name | Miles | Direction | Station |
|--------|-------|-----------|---------|
| Murnen | 2.3 | West | Doty |
| Hilda | 5.2 | 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.

12 WESTWARD ELEVENTH SUBDIVISION EASTWARD

| SECOND CLASS | | Capacity in cars | | Telegraph calls | Distance from Bellingham | Time Table No. 14 | | Distance from Glacier | See Rule 6-A | Office open week days | THIRD CLASS | |
|---------------------------------|--------|------------------|--------------|-----------------|--------------------------|-----------------------------------|-----|---------------------------------|--------------|-----------------------|-------------|---------|
| 97 | | Sidings | Other tracks | | | APRIL 8, 1946 | | | | | STATIONS | 98 |
| Way Freight Daily Except Sunday | | | | | | | | Way Freight Daily Except Sunday | | | | |
| L | 5.00AM | | Yard | L | 0.0 | BELLINGHAM (3 G. N. Crossings) | 4.0 | 40.8 | 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 | P | No Office | | 1.20 |
| | 5.55 | | 7 | | 12.9 | GOSHEN | 4.1 | 33.9 | | No Office | | 12.55 |
| | 6.07 | 15 | | | 17.0 | STRANDELL | 0.8 | 29.8 | | No Office | | 12.35 |
| | 6.15 | | 30 | | 17.8 | EVERSON | 1.5 | 29.0 | X | No Office | | 12.25 |
| | 6.30 | 13 | | | 19.3 | HAMPTON | 2.9 | 27.5 | JPRXY | No Office | | 12.10PM |
| | 6.40 | 16 | | | 22.2 | CLEARBROOK | 2.9 | 24.6 | | No Office | | 11.50 |
| | 6.50 | | Yard | S | 25.1 | SUMAS | 1.0 | 21.7 | BPVWXY | 7.45 AM to 4.45 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. | 2.9 | 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 | 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. |
| Except on O.P.C. track between east wye switch and end of track Limestone Jct. | 10 mph. | 10 mph. |
| Except 1000 ft. west of Hampton to M.P. 20 | 10 mph. | 10 mph. |

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

All trains must stop before crossing Guide Meridian St. at Cornwall except westward trains may proceed at restricted speed if engineer deems it safe to do so.

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. 14 | | Distance from Lynden | See Rule 6-A | Office open week days | THIRD CLASS | |
|---------------------------------|--------|------------------|--------------|-----------------|-----------------------|-------------------|-----|----------------------|--------------|---------------------------------|-------------|--------|
| 197 | | Sidings | Other tracks | | | APRIL 8, 1946 | | | | | STATIONS | |
| Way Freight Daily Except Sunday | | | | | | | | | | 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.

| SECOND CLASS | | Capacity in cars | | Telegraph calls | Distance from Port Townsend | Time Table No. 14 APRIL 8, 1946 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 | PORT TOWNSEND | 69.1 | OWYX | 8.00 AM to 5.00 PM | As 9.35PM | |
| 11.59PM | | 27 | | | 13.0 | DISCOVERY JUNCTION | 56.1 | V | No Office | 8.45PM | |
| | | | 10 | | 14.4 | MAYNARD | 54.7 | | No Office | | |
| | | | 10 | | 20.4 | GARDINER | 48.7 | | No Office | | |
| | | 22 | | | 25.7 | BLYN | 48.4 | | No Office | | |
| As 1.20 | | 34 | | | 32.5 | SEQUIM | 36.6 | W | 8.00 AM to 5.00 PM | As 7.30 | |
| | | 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 | | |
| | | 27 | | | 48.4 | ENNIS CREEK | 20.7 | X | No Office | | |
| As 2.30AM | | | Yard | | 50.8 | PORT ANGELES | 18.3 | BKOPRWXYZ | 8.00 AM to 5.00 PM | L 6.30PM | |
| | | 25 | | | 55.0 | JORDAN | 14.1 | | No Office | | |
| | | 5 | | | 58.6 | EL WHA | 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 Port Townsend and Discovery Jct.----- | 20 mph. | 15 mph. |
| Between Discovery Jct. and Port Angeles----- | 35 mph. | 25 mph. |
| Except over Morse Creek Bridge at M.P. 45, 5¼ mi. each of Port Angeles----- | 10 mph. | 10 mph. |
| Except along waterfront east of Ennis Creek----- | 10 mph. | 10 mph. |
| Between Port Angeles and Disque----- | 20 mph. | 20 mph. |
| Trains handling logs----- | | 20 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.

Between Port Angeles and Disque, train orders will be issued by Port Angeles Western Railway Company Train Dispatcher. CMSIP&P Railroad Company timetable and rules will govern.

YARD LIMITS AT

- Othello—Extend from 3496 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 3000 ft. east of east switch to 1847 ft. west of west switch.
- Auburn—Extend from 3007 ft. east of east switch to 2600 ft. west of west switch connection to Government Yard.
- 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 2692 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 end of track west of Eatonville.
- New Reliance—Extend from 1000 ft. east of east switch to 150 ft. west to west switch.
- Elbe—Extend from 2640 ft. east of east switch to 2640 ft. west of west switch.
- Park Jct.—Extend from 3060 ft. east of east switch to 2860 ft. west of west switch on 7th Subdivision, and to 6468 ft. west of west switch 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.
- Skookumchuck and Western Jct.—Extend from 2000 ft. east of connection switch at Skookumchuck to 2012 ft. west of connection switch at Western Jct.
- 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—Extend from 700 ft. east of east switch to 1250 ft. west of west switch.
- Hilda—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch.
- MacPhail—Extend from 2476 ft. east of east switch to 2000 ft. west of west switch.
- 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.
- 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 CHART

| STATIONS | Tacoma | Black River | Cedar Falls | Hyak | Cle Elum | Kittitas | Boylston | Beverly | Othello |
|--------------|--------|-------------|-------------|------|----------|----------|----------|---------|---------|
| Ruling Grade | 0.0 | .90 | 1.74 | .70 | .40 | 1.60 | 2.2 | .4 | |

| CLASS OF ENGINE | TONNAGE EASTWARD | | | | | | | |
|--------------------------|------------------|------|------|--------|--------|------|--------|------|
| | L or E | L | L | L or E | L or E | L | L | L |
| F-5 | 3000 | 1500 | 700 | CL | 3500 | 740 | CL | 2600 |
| C-2, C-3, C-5 | 3000 | 1500 | 700 | CL | 3500 | 840 | CL | 2600 |
| L-2 | 4000 | 2000 | 950 | CL | 4500 | 960 | CL | 3000 |
| S-1 | 4500 | 2300 | 975 | CL | 4500 | 1000 | CL | 3700 |
| N-2 | CL | 2400 | 1150 | CL | 5000 | 1200 | CL | 3900 |
| N-3 | CL | 2750 | 1300 | CL | 6000 | 1360 | CL | 4300 |
| EP-2 | 3450 | 2000 | 1250 | CL | 4000 | 1300 | 1300 R | 3200 |
| EF-1 | CL | 4100 | 1550 | CL | 6000 | 1670 | 1670 R | 5000 |
| EF-2, EF3 | CL | 5500 | 2550 | CL | 7500 | 2500 | 2500 R | 7000 |
| DE-4-unit alone | CL | 5500 | 2650 | CL | CL | 2900 | 1850 R | CL |
| DE-With Elec. Frt. Loco. | CL | 5000 | 2300 | CL | CL | 2700 | 1800 R | CL |
| DE-2-unit alone | CL | 2750 | 1325 | CL | CL | 1450 | 925 R | 3500 |
| DE-With Elec. Frt. Loco. | CL | 2500 | 1150 | CL | CL | 1350 | 900 R | 3000 |

| CLASS OF ENGINE | TONNAGE WESTWARD | | | | | | | |
|--------------------------|------------------|--------|--------|--------|--------|--------|------|--------|
| | L or E | L or E | L | L or E | L or E | L | L | L or E |
| F-5 | 3000 | CL | CL | 1700 | 2000 | CL | 550 | CL |
| C-2, C-3, C-5 | 3000 | CL | CL | 1700 | 2000 | CL | 550 | CL |
| L-2 | 4000 | CL | CL | 2250 | 2600 | CL | 700 | CL |
| S-1 | 4500 | CL | CL | 2600 | 3100 | CL | 700 | CL |
| N-2 | CL | CL | CL | 2700 | 3300 | CL | 900 | CL |
| N-3 | CL | CL | CL | 3100 | 3700 | CL | 1000 | CL |
| EP-2 | 3450 | CL | 1250 R | 3200 | 3700 | 1400 R | 980 | CL |
| EF-1 | CL | CL | 2800 R | 4000 | 5000 | 3100 R | 1200 | CL |
| EF-2, EF-3 | CL | CL | 4000 R | 5500 | 7000 | 4650 R | 1800 | CL |
| DE-4-unit alone | CL | CL | 2700 R | 6150 | CL | 2850 R | 2050 | CL |
| DE-With Elec. Frt. Loco. | CL | CL | 2500 R | 5500 | CL | 2500 R | 1900 | CL |
| DE-2-unit alone | CL | CL | 1350 R | 3075 | 4200 | 1425 R | 1025 | CL |
| DE-With Elec. Frt. Loco. | CL | CL | 1250 R | 2750 | 4000 | 1250 R | 950 | CL |

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

WEIGHT OF LOCOMOTIVE INCLUDING TENDER

| | | | |
|-----|----------|-----------------|----------|
| L-2 | 216 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:

1 pole east of MP2.

2 poles east of MP9.

Carmans Bldg., Hanford Yard.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

HOSPITALS

| | | |
|-----------------------|-------------------------|------------|
| 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. C. B. Ritchie | Acting District Surgeon | Tacoma |
| Dr. A. W. Howe | Oculist | Tacoma |
| Dr. S. S. Thordarson | Oculist | Tacoma |
| Dr. Robert F. Kaiser | Oculist | Bellingham |
| Dr. C. L. Hoelter | Oculist | Everett |

| | |
|--------------|-------------------------------|
| 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 180 |
| Cle Elum | Dr. W. E. Smick | " " | | |
| North Bend | Dr. R. J. Tipler | " " | | |
| 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 | Homlock 0402 |
| 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 |
| Sumner | Dr. Chas. H. Denzler | " " | 72 | 316 or 128 |
| Tacoma | Dr. C. B. Ritchie | Local " | Broadway 1193 | Broadway 3166 |
| Tacoma | Dr. G. G. McBride | Asst. " | Broadway 1193 | MAin 0684 |
| Tacoma | Dr. E. N. Ootkin | " " | Broadway 1193 | Dupont 32 |
| So. Tacoma | Dr. A. G. Nace | " " | Garland 2182 | Garland 1131 |
| Eatonville | Dr. D. M. Nevitt | Local " | 113 | 114 |
| National | Dr. Hugh A. Larkin | " " | | |
| 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 | " " | | |
| Chehalis | Dr. H. L. Pettit | " " | 187-W | 187-R |
| Raymond | Dr. M. L. Dumouchel | " " | | |
| Longview | Dr. J. L. Norris | " " | LV23 | LV580 |
| Port Townsend | Dr. H. G. Plut | " " | | |
| Port Angeles | Dr. R. S. Hamilton | " " | 156-W | 156-W |
| Bellingham | Dr. W. C. Moren | " " | 844 | 845 |
| Sumas | Dr. E. S. Sarvis | " " | 371 | 372 |
| Lynden | Dr. F. L. Wood | " " | 1981 | 1982 |

SUNDAY & HOLIDAY HOURS AT STATIONS

| | | | |
|--------------|-----------------------------|--------------|------------------------------|
| Othello | Continuous | Sumner | 12:01 AM to 9:00 PM |
| Corfu | Sundays—None | No. Puyallup | Sundays—None |
| | Holidays—12:01AM to 9:00 AM | Tacoma Jct. | Holidays—8:00 AM to 5:00 PM |
| Beverly | Continuous | Tacoma | Continuous |
| Boylston | 8:00 PM to 5:00 AM | Frederickson | 8:00 PM to 5:00 AM |
| Kititias | Continuous | Eatonville | Sundays—None |
| Ellensburg | Sundays—None | | Holidays—6:45 AM to 3:45 PM |
| | Holidays—8:00 AM to 4:00 PM | Elbe | Sundays—None |
| | 11:00 PM to 7:00 AM | | Holidays—8:00 AM to 5:00 PM |
| Cle Elum | Continuous | Mineral | Continuous |
| Hyak | Continuous | Morton | Sundays—None. |
| Cedar Falls | Continuous | | Holidays—7:00 AM to 3:00 PM |
| Enumclaw | Sundays—None | Centralia | Sundays—None |
| | Holidays—6:15 AM to 3:15 PM | | Holidays—6:30 AM to 3:30 PM |
| Maple Valley | Continuous | Chehalis | Sundays—None |
| Black River | Continuous | | Holidays—6:30 AM to 10:30 PM |
| Kent | Sundays—11:00 PM to 7:00 AM | Raymond | Sundays—None |
| | Holidays—7:45 AM to 3:45 PM | | Holidays—8:00 AM to 5:00 PM |
| | 11:00 PM to 7:00 AM | | |
| Auburn | Continuous | | |

Other Stations Closed

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

G2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G4 Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G5 When, for any reason, adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G7 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G8 When descending the gangway steps, employees must face the engine.

G9 Employees should not step on track rails or other similar objects except when necessary in order to obtain secure footing.

G10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

G12 Employees are prohibited from riding:

On engine footboards between engine and car when cars are being pushed.

On leading footboard while coupling engine to cars.

On engine pilot.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

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

In the gangway of engines.

G13 Except in case of accident or when necessary to perform work on the engine that must be attended to immediately, engineers and firemen are prohibited from going out the side or front of cab of engines that are in motion. When necessary to go outside, extreme caution must be exercised to prevent injury.

G14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army commissioned officer and operated by his men.

G15 The provisions of Rule 815 also apply to transfer movements within yards.

G16 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 and 1000 H.P. Switchers...4½ inches

All other Diesel engines and Gas-Electric motor cars3 inches

When operating through water under own power, controller should be in Series position.

G17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

G18 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

G20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G21 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

G22 Centralized Traffic Control.—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G23 (a) On portions of the railroad so specified in the timetable, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the Train Dispatcher, who may also control the CTC. When the CTC is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operator at the control station, location of control station will be designated by special instructions.

(d) Train or engines must not enter CTC territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at the control station.

(f) Trains or engines must not move beyond the limits of CTC territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover

movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

- (j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.
- (k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.
- (l) Dual Control switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

G24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G25 Dead engines must not be hauled in trains without instructions from the Chief Dispatcher and must be accompanied by a competent rider, except a rider is not required for gas-electric or diesel engines.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

G27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speeds shown below and further reduction must be made where conditions require:

| Type of equipment | M.P.H. |
|---|--------|
| Work trains with workmen or occupied outfit cars..... | 25 |
| Lidgerwood unloaders | 15 |
| Scale test cars | 30 |
| Class I engines | 25 |
| Passenger trains handled or helped by freight engines with single trucks..... | 60 |
| K-1 engines on passenger trains (but must not be used except in extreme emergency)..... | 45 |
| L-2 and L-3 engines..... | 50 |

| | |
|---|----|
| Dead engines with side rods disconnected..... | 15 |
| Dead engines with side rods in position..... | 25 |
| Engines with side rods off and main rods connected when working steam, running light or in train..... | 15 |
| Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars | 25 |
| Mallet type engines working steam with one main rod removed | 20 |
| Diesel switchers, either dead in train or operating under their own power..... | 35 |
| All 44-ton Diesels: | |
| When dead in train..... | 25 |
| When under own power..... | 30 |

G31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper Proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G32 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

See Rules 520 to 525 inclusive.

X1 Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

**ALL SUBDIVISIONS
(Continued)**

| | On Tangent Track | On Curves |
|------------------------------|---------------------|--------------|
| First Subdivision | 35 M.P.H. | 25 M.P.H. |
| Second Subdivision | 35 M.P.H. | 20 M.P.H. |
| Third Subdivision | 35 M.P.H. | 25 M.P.H. |
| Fourth Subdivision | 20 M.P.H. | 15 M.P.H. |
| Fifth Subdivision | 25 M.P.H. | 15 M.P.H. |
| Sixth Subdivision | 20 M.P.H. | 10 M.P.H. |
| Seventh Subdivision | 25 M.P.H. | 20 M.P.H. |
| Eighth Subdivision | 15 M.P.H. | 10 M.P.H. |
| Ninth Subdivision | 25 M.P.H. | 20 M.P.H. |
| Tenth Subdivision | 20 M.P.H. | 15 M.P.H. |
| Eleventh Subdivision | 15 M.P.H. | 10 M.P.H. |
| Twelfth Subdivision | 15 M.P.H. | 10 M.P.H. |
| Thirteenth Subdivision | 15 M.P.H. | 10 M.P.H. |

X2 Trains handling locomotive cranes, Jordan spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

| | On Tangent Track | On Curves |
|------------------------------|---------------------|--------------|
| First Subdivision | 35 M.P.H. | 25 M.P.H. |
| Second Subdivision | 35 M.P.H. | 20 M.P.H. |
| Third Subdivision | 35 M.P.H. | 25 M.P.H. |
| Fourth Subdivision | 20 M.P.H. | 15 M.P.H. |
| Fifth Subdivision | 20 M.P.H. | 15 M.P.H. |
| Sixth Subdivision | 20 M.P.H. | 15 M.P.H. |
| Seventh Subdivision | 20 M.P.H. | 15 M.P.H. |
| Eighth Subdivision | 15 M.P.H. | 10 M.P.H. |
| Ninth Subdivision | 20 M.P.H. | 15 M.P.H. |
| Tenth Subdivision | 20 M.P.H. | 15 M.P.H. |
| Eleventh Subdivision | 15 M.P.H. | 10 M.P.H. |
| Twelfth Subdivision | 15 M.P.H. | 10 M.P.H. |
| Thirteenth Subdivision | 15 M.P.H. | 10 M.P.H. |

X3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turn-outs laid with long frogs and designated by Special Instructions or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are located at:

| Station | Location |
|--------------|--------------------------------------|
| Maple Valley | Turnout from CMStP&P to PC RR track. |

X4 The speed of passenger trains when handled or helped by class N-3 engines must not exceed a maximum of 50 MPH.

Electric freight engines class EF-1, EF-2, or EF-3 must not exceed a speed of 45 MPH.

The speed of engines when running backward, either light or handling trains, must not exceed 25 miles per hour on tangent track and 20 miles per hour on curves.

X6 Ten-minute fusees should be used on First, Second, and Third Subdivisions. Five-minute fusees should be used on all other Subdivisions except where operating under the rules of another railroad, requiring the use of ten-minute fusees.

X7 When any type of engine is used in helper service on passenger trains, the helper engine should be placed on the head end.

X8 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

X9 The Washington State Law governing movements of trains over railroad crossings at grade is as follows: "Trains shall stop at railroad crossings; all railroads and street railroads operating in this state shall cause their trains and cars to come to a full stop at a distance not greater than 500 ft. before crossing the tracks of another railroad crossing at grade, excepting at crossings where there are established signal towers and signalmen, interlocking plants or gates."

X10 The wires on the trolley and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property. **THEY MAY BE HANDLED ONLY BY THOSE WHO HAVE RECEIVED SPECIFIC AUTHORITY TO DO SO.**

If wires are found hanging down or any part of the trolley or transmission system deranged in such a way that a person might come in contact with the wires, the train dispatcher must be notified from the first point of communication.

If conditions are such that train or equipment is unable to pass without touching the wires, the train dispatcher must be notified and he will give necessary instructions.

In case of fire, extinguishers filled with carbon tetra-chloride only should be used if it is possible for the extinguishing liquid to come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, application of the Prone Pressure Method of Resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists, which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of the car. These instructions are not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on when conditions require. However, in no case must trainmen get on top of cars where, on account of lack of clearance, there is danger of contacting any part of energized trolley system.

X11 At the following stations, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings:

| | |
|------------------------------|---|
| Fourth Subdivision..... | All Stations |
| Fifth Subdivision..... | Snoqualmie Falls, Tokul, Fall City, High Rock. |
| Sixth Subdivision..... | All Stations |
| Seventh Subdivision..... | Hillsdale, Frederickson, Elbe, Mineral, Morton. |
| Ninth Subdivision | McKenna, Offut Lake, Maytown. |
| Tenth Subdivision | All Stations |
| Eleventh Subdivision | All Stations |
| Twelfth Subdivision | All Stations |
| Thirteenth Subdivision | All Stations |

X12 Operation of trains on mountain grades.—In addition to instructions contained in Air Brake and Signal Instruction Book, Form 2697 Revised, and approved April 1936, in which reference is made to paragraph numbers, the following will govern:

- (a) When there is no helper on the rear, the rear car must be one that is equipped with a good hand brake. Conductors are responsible for having trainmen properly stationed.
- (b) When a helper is used on the rear of a freight train, it must be in advance of boarding outfits, or cars of insufficient strength to safely resist the push of such helper.
- (c) Before commencing descent of grade from Hillsdale to Tacoma, a brake pipe test as per Rule 85-A must be made and all retainers must be turned up on eastward trains between Hillsdale and Tacoma as per Rule 90-A.
- (d) Before commencing descent of grade from New Reliance to Eatonville Junction, brake pipe test as per Rule 85-A must be made at New Reliance, and retainers must be turned up between New Reliance and Eatonville Junction as per Rule 90-A.
- (e) Before commencing descent of grade from MacPhail to Sutico, a sufficient number of retainers as determined by the conductor and engineer handling the train will be turned up to insure proper control of train speed. When engineer handling train is not familiar with this portion of the railroad, retainers must be turned up on all cars in the train.
- (f) Trainmen must watch closely for excessive heating of wheels and if any are found, the train must be brought to a stop and remain standing a sufficient length of time to allow the wheels to cool.
- (g) Paragraphs 97 and 128 (Inoperative Air Brakes) do not apply on mountain grade.
- (h) In electrified territory, the use of retaining valves and the testing of brakes before starting descent is not required providing there has been no change in position of hose cocks or double heading cocks since last test, EXCEPT when necessary to hold train with air brakes, in which case Rules 90-A, 139 and 140 will govern.
- (i) If regeneration fails descending a mountain grade, the train must be brought to a stop immediately as per Paragraph 140, all available retainers turned up and the brake pipe pressure fully restored before proceeding.
- (j) Engineers on freight trains must adjust the brake pipe feed valve pressure to 90 lbs. and have brake pipe charged to this pressure before commencing descent of mountain grade as per Rule 139. When there is no stop to be made at summit of mountain grade, engineers will adjust the brake pipe pressure to 90 lbs. four miles before reaching summit and trainmen on rear must note that pressure is being raised as indicated by caboose gauge as per Rule 104.
- (k) Whenever the engine handling a freight train is to be detached on a mountain grade, in addition to the use of hand brakes, the engineer on the helper engine will cut in the brake valve on his engine and keep the brake pipe fully charged. If two helpers are used, the one nearest the head end will cut in the brake valve on his engine. When the road engine is again attached to the train, the helper engineer will cut out the brake valve on his engine. Brake pipe test, as per Paragraphs 38 and 85-A, must be made before proceeding.
- (l) All trains descending the grade Boylston to Beverly and Rockdale to Cedar Falls with air brakes will stop at Rye and Garcia for inspection and to permit wheels to cool.
- (m) On descending grade when power goes off the line, train must be immediately brought to a stop. If power does

not come on the line again within one minute, engineer will notify trainmen who will immediately set enough hand brakes to alone hold the train. When power again comes on the line, engineer will recharge the brake pipe. Hand brakes must not be released until it is known that the air brake system has been fully recharged and the brakes operative.

- (n) All trains descending grade designated as mountain grade in the electrified territory with steam power or a power unit that will not regenerate, must turn up all available retainer valve handles just before passing over the summit of such grades and turn them down when foot of the grade has been reached. Rules 90-A and 139 governing.
- (o) With no helper at the rear of the train and a backing movement is made during the ascent of the grade, the brake pipe test, as per Paragraphs 38 and 85-A, must be made before the backing movement begins; the brake pipe pressure must be fully restored, a sufficient number of hand brakes applied on the rear of the train to properly control the slack, and a man stationed within reach of the Conductor's valve in order to stop the train promptly in case of emergency. If there is a helper in the train when the backing movement is to be made, the following will govern:

When the engineer on the road engine applies the brakes for brake-pipe test, he will cut out the brake valve on his engine and when the test has been completed, the engineer on the helper engine nearest the rear end will cut in the brake valve on his engine, fully recharge the brake pipe and control the air brakes during the backing movement; electric locomotives should be operated in series regeneration during the backing movement.

When the backing movement has been completed, the engineer on the helper engine will make a full service application of the train brakes and cut out the brake valve on his engine; the engineer on the road engine will cut in the brake valve on his engine and release the brakes. Trainmen must know that the brakes on the rear end of the train are released before the train starts.

X13 All spring switches except those indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 MPH while moving against the points at the following spring switches.

| | |
|----------------------|--------------------------|
| Beverly..... | West siding switch |
| Boylston..... | East siding switch |
| Hyak..... | West siding switch |
| Rockdale..... | East siding switch |
| Ragnar..... | East siding switch |
| Ragnar..... | West siding switch |
| Cedar Falls..... | East siding switch |
| Black River..... | East switch of yard |
| Tacoma Junction..... | East end of double track |
| Frederickson..... | Junction switch |
| Maytown..... | Junction switch |

Signals at spring switches at Tacoma Jct. (Tide Flats Line), Frederickson and Maytown indicate only the position of the spring switch.

X14 In placing passenger equipment with buffers in freight trains, such cars must not be placed between freight cars equipped with top pin lifter couplers unless the top pin lifter couplers have a direct connected uncoupling rod (not a chain) and provided the coupler heights are such that the buffer will not come in contact with the lock lifter or the uncoupling rod.

Express refrigerators or passenger cars equipped with U. C. brake equipment, when handled in freight trains, should be handled on the head end of the train.

Passenger cars equipped with L. N. brakes can be hauled in either head or rear end of freight trains.

SECOND SUBDIVISION

- X15 At Maple Valley, Black River and Tacoma Junction, trains other than those displaying signals for a following section, may register by register ticket.
- X16 Seattle water shed extends from one mile east of Cedar Falls station to Landsburg, and from Cedar Falls station to one mile west of station on 5th Subdivision. 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.
- X17 Trains handling logs loaded on flat cars without side stakes should not exceed a speed of 15 M.P.H. when operating over bridge FF-120, one mile west of Cedar Falls.

THIRD SUBDIVISION

- X18 In addition to those designated in time-table, standard clocks are located in Tide Flats Yard Office, Train Dispatcher's Office, Roundhouse Office, Tacoma, and Roundhouse Office, Seattle.
- X19 At Maple Valley, Black River and Tacoma Junction, trains other than those displaying signals for a following section, may register by register ticket.
- X20 At Tacoma, the normal position of the crossing gate over the N. P. crossing at Lincoln Avenue east of the roundhouse, is for movements on the CMStP&P tracks.
- X21 Manually controlled crossing signals are in use at D Street, Tacoma. Speed restriction over the crossing is 10 miles per hour. Movement on team track over D Street must be protected by a member of the crew taking a position on the crossing to warn highway traffic of approaching trains.
- X22 A manually controlled switch has been installed to permit the starting or stopping by hand of crossing signals at Pacific Highway crossing at Sumner.

This switch consists of a knob, with a cover locked with a switch lock, on a box mounted on the instrument case for the crossing signals which is between the main track and siding and just east of the crossing. To operate, unlock cover, turn knob in one direction to stop signals, and opposite direction to start signals.

- X23 In Automatic Block Signal territory, Manual Block System Rules will apply when trains are run against the current of traffic.
- X24 Union Pacific Engines are prohibited from using the following tracks between Black River and Tacoma Jct.:
- Sumner: Track over Stuck River Bridge serving Standard Brands, Fibreboard Products and Pacific Lumber Agency; house track and cannery track.
- Kent: UP engines 2203 to 2207, inclusive, on spur track to Libby, McNeil & Libby Cannery and west end Howard Manufacturing Company track.

FIFTH SUBDIVISION

- X25 Class N-3 engines or doubleheaders must not exceed a speed of 15 miles per hour over bridge FF-856-B, one-half mile east of Carnation, nor over Bridge FF-962, one-fourth mile east of Monroe Jct.
- X26 Class L-2 engines must not be operated on Grange spur at Carnation, nor on west end of No. 2 track, Belt Yard, Everett.
- X27 Seattle water shed extends from one mile east of Cedar Falls station to Landsburg, and from Cedar Falls station to one mile west of station on 5th Subdivision. 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.

SIXTH SUBDIVISION

- X28 Between Bayne Jct. and Bagley Jct., via joint track, Northern Pacific wrecking derricks 41 to 47, inclusive, and engines heavier than NP class S-4 not permitted.
- Between Bayne Jct. and Enumclaw, Northern Pacific engines, classes A-2 to A-5, inclusive, and Z-5 to Z-8, inclusive, not permitted.
- X29 Trains handling logs will not cross on overhead bridge between Bayne Jct. and Kanaskat Jct. while a train is passing under this bridge on Northern Pacific First Subdivision.
- X30 At Selleck the Cascade Timber Company's tracks may be used to a point 250 feet beyond the east switch. All movements must be made at restricted speed, looking out for engines and cars of the Cascade Timber Company. The normal position of the switch leading to the Cascade Timber Company track is for their train and must be left in normal position after being used. Deraill is installed on west end of Northern Pacific siding and deraill on Cascade Timber Company's track 1000 feet west of west yard switch.

SEVENTH SUBDIVISION

- X31 In addition to those designated in time-table, standard clocks are located in Tide Flats Yard Office, Train Dispatcher's Office, Roundhouse Office, Tacoma, and Roundhouse Office, Seattle.
- X32 At Mineral, trains other than those displaying signals for a following section may register by register ticket.
- X33 At Mineral, the normal position of the crossing gates over the West Fork Logging Company crossing is for movements on the CMStP&P tracks.
- X34 Manually controlled crossing signals are in use at D Street, Tacoma. Speed restriction over the crossing is 10 miles per hour. Movement on team track over D Street must be protected by a member of the crew taking a position on the crossing to warn highway traffic of approaching trains.
- X35 When shoving cars over highway crossings on Kosmos Logging Line between Morton and Interchange Track, trains must come to a full stop and flag the crossing. During the night the crossing floodlight must be lighted for all trains while passing over crossing.
- X36 Eastward trains and engines on 7th Subdivisions moving between Hillsdale and Tacoma must make full stop before passing stop board located just west of C Street.

NINTH SUBDIVISION

- X37 At Skookumchuck, the normal position of the crossing gates over the Weyerhaeuser Timber Company crossing, located 1.6 miles east of the station, is for movements on the CMStP&P tracks.

TENTH SUBDIVISION

- X38 In moving over main track between Chehalis Junction and CCC interchange track at Chehalis, trains and engines should proceed expecting to find cars on this track.
- X39 At Chehalis, the normal position of the crossing gates over the N. P. crossings is for movements on the CMStP&P tracks.

ELEVENTH SUBDIVISION

- X40 At Bellingham, the normal position of the crossing gates over the crossing of the G. N. track in the yard, is for movements on the G. N. track.
- X41 When there is a passenger train at the Great Northern station at Bellingham, trains handling logs at this location will stop, and will not pull by or move until after the passenger train has departed.

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. 60 | 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. |
| Ellensburg | 304½ No. Pearl St., Chas. E. Dickson |
| Cle Elum | 218 E. First St., Morrow Jewelers |
| Seattle | 414 Pike St., Weisfield & Goldberg, Inc. |
| Seattle | 1323 Third Ave., H. Raphael |
| Tacoma | 1105 Broadway, A. A. Mierow |
| Everett | 2934 Colby Ave., O. P. Nelson |
| Enumclaw | A. C. Molness |
| Morton | F. A. Baker |
| Hoquiam | Fred Wetzel |
| South Bend | Halver Holte |
| Bellingham | 1308 Cornwall Ave., 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,

R. E. JOINER,

H. A. MOSHER,

C. P. MILES,

W. H. SMITH,

J. R. PIATT,

H. L. HITCHCOCK,

Train Dispatchers.

T. E. CORBETT,

Chief Dispatcher 13th Subdivision.

J. W. CORBETT,

Chief Dispatcher 1st to 12th Subdivisions, Incl.

E. G. TALLMADGE,

C. W. McMILLAN,

Traveling Engineers and
Assistant Trainmasters.

S. E. HERZOG,

Assistant Trainmaster.

J. O'DORE,

Trainmaster.