INDEX

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—3759

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

COAST DIVISION

TIME TABLE NO. 23

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

FRIDAY, APRIL 1, 1949

For the government and information of employes only

J. O'DORE, **A. W. HERVIN,**
Assistant Superintendents

C. A. NUMMERDOR
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

A. O. THOR,
Superintendent.

L. K. SORENSEN,
General Manager.

SECOND CLASS 263 Time Freight Daily	FIRST CLASS 15 Passenger Daily	FIRST CLASS 17 Passenger Daily	Capacity in Cars: Sidings	Capacity in Cars: Other tracks	Telegraph calls	Distance from Othello	Time Table No. 23 Apr. 1, 1949 STATIONS	Distance from Cle Elum	See Rule 6-A	Office open week days	FIRST CLASS 18 Passenger Daily	FIRST CLASS 16 Passenger Daily	SECOND CLASS 264 Time Freight Daily
L 1.00AM	L 5.00AM	L 12.55AM		Yard	SO	0.0	OTHELLO	98.9	BHKORTWX	Continuous	As 4.20AM	As 7.20PM	A 9.30PM
						5.5							
1.15		1.01	68			5.5	ANSON	93.4	P	No Office	4.07		8.30
						3.7							
1.25	5.10	1.05	113	11		9.2	TAUNTON	89.7	P	No Office	4.02	7.05	8.15
						5.8							
1.40	5.19	f 1.14	60	18		15.0	CORFU	83.9	P	No Office	f 3.50	6.56	7.59
						9.7							
2.05	5.29	f 1.25	111	10		24.7	SMYRNA	74.2	P	No Office	f 3.35	6.45	7.30
						6.5							
2.20	5.36	1.33	50			31.2	JERICHO	67.7	P	No Office	3.25	6.38	7.10
						6.6							
18 3.15	5.47	s 1.44	113	Yard	BV	37.8	BEVERLY	61.1	BKOWXY	Continuous	263 s 3.15	264 6.30	16 6.45 16 6.15
						1.0							
						38.8	BEVERLY JCT.	60.1	JPX	No Office			
						2.7							
3.55		1.52		73		41.5	COHASSET PIT	57.4	P	No Office	3.04		5.45
						2.5							
4.10	6.01	1.58	113	3		44.0	DORIS	54.9	P	No Office	2.58	6.16	5.35
						5.6							
4.35	6.12	2.12	60	5		49.6	RYE	49.3	P	No Office	2.48	6.05	5.15
						3.3							
4.50	6.21	2.20	72			52.9	CHEVIOT	46.0	P	No Office	2.40	5.58	4.59
						3.7							
5.10	6.29	18 2.31	103	20		56.6	BOYLSTON	42.3	P	No Office	17 2.31	5.51	4.45
						5.5							
5.30		2.43	60			62.1	RENSLOW	36.8	P	No Office	2.18	5.44	4.20
						2.8							
5.45		2.49		17		64.9	EAST KITTITAS	34.0		No Office	2.12		4.10
						2.3							
6.15	6.50	s 2.58	113	85	KY	67.2	KITTITAS	31.7	KWXY	Continuous	s 2.08	5.39	4.01
						2.9							
				14		70.1	REGAL	28.8		No Office			
						3.5							
6.45 15 7.00	263 s 6.57	s 3.11	91	48	NB	73.6	ELLENSBURG	25.3		8.00 AM to 4.00 PM 11.00 PM to 7.00 AM	s 1.55	s 5.33	3.30
						6.9							
7.30	7.05	f 3.23	60	20		80.5	THORP	18.4	P	No Office	f 1.42	5.24	3.10
						8.4							
8.00	7.17	3.38	109	8		88.9	HORLICK	10.0	P	No Office	1.31	5.14	2.50
						10.0							
A 8.30AM	As 7.31AM	As 3.58AM		Yard	CM	98.9	CLE ELUM	0.0	BKRWX	Continuous	L 1.15AM	L 5.01PM	L 2.15PM

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Trains 15 - 16	Other Psgr. Trains	Freight Trains
Between Othello and Smyrna	80 mph.	70 mph.	50 mph.
Except around curves 2½ mi. west of Taunton to ½ mi. east of Corfu	35 mph.	35 mph.	25 mph.
Between Smyrna and 2½ mi. east of Beverly	80 mph.	70 mph.	50 mph.
Except over Bridge EE-260, 2 mi. east of Jericho	40 mph.	40 mph.	40 mph.
Between 2½ mi. east of Beverly and Beverly Station	25 mph.	25 mph.	25 mph.
Between Beverly and Boylston	30 mph.	30 mph.	18 mph.
Between Boylston and Kittitas, Westward	35 mph.	35 mph.	25 mph.
Between Boylston and Kittitas, Eastward	70 mph.	50 mph.	25 mph.
Between Kittitas and M. P. 2063.3	80 mph.	70 mph.	50 mph.
Between M. P. 2063.3 and M. P. 2081, 5 mi. east of Cle Elum	70 mph.	60 mph.	40 mph.
Except over Bridge EE-384-B, 2½ mi. east of Thorp	35 mph.	35 mph.	35 mph.
Except on sharp curve between Tunnels 46 and 47, 3 mi. east of Horlick	35 mph.	35 mph.	25 mph.
Between M. P. 2081 and Cle Elum	70 mph.	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.

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

No. 17 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. 18 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.

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.

SECOND CLASS	FIRST CLASS		Capacity in Cars		Telegraph calls	Distance from Cle Elum	Time Table No. 23 Apr. 1, 1949 STATIONS	Distance from Seattle	See Rule 6-A	Office open week days	FIRST CLASS		SECOND CLASS
263	15	17									16	18	264
Time Freight	Passenger	Passenger									Passenger	Passenger	Time Freight
Daily	Daily	Daily	Sidings	Other tracks							Daily	Daily	Daily
L 9.00AM	L 7.31AM	L 3.58AM		Yard	CM	0.0	CLE ELUM	89.9	BKRWX	Continuous	As 5.01PM	As 1.15AM	A 2.00PM
							11.6						
9.35	7.45	f 4.18	106	34		11.6	EASTON	78.3	PVY	No Office	4.47	f 12.58	1.40
							8.5		P				
10.00	7.57	4.35	70	15		20.1	WHITTIER	69.8	W 4 Mi. West	No Office	4.36	12.46	1.20
							8.9			8.00AM to 4.00PM			
10.25	8.10	f 4.53	98	106	HY	29.0	HYAK	60.9	PX	10.00PM to 6.00AM	4.25	f 12.32	1.00
							2.6						
10.40	8.17	f 5.00	85	15		31.6	ROCKDALE	58.3	PWX	No Office	4.19	f 12.25	12.45
							5.1						
11.00	8.28	5.14	69			36.7	BANDERA	53.2	P	No Office	4.09	12.14	12.25
							5.3						
11.20	8.40	5.28	56	12		42.0	GARCIA	47.9	PW	No Office	3.58	12.01AM	12.01PM
							4.5						
264 11.40	8.51	5.40	101	21		46.5	RAGNAR	43.4	P	No Office	3.49	11.50	263 11.40
							4.3						
12.30PM	9.02	s 5.53	118	395	MY	50.8	CEDAR FALLS	39.1	BJKOWXYZ	Continuous	3.42	s 11.40	11.15
							4.0						
12.44	9.09	6.01				54.8	BAGLEY JCT.	35.1	JP	No Office	3.37	11.33	10.18
							0.8						
12.48	9.10	6.03	59			55.6	BARNESTON	34.3	P	No Office	3.36	11.32	10.15
							3.9						
1.02	9.17	6.12	115			59.5	TRUDE	30.4	P	No Office	3.31	11.26	10.00
							2.6						
1.11		6.17		10		62.1	LANDSBURG	27.8	P	No Office		11.21	
							2.3						
1.19	9.24	6.22	60	18		64.4	NOBLE	25.5	P	No Office	3.25	11.17	9.40
							2.4						
				24		66.8	SLOANE	23.1		No Office			
							1.0						
A 1.30PM	264 A 9.30AM	Af 6.30AM	79	14	MV	67.8	MAPLE VALLEY	22.1	JRVX	Continuous	L 3.21PM	Lf 11.12PM	15 L 9.30AM
							10.3						
2.30	9.53	6.45			RN	78.1	(N. P. CROSSING) RENTON	11.8			3.06	10.54	8.43
							2.4						
3.01	9.58	6.50		Yard	BI	80.5	BLACK RIVER (U. P. CROSSING)	9.4	IJRV		3.01	10.49	8.30
							4.3						
		7.00	111	336		84.8	VAN ASSELT	5.1	P	Via P. C. R. R.		10.43	
							1.7						
	10.13	7.05				86.5	ARGO (U. P. CROSSING) (N. P. CROSSING)	3.4	I		2.53	10.40	
							1.7						
						88.2	SPOKANE STREET TOWER	0.7		Via P. C. R. R.			
							0.7						
7.00 PM						88.9	STACY STREET YARD	0.0	BKORTVWXZ				7.30 AM
	10.30AM	7.30 AM		Yard	OW	89.9	SEATTLE	0.0		Via U. P. R. R.	2.45 PM	10.30PM	

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Trains 15 - 16	Other Psgr. Trains	Freight Trains
Between Cle Elum and M. P. 2099, 1½ mi. west of Easton	70 mph.	70 mph.	50 mph.
Except on 1st curve east and 1st curve west of Bridge FF-4, 4½ mi. west of Cle Elum	45 mph.	45 mph.	35 mph.
Between M. P. 2099 and ¼ mi. west of M. P. 2100, 2¼ mi. west of Easton	35 mph.	35 mph.	35 mph.
Between ¼ mi. west of M. P. 2100 and M. P. 2101	50 mph.	50 mph.	35 mph.
Between M. P. 2101 and M. P. 2103	60 mph.	60 mph.	35 mph.
Between M. P. 2103 and Hyak	50 mph.	50 mph.	35 mph.
Between Hyak and Rockdale	30 mph.	30 mph.	20 mph.
Between Rockdale and west switch, Ragnar	30 mph.	30 mph.	20 mph.
Between west switch, Ragnar, and Cedar Falls, westward	30 mph.	30 mph.	20 mph.
Between west switch, Ragnar, and Cedar Falls, eastward	40 mph.	40 mph.	30 mph.
Between Cedar Falls and Maple Valley	55 mph.	55 mph.	40 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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Meadow Creek	2.0	West	Whittier

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

No. 17 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. 17 will stop on signal at Maple Valley for express.

No. 18 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. 18 will stop on signal at Maple Valley for express.

SECOND CLASS				FIRST CLASS				Capacity in cars		Telegraph calls	Distance from Seattle	Time Table No. 23 Apr. 1, 1949 STATIONS
83	263	93	81	53	51	15	17	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. Passenger 402	U. P. R. R. Passenger 458	Passenger	Passenger					
Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily					
						10 45AM	7.50AM			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				10.53	7.59				3.4	ARGO (U..P. CROSSING) (N. P. CROSSING)
		2.15					8.02	111	336		5.1	1.7 VAN ASSELT
L 6.15PM	L 5.00PM	L 2.45PM	L 54 6 45AM	L 11.45PM	L 4.45PM	L 11.01AM	L 204 8.10AM		Yard	BI	9.4	4.8 BLACK RIVER (N. P. CROSSING)
6.35	5.20	3.05	6.53	f 11.55	f 4.54	11.09	f 8.20	95	112	K	16.3	6.0 KENT 5.0
82 6.50	5.35	3.25	7.00	s 12.05AM	f 5.01	94 11.15	f 8.28	90	141	BR	21.3	AUBURN 4.6
7.10	5.55	3.40	7.10	12.11	5.07		8.36	64			25.9	BENROY 2.5
7.20	6.05	3.45 4.45	264 7.17	f 12.18	f 5.12	11.23	s 8.40	91	50	UX	28.4	SUMNER 1.7
7.30	82 6.15	4.50	7.25	f 12.22	f 5.16	11.26	f 8.44	59	22	PX	30.1	NORTH PUYALLUP 5.5
A 7.45PM	A 6.25PM	A 5.00PM	A 7.40AM	A 12.33AM	A 5.23PM	11.32	8.52	79		JN	35.6	TACOMA JCT. 2.0
						A 11.45AM	A 9.05AM		Yard	MA	37.6	TACOMA

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Trains 15 - 16	Other Psgr. Trains	Freight Trains
Between Black River and Tacoma Jct.	70 mph.	70 mph.	50 mph.
Except over N.P.R.R. crossing Black River	50 mph.	40 mph.	30 mph.
Except around east leg of wye, Black River	13 mph.	13 mph.	13 mph.
Except in City Limits Kent	40 mph.	40 mph.	40 mph.
Except in City Limits Auburn	40 mph.	40 mph.	40 mph.
Except around curve at Sumner	25 mph.	25 mph.	20 mph.
Between Tacoma Jct. and Tacoma	25 mph.	25 mph.	15 mph.
Except over east switch to Old Coach Yard	15 mph.	15 mph.	10 mph.
Except over C and D Streets Tacoma	10 mph.	10 mph.	10 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
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.

Two-unit westward automatic block stop signal, located 40 ft. east of 7th Subdivision junction switch at Tacoma, governs as follows: The upper unit governs movements to passenger station tracks. The lower unit governs movements to the 7th Subdivision. This signal is located on left hand side of track as seen from approaching trains.

No. 17 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.

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.

Time Table No. 23 Apr. 1, 1949 STATIONS	Distance from Tacoma	See Rule 6-A	Office open week days	FIRST CLASS 54 U. P. R. R. Passenger 401 Daily	52 U. P. R. R. Passenger 457 Daily	16 Passenger Daily	18 Passenger Daily	SECOND CLASS 84 U. P. R. R. Time Freight 691 Daily	264 Time Freight Daily	94 Way Freight Daily Except Sunday	82 U. P. R. R. Time Freight 681 Daily
SEATTLE	37.6		Via U. P. R. R.			2.30PM	10.00PM				
STACY ST. YARD -0.7	36.6	BKORTV WXZ								12.50 PM	
SPOKANE ST. TOWER -1.7	35.9		Via P. C. R. R.							12.45	
ARGO (U. P. CROSSING) (N. P. CROSSING) -1.7	34.2		Via P. C. R. R.			2.17	9.39			12.35	
VAN ASSELT -4.8	32.5	P					9.36			12.30	
BLACK RIVER (N. P. CROSSING) -6.9	28.2	IJRVXY	Continuous	A 81 6.25AM	A 1.55PM	A 2.07PM	A 9.29PM	A 4.10AM	A 17 7.57AM	A 12.01PM	A 7.30PM
KENT -5.0	21.8	X	9.00 AM to 5.00 PM	s 6.12	1.46	1.59	f 9 20	3.56	7.44	11.45	7.10
AUBURN -4.6	16.8	X	Continuous	s 6.01	f 1.37	1.53	f 9.12	3.45	7.34	15 11.15	83 6.50
BENROY -2.5	11.7	P	No Office	5.50	1.30		9.06	3.35	7.24	11.05	6.35
SUMNER -1.7	9.2	WX	7.00 AM to 11.00 PM	s 5.44	f 1.25	1.45	s 9.02	3.28	81 7.17	11.00 10.00	6.25
NORTH PUYALLUP -5.5	7.5		8.00 AM to 5.00 PM	f 5.38	1.21	1.42	f 8.68	3.23	7.12	9.55	263 6.15
TACOMA JCT. -2.0	2.0	JKRVX	Continuous	L 5.27AM	L 1 14PM	1.36	8.51	L 3.10AM	L 7.00AM	L 9.40AM	L 6.05PM
TACOMA	0.0	BKRVX	Continuous			L 1.30PM	L 8.45PM				

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Trains 15 - 16	Other Psgr. Trains	Freight Trains
Between Black River and Tacoma Jct.	70 mph.	70 mph.	50 mph.
Except over N.P.R.R. crossing Black River	50 mph.	40 mph.	30 mph.
Except around east leg of wye, Black River	13 mph.	13 mph.	13 mph.
Except in City Limits Kent	40 mph.	40 mph.	40 mph.
Except in City Limits Auburn	40 mph.	40 mph.	40 mph.
Except around curve at Sumner	25 mph.	25 mph.	20 mph.
Between Tacoma Jct. and Tacoma	25 mph.	25 mph.	15 mph.
Except over east switch to Old Coach Yard	15 mph.	15 mph.	10 mph.
Except over C and D Streets Tacoma	10 mph.	10 mph.	10 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

RULES GOVERNING UNION PACIFIC RAILROAD CO. INTERLOCKING, BLACK RIVER

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

FOR EASTWARD TRAINS:

Approach signal located.....1865 ft. west of crossing
Home signal located.....1006 ft. west of crossing
Train Order signal.....in front of interlocking tower

WHISTLE SIGNALS:

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

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

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

FOR EASTWARD TRAINS:

Approach signal located.....5809 ft. west of crossing
Home signal located.....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. 18 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.

Train Order Signal at Tacoma Jct. does not apply to trains moving Tacoma Jct. to Tideflats Yard.

Trains or yard engines arriving or leaving passenger station at Tacoma must not exceed 5 mph. between D Street and end of track. If platform is occupied by a large number of people, train must be brought to a stop and trainman proceed along platform ahead of train.

See additional Special Instructions for Third Subdivision on Page 4.

WESTWARD — FOURTH SUBDIVISION — EASTWARD

Time Table No. 23
Apr. 1, 1949

		Capacity in cars									
		Sidings	Other tracks	Telegraph calls	Distance from Beverly Jct.	STATIONS	Distance from Hanford	See Rule 6-A	Office open week days		
L	L				0.0	**BEVERLY JUNCTION**	20.79	JPX	No Office	A	A
						4.0					
		21			4.0	**LEVERING**	16.79	P	No Office		
						10.4					
		60			14.4	**PRIEST RAPIDS**	6.39	PWX	No Office		
						6.39					
A	A				20.79	**HANFORD**	0.0	X	No Office	L	L
						3.5					
						HANFORD YARD		PXY			

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

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

WESTWARD — FIFTH SUBDIVISION — EASTWARD

Time Table No. 23
Apr. 1, 1949

		Capacity in cars									
		Sidings	Other tracks	Telegraph calls	Distance from Cedar Falls	STATIONS	Distance from Everett	See Rule 6-A	Office open week days		
	L		Yard	MY	0.0	**CEDAR FALLS**	54.6	BJKORWXYZ	Continuous	A	
						5.9					
					5.9	**TANNER** (N. P. CROSSING)	48.7	P	No Office		
						2.1					
		37	19		8.0	**NORTH BEND**	46.6	PWX	No Office		
						3.2					
		28		Q	11.2	**SNOQUALMIE FALLS**	43.4	X	8.00 AM to 5.00 PM		
						1.1					
		19			12.3	**TOKUL**	42.3		No Office		
						4.6					
		8			16.9	**FALL CITY**	37.7		No Office		
						5.4					
		35	20	J	22.3	**CARNATION**	32.3	PW	7.15 AM to 4.15 PM		
						8.7					
		29	20		31.0	**DUVALL**	23.6	P	No Office		
						5.6					
			10		36.6	**HIGH ROCK**	18.0		No Office		
						3.6					
	A				40.2	**MONROE JCT.**	14.4	JPVX	No Office	L	
						0.3					
				RO	40.5	**MONROE**	14.1				
						6.9					
					47.4	SNOHOMISH	7.2		Via G. N. Ry.		
						5.8					
					53.2	LOWELL	1.4	JVX			
						0.5					
			150		53.7	**BELT YARD**	1.9	JVXZ	Via N. P. Ry.		
					53.2	LOWELL	1.4	JVX			
						1.4					
	A		Yard	RT	54.6	**EVERETT**	0.0	BKORTWX	8.00 AM to 5.00 PM	L	

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Psgr. trains	Freight trains
Between Cedar Falls and Snoqualmie Falls	30 mph.	30 mph.
Except 1½ mi. west of Cedar Falls to ½ mi east of Tanner	15 mph.	15 mph.
Except within yard limits Snoqualmie Falls	6 mph.	6 mph.
Between Snoqualmie Falls and 2 mi. east of Carnation	15 mph.	15 mph.
Between 2 mi. east of Carnation and Monroe Jct.	30 mph.	30 mph.
Except trains handling logs—Snoqualmie Falls to Carnation		15 mph.
Except on curve just west of M.P. 38 about 2 mi. east of Monroe Jct.	25 mph.	25 mph.
Except over Bridge FF-962 between M.P. 39 and 40 about ½ mi. 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 Brook ..... 1.6 miles west of No. Bend
Stuart ..... 4.1 miles west of Carnation

		Capacity in cars		Telegraph calls	Distance from Bagley Jct.	Time Table No. 23 Apr. 1, 1949 STATIONS	Distance from Enumclaw	See Rule 6-A	Office open week days		
		Sidings	Other tracks								
	L				0.0	BAGLEY JCT.	16.1	JPRX	No Office	A	
						2.3					
			40		2.3	SELLECK (PACIFIC STATES LUMBER CO. CROSSING)	13.8	PX	No Office		
						2.3					
					4.6	DURHAM	11.5		No Office		
						0.7					
					5.3	KANASKAT JCT.	10.8	JPV	No Office		
						2.1					
		11			7.4	PALMER	8.7		No Office		
						1.2					
			10		8.6	BAYNE JCT.	7.5	JPX	No Office		
						0.2					
			20		8.8	BAYNE	7.3	X	No Office		
						1.1					
					9.9	CUMBERLAND	6.2		No Office		
						0.8					
		15			10.7	NACO	5.4		No Office		
						2.0					
			62		12.7	VEAZIE	3.4		No Office		
						3.4					
	A		90	CW	16.1	ENUMCLAW	0.0	BRWXY	6.15 AM to 3.15 PM	L	

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)
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. 23 Apr. 1, 1949 STATIONS	Distance from Ashford	See Rule 6-A	Office open week days	THIRD CLASS	
	793									794	
	Way Freight Daily Except Saturday	Sidings	Other tracks							Way Freight Daily Except Saturday	
	L. 11.40 AM	35			0.0	PARK JCT.	5.5	JPXY	No Office	A. 12.30 PM	
						3.5					
	11.50		67		3.5	NATIONAL	2.0	P	No Office	12.20	
						2.0					
	794 A. 11.59 AM		80		5.5	ASHFORD	0.0	PX	No Office	793 L. 12.10 PM	

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Psgr. trains	Freight trains
Between Park Jct. & Ashford----------	20 mph.	20 mph.

Trains need not obtain Clearance Form A at Park Jct. and Ashford.

At Park Jct. trains and engines should proceed expecting to find cars on siding and on main track west from west switch of siding on Eighth Subdivision.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

SECOND CLASS 563 Time Freight Daily Except Sat.	SECOND CLASS 791 Way Freight Daily Except Saturday	SECOND CLASS 863 Time Freight Daily Except Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Tacoma	Time Table No. 23 Apr. 1, 1949 STATIONS
L 9.30PM	L 7.30AM	L 5.00AM		Yard	MA	0.0	TACOMA
						3.3	
10.30	7.50	5.45	63	182		3.3	HILLSDALE
						3.7	
564 10.50	8.15	6.00	84			7.0	ALLISON
						4.2	
A 10.59PM	864 8.27	A 6.15AM	84	33	SJ	11.2	FREDERICKSON
						6.6	
	8.55		72			17.8	THRIFT
						3.2	
	9.08		80			21.0	TANWAX
						2.0	
	9.20					23.0	KAPOWSIN
						8.6	
	792 10.00 10.45		92		VJ	31.6	EATONVILLE JUNCTION
						1.0	
	10.30		82	30	V	32.6	EATONVILLE
	11.15		92	24		39.5	NEW RELIANCE
						5.0	
	11.30		16	80	BE	44.5	ELBE
						2.4	
	11.40		35			46.9	PARK JCT.
						4.1	
	A 12.45PM		27	200	D	51.0	(Log. Co. Xing) MINERAL
						4.2	
			54	42		55.2	DIVIDE
						5.2	
				5		60.4	C & W SPUR
						2.0	
			15			62.4	COAL CANYON
						2.1	
			60	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.

Train Order Signal at Tacoma Jct. does not apply to trains moving Tacoma Jct. to Tideflats Yard.

At Park Jct. trains and engines should proceed expecting to find cars on siding and on main track west from west switch of siding on Eighth Subdivision.

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 & Hobl 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 PERMISSIBLE SPEED (See Special Instruction G33)

	Psgr. 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.

Time Table No. 23
Apr. 1, 1949

STATIONS	Distance from Morton	See Rule 6-A	Office open week days	SECOND CLASS 564 Time Freight Daily Except Sunday	864 Time Freight Daily Except Mon.	792 Way Freight Daily Except Sunday	796 Way Freight Daily Except Sunday
TACOMA	64.5	BKRVX	Continuous	A 12.01AM	A 9.35AM	A 1.00PM	A 2.30AM
3.3							
HILLSDALE	61.2	PX	No Office	11.25	9.15	12.40	2.00
3.7							
ALLISON	57.5	P W .4 Miles W	No Office	563 10.50	9.05	12.20	1.45
4.2							
FREDERICKSON	53.3	JPRXY	Continuous	L 10.40PM	L 791 8.55AM	12.05PM	1.30
6.6							
THRIFT	46.7	P	No Office			11.35	1.00AM
3.2							
TANWAX	43.5		No Office			11.25	11.15
2.0							
KAPOWSIN	41.5	P W	No Office			10.40	11.05
8.6							
EATONVILLE JUNCTION	32.9	JPWXY	No Office			791 10.00 8.45	10.45
1.0							
EATONVILLE	33.9	X	7.30 AM to 4.30 PM			9.45	
NEW RELIANCE	25.0	P X W 2.1 Mi. W	No Office			8.15	9.50
5.0							
ELBE	20.0	X	8.00 AM to 5.00 PM			7.45	7.45
2.4							
PARK JCT.	17.6	JPXY	No Office			7.20	7.30
4.1							
(Log. Co. Xing) MINERAL	13.5	BKMORWXY	Continuous			L 7.00AM	7.15
4.2							
DIVIDE	9.3	W 4.9 West PX	No Office				6.15
5.2							
C & W SPUR	4.1		No Office				
2.0							
COAL CANYON	2.1	P	No Office				5.10
2.1							
MORTON	0.0	BRXY	Continuous				L 5.00PM

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.

Train Order Signal at Tacoma Jct. does not apply to trains moving Tacoma Jct. to Tideflats Yard.

At Park Jct. trains and engines should proceed expecting to find cars on siding and on main track west from west switch of siding on Eighth Subdivision.

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 & Hobi 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 PERMISSIBLE SPEED (See Special Instruction G33)

	Psgr. 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.

Time Table No. 23

Apr. 1, 1949

SECOND CLASS 563 Time Freight Daily Except Sat.	SECOND CLASS 863 Time Freight Daily Except Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Frederickson	STATIONS	Distance from Hoquiam	See Rule 6-A	Office open week days	SECOND CLASS 864 Time Freight Daily Except Monday	SECOND CLASS 564 Time Freight Daily Except Sunday
L 10.59PM	L 6.15AM	34	33	SJ	0.0	FREDERICKSON	93.8	JPRXY	Continuous	A 8.55AM	A 10.40PM
						3.4					
11.10			8		3.4	LOVELAND	90.4		No Office		10.20
						4.6					
11.20	6.30	70			8.0	GREENDALE	85.8	PW	No Office	8.38	10.05
						7.8					
11.45	6.45	20	50		15.8	McKENNA	78.0	P	No Office	8.22	9.45
						7.6					
12.01AM	7.00	33	12		23.4	RAINIER	70.4	P	No Office	8.06	9.25
						2.9					
					26.3	(Weyerhaeuser Timber Co. Crossing)	67.5	M			
						2.6					
12.15	7.10		85		28.9	SKOOKUMCHUCK	64.9	JVX	No Office	7.55	9.05
						1.1					
12.20	7.14			JC	30.0	WESTERN JCT.	63.8	JVX	7.00 AM to 4.00 PM	7.50	9.03
						1.2					
12.30	7.18	30			31.2	OFFUTT LAKE	62.6		No Office	7.45	9.00
						6.0					
1.00	A 864 7.30AM	30	39		37.2	MAYTOWN	56.6	JPRWXY	No Office	L 863 7.30AM	8.30
						9.4					
1.30			7		46.6	ROCHESTER (N. P. Crossing)	47.2	P	No Office		8.05
						1.9					
A 1.40AM					48.5	HELSING JCT.	45.3	JRV	No Office		L 8.00PM
						1.5					
2.55					50.0	INDEPENDENCE	43.8				7.52
						4.6					
3.10					54.6	BALCH	39.2				7.40
						3.9					
3.25					58.5	CEDARVILLE	35.3				7.30
						4.1					
3.35					62.6	LANKNER	31.2				7.20
						2.6					
3.42					65.2	RONY	28.6				7.15
						1.9					
3.48					67.1	SAGINAW	26.7				7.10
						1.7					
3.55					68.8	SOUTH ELMA	25.0		Via U. P. R. R.		7.05
						3.4					
4.05					73.2	FULLER	21.6				6.50
						6.5					
4.30					78.7	SOUTH MONTESANO	15.1				6.30
						1.4					
4.36					80.1	MELBOURNE	13.7				6.14
						2.8					
4.45					82.9	PREACHER'S SLOUGH	10.9				5.50
						3.5					
					86.4	NORTH RIVER JCT.	7.4				
						1.1					
5.00					87.5	COSMOPOLIS	6.3				5.35
						1.8					
					89.3	SOUTH ABERDEEN	4.5				
						0.9					
5.15					90.2	ABERDEEN	3.6				5.20
						3.6					
5.45AM					93.8	HOQUIAM	0.0		Via. N. P. Ry.		5.00PM

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Psgr. trains	Freight trains
Between Frederickson and Loveland	35 mph.	35 mph.
Between Loveland and McKenna	40 mph.	40 mph.
Between McKenna and Western Jct.	35 mph.	35 mph.
Between Western Jct. and Maytown	40 mph.	40 mph.
Between Maytown and Helsing Jct.	30 mph.	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 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.

At Skookumchuck, trains will be permitted to move on Weyerhaeuser Timber Company's tracks between the hours of 9 P. M. and 6 A. M., for switching purposes only. Such movements must be protected as prescribed by Rule 99.

Time Table No. 23

Apr. 1, 1949

THIRD CLASS 963 Way Freight Daily Except Sunday	SECOND CLASS 863 Time Freight Daily Except Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Maytown	STATIONS	Distance from Raymond	See Rule 6-A	Office open week days	SECOND CLASS 864 Time Freight Daily Except Monday	THIRD CLASS 964 Way Freight Daily Except Sunday
	864 L 7.30AM	30	39		0.0	MAYTOWN	64.6	JPRWXY	No Office	863 A 7.30AM	
						—7.4—					
	7.45	51			7.4	ESSEX	57.2	P	No Office	7.15	
						—5.0—					
						(N. P. Crossing) (U. P. Crossing)					
					12.4	BLAKESLEE JCT.	52.2	MX			
						—1.3—					
	8.00	40	36	CN	13.7	CENTRALIA	50.9	PXZ	6.30AM to 3.30 PM	7.00	
						—3.3—					
					17.0	(3 N. P. Crossings)	47.6	M			
						—0.4—					
L 1.30PM	A 8.15AM	54	100	CH	17.4	CHEHALIS	47.2	KPRVWX	5.30AM to 8.30PM	L 6.45AM	As 12.20PM
						—1.0—					
1.35				JO	18.4	(N. P. Crossing) CHEHALIS JCT.	46.2	JMVX	7.00 AM to 4.00 PM		12.15PM
						—39.6—					
	11.45AM				58.0	LONGVIEW	0.0		Via N. P. Ry.	4.30AM	
					18.4	CHEHALIS JCT.	46.2		Via N. P. Ry.		
						—16.9—					
L 2.40PM					35.3	DRYAD JCT.	29.3	JRVX	No Office		As 10.55AM
						—1.0—					
f 2.45		7			36.3	DOTY	28.3	P	No Office		f 10.50
						—5.2—					
f 3.00			60		41.5	HILDA	23.1	X	No Office		f 10.30
						—8.5—					
f 3.30		10			50.0	MACPHAIL	14.6	X	No Office		f 10.00
						—3.3—					
f 3.50		27			53.3	SUTICO	11.3		No Office		f 9.45
						—1.6—					
f 4.00					54.9	FIRDALE	9.7	PW	No Office		f 9.30
						—6.9—					
f 4.30			10		61.8	WILLAPA	2.8		No Office		f 9.10
						—2.8—					
As 4.55PM		20	140	RD	64.6	RAYMOND (N. P. Crossing)	0.0	BKORVWXY	7.00 AM to 4.00 PM		L 9.01AM

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Psgr. trains	Freight trains
Between Maytown 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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Murnen	2.3	West	Doty
Swem Creek	2.5	West	Hilda

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

Trains need not obtain Clearance Form A at Maytown.

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

Trains need not obtain clearance Form A at Dryad Jct.

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

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD

SECOND CLASS 97 Way Freight Daily Except Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Bellingham	Time Table No. 23 Apr. 1, 1949 STATIONS	Distance from Glacier	See Rule 6-A	Office open week days	THIRD CLASS 98 Way Freight Daily Except Sunday
L 5.00AM		Yard	L	0.0	BELLINGHAM (3 G. N. Crossings)	46.8	BKMORTVWXZ	7.00 AM to 4.00 PM	A 2.15PM
					4.0				
5.25	17			4.0	CORNWALL	42.8		No Office	1.55
					7.4				
5.48	30			11.4	WAHL	35.4	P	No Office	1.20
					1.5				
5.55		7		12.9	GOSHEN	33.9		No Office	12.55
					4.1				
6.07	13			17.0	STRANDELL	29.8		No Office	12.35
					0.8				
6.15		30		17.8	EVERSON	29.0	X	No Office	12.25
					1.5				
6.30	12			19.3	HAMPTON	27.5	JPRXY	No Office	12.10PM
					2.9				
6.40	13			22.2	CLEARBROOK	24.6		No Office	11.50
					2.9				
6.50		Yard	S	25.1	SUMAS	21.7	PVWXY	7.45 AM to 4.45 PM	11.40
					1.0				
				26.1	(N. P. Crossing)	20.7		No Office	
					5.8				
7.25	14			31.9	HILLTOP	14.9		No Office	11.01
					0.8				
7.30	11			32.7	COLUMBIA	14.1		No Office	10.55
					0.7				
7.35				33.4	LIMESTONE JCT.	13.4	Y	No Office	10.45
					2.9				
7.55	6			36.3	KENDALL	10.5		No Office	10.05
					3.2				
8.25	9			39.5	MAPLE FALLS	7.3		No Office	9.55
					7.3				
A 98 9.15AM	16	55		46.8	GLACIER	0.0	Y	No Office	L 97 9.30AM

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Psgr. 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

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

Eastward trains will not be required to obtain a clearance Form A at Glacier. Trains need not obtain clearance Form A at Hampton.

WESTWARD — TWELFTH SUBDIVISION — EASTWARD

SECOND CLASS 197 Way Freight Daily Except Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Hampton	Time Table No. 23 Apr. 1, 1949 STATIONS	Distance from Lynden	See Rule 6-A	Office open week days	THIRD CLASS 198 Way Freight Daily Except Sunday
L 6.30AM		20		0.0	HAMPTON	5.4	JPRXY	No Office	A 8.21AM
					5.4				
A 6.50AM		Yard	A	5.4	LYNDEN	0.0	RY	8.00 AM to 5.00 PM	L 8.01AM

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Freight trains
Between Hampton & Lynden	20 mph.
Over Slade crossing 1.8 mi. 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 95 Way Freight Daily Except Sun.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Port Townsend	Time Table No. 23 Apr. 1, 1949 STATIONS	Distance from Disque	See Rule 6-A	Office open week days	SECOND CLASS 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
					13.0				
11.59	23			13.0	DISCOVERY JUNCTION	56.1	V	No Office	8.45
					1.4				
		10		14.4	MAYNARD	54.7	X	No Office	
					11.3				
	19			25.7	BLYN	43.4		No Office	
					6.8				
s 1.20AM	34			32.5	SEQUIM	36.6	W	8.00 AM to 5.00 PM	s 7.30
					3.6				
	7			36.1	CARLSBORG	33.0	X	No Office	
					3.8				
	4			39.9	AGNEW	29.2		No Office	
					3.0				
		12		42.9	CRANE	26.2		No Office	
					5.5				
	23			48.4	ENNIS CREEK	20.7	X	No Office	
					2.4				
As 2.30AM		Yard		50.8	PORT ANGELES	18.3	BKOPRWXYZ	8.00 AM to 5.00 PM	L 6.30PM
					4.2				
	21			55.0	JORDAN	14.1		No Office	
					3.6				
	5			58.6	ELWHA	10.5		No Office	
					3.5				
		2		62.1	COVILL	7.0		No Office	
					5.1				
	24			67.2	JOYCE	1.9		No Office	
					1.9				
				69.1	DISQUE	0.0	V	No Office	

MAXIMUM PERMISSIBLE SPEED (See Special Instruction G33)

	Psgr. 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. east 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
Bekkvar	2.2	East	Blyn
Edus	2.0	West	Port Angeles

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

Rule 83-B does not apply 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. CMStP&P Railroad Company timetable and rules will govern.

At Port Angeles the train register may be used as evidence of the arrival of all westward trains.

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 666 ft. east of N. P. setout track on White River Lbr. Co. R. R.

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 2500 ft. west of 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 Blakleslee 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.

Dryad Jct.—Extend from junction switch to 1500 ft. west of junction switch.

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.

Maynard—Extend from 7920 ft. east of switch to 1500 ft. west of switch.

Port Townsend—Extend from 2500 ft. west of west main line switch, east to end of yard tracks.

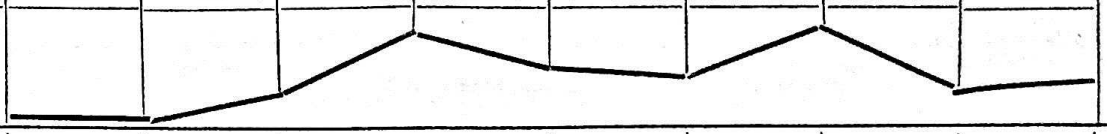
Bellingham—Extend from 2000 ft. west of Cement Plant switch to end of tracks, including Lake Line, Bellingham.

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	.80	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—5400 HP 4-unit alone	CL	5500	2650	CL	CL	2900	1850 R	CL
DE—5400 HP with Elec. Frt. Lo.	CL	5000	2300	CL	CL	2700	1800 R	CL
DE—5400 HP 2-unit alone	CL	2750	1325	CL	CL	1450	925 R	3500
DE—5400 HP with Elec. Frt. Lo.	CL	2500	1150	CL	CL	1350	900 R	3000
DE—6000 HP			1650			1705		

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—5400 HP 4-unit alone	CL	CL	2700 R	6150	CL	2850 R	2050	CL
DE—5400 HP with Elec. Frt. Lo.	CL	CL	2500 R	5500	CL	2500 R	1900	CL
DE—5400 HP 2-unit alone	CL	CL	1350 R	3075	4200	1425 R	1025	CL
DE—5400 HP with Elec. Frt. Lo.	CL	CL	1250 R	2750	4000	1250 R	950	CL
DE—6000 HP							1185	

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-5400 HP	462 tons
		DE-6000 HP	495 tons

EMERGENCY TELEPHONES

Baggage cars of trains 15 and 16, 17 and 18, and all motors are equipped with telephones.

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 McClelans 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

Dr. J. F. DePree	Chief Surgeon	Seattle
Dr. W. F. Hoffman	Oculist	Seattle
Dr. E. DeMar Anderson	Oculist	Seattle
Dr. D. G. Willard	District Surgeon	Tacoma
Dr. A. W. Howe	Oculist	Tacoma
Dr. S. S. Thordarson	Oculist	Tacoma
Dr. Robert F. Kaiser	Oculist	Bellingham
Dr. C. L. Hoeffler	Oculist	Everett
Dr. W. W. Hicks	Oculist	Ellensburg

HOSPITALS

Ellensburg	Ellensburg General Hospital
Cle Elum	Roslyn Cle Elum Hospital
Everett	Providence Hospital
Seattle	Providence Hospital
Port Angeles	Port Angeles General Hospital
Tacoma	St. Joseph's Hospital
Hoquiam	Hoquiam Hospital
Chehalis	St. Helen's Hospital
Bellingham	St. Lukes Hospital

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

LOCATION	NAME	TITLE	OFFICE TELEPHONE	RESIDENCE TELEPHONE
Ellensburg	*Dr. J. P. Richardson	Local Surgeon	2-1461	2-6646
Ellensburg	Dr. Carl W. Olander	Asst. "	2-1461	2-4601
Cle Elum	*Dr. W. E. Nawrocki	Local "	345	345
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	" "		
Renton	Dr. Lloyd F. Lackie	Asst. "	3461	
Seattle	*Dr. J. F. DePree	Local "	Elliott 3037	Dexter 3921
Seattle	*Dr. I. M. Cohn	Asst. "	Elliott 2839	Dexter 0212
Seattle	*Dr. Wm. C. Speidel	Local "	Main 1291	RA. 0240
Kent	Dr. J. O. Taylor	" "	590	114
Auburn	Dr. Walter C. Aylen	" "	109-J	109-M
Auburn	Dr. John Darst	" "	199-J	354-M
Sumner	Dr. Thos. H. Clark	" "	436	436
Tacoma	*Dr. D. G. Willard	Local "	Broadway 1193	Main 0630
Tacoma	*Dr. C. B. Ritchie	Asst. "	Broadway 1193	Broadway 3882
Tacoma	*Dr. G. G. McBride	" "	Broadway 5385	MAin 0684
So. Tacoma	Dr. Leo Annest	" "	Garland 2182	
Eatonville	Dr. D. M. Nevitt	Local "	113	114
National	Dr. Harry S. Holmes	" "	National 404	National 404
National	Dr. H. Feitis	" "	National 214	National 214
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. R. F. Ballard	" "		
Chehalis	Dr. L. G. Steck	" "	320W	320R
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. R. S. Averill	" "	1981	1983

*—Examining Surgeons

SUNDAY & HOLIDAY HOURS AT STATIONS

Othello ---------- Continuous
Beverly ---------- Continuous
Kittitas ---------- Continuous
Ellensburg ---------- Sundays—11:00 PM to 7:00 AM
Holidays—8:00 AM to 4:00 PM
11:00 PM to 7:00 AM
Cle Elum ---------- Continuous
Hyak ---------- 8:00 AM to 4:00 PM
10:00 PM to 6:00 AM
Cedar Falls ---------- Continuous
Enumclaw ---------- Sundays—None
Holidays—6:15 AM to 3:15 PM
Maple Valley ---------- Continuous
Black River ---------- Continuous
Kent ---------- Sundays—None
Holidays—9:00 AM to 5:00 PM
Auburn ---------- Continuous
Sumner ---------- Sundays—2:30 PM to 10:30 PM
Holidays—7:00 AM to 11:00 PM
No. Puyallup ---------- Holidays—8:00 AM to 5:00 PM
Tacoma Jct. ---------- Continuous
Tacoma ---------- Continuous
Frederickson ---------- Continuous, except 8:00 AM
Saturdays to 8:00 AM Sundays
Eatonville ---------- Sundays—None
Holidays—7:30 AM to 4:30 PM
Elbe ---------- Sundays—None
Holidays—8:00 AM to 5:00 PM
Mineral ---------- Continuous, except 4:00 PM
Saturdays to 4:00 PM Sundays
Morton ---------- Sundays—None
Holidays—Continuous
Centralia ---------- Sundays—None
Holidays—6:30 AM to 3:30 PM
Chehalis ---------- Sundays—None
Holidays—5:30 AM to 8:30 PM
Raymond ---------- Sundays—None
Holidays—7:00 AM to 4:00 PM

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, employes 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 employes are out from between the cars or engines, and under no circumstances must employes 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, employes must face the engine.

G9 Employes must not step on track rails nor other similar objects when it can be avoided.

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 Employes are prohibited from riding:

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

On leading footboard or pilot steps while coupling engine to cars.

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 or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

In the gangway of engines.

G13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

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 cars .....3 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.

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.

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.
Scale test cars, on branch line 20, on main line	25
Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Lidgerwood unloaders	15
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
Dead engines with all rods connected, pistons removed and valve motion disconnected	45
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 (except 600 H. P. Alco switchers 1600 to 1603, inclusive)	45
600 H. P. Alco switchers, series 1600 to 1603, inclusive	40
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.

G34 (A) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

G35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G36 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.

G37 Excessive use of sand at any point is prohibited, and its use must be restricted to actual necessity.

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.

	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, rotary snow plows, 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
Tacoma Junction	Turnout from CMStP&P to UPRR track.

X3 (A) 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. (See Special Instruction G34.)

Ragnar.....West siding switch
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.

X-4 The speed of passenger trains when handled or helped by Class N-3 engines must not exceed a maximum of 50 MPH, S-1, S-2 and S-3 engines 65 MPH, F-6 engines 75 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.

ALL SUBDIVISIONS (Continued)

X5 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.

X6 When any type of engine is used in helper service on passenger trains, the helper engine should be placed on the head end.

X7 Log handling trains will come to a stop while passenger trains are being met or are passing.

X8 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."

X9 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.

X10 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

X11 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.

X12 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

X13 At Maple Valley, Black River and Tacoma Junction, trains other than those displaying signals for a following section, may register by register ticket.

X14 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.

X15 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

X16 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.

X17 At Maple Valley, Black River and Tacoma Junction, trains other than those displaying signals for a following section, may register by register ticket.

X18 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.

X19 Manually controlled crossing signals are in use at D Street, Tacoma. 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.

X20 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.

X21 In Automatic Block Signal territory, Manual Block System Rules will apply when trains are run against the current of traffic.

X22 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, and series 7800 engines, on spur track to Libby, McNeil and Libby Cannery and west end Howard Manufacturing Company track.

UP Class 3800 and 3900 engines, in addition to the above restrictions, are prohibited from using house or team track at Kent east of the crossover east of depot, house track at Auburn, pit track or Associated Frozen Foods track at Sumner. Maximum speed permissible for this class engine between Tacoma Jct. and Black River is 60 MPH.

UP Class 7800 engines are restricted from using the pit track at Sumner and the stock yard track at Auburn.

X23 Eastward trains having authority to hold main track and meeting westward trains at North Puyallup must not pass signal at west switch until westward train has arrived. A train on main track between switches would give a westward train a stop indication at the west switch at Sumner.

X24 Stop signal with indications in accordance with Rules 501-A and 501-B at clearance point of double track switch on eastward track of Tide Flats line, Tacoma Jct., governs eastward movements between this point and west switch of westward crossover at Tacoma Jct. only. Movements from main track through east crossover onto siding or from siding through east crossover to main track can be made without affecting operation of UP trains when junction switch is lined for movement to UP 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. Derail is installed on west end of Northern Pacific siding and derail 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 Tacoma Jct., Frederickson and Mineral, trains other than those displaying signals for a following section may register by register ticket, during hours operator is on duty.

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. 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.

X37 Cars may be left on main track between switches at Divide, and in such cases, the siding will be used as main track and switches lined accordingly.

NINTH SUBDIVISION

X38 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

X39 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.

X40 At Chehalis, the normal position of the crossing gates over the N. P. crossings is for movements on the CMStP&P tracks.

ELEVENTH SUBDIVISION

X41 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.

X42 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. Melsness
Morton	O. W. St. Martin
Hoquiam	Fred Wetzel
Raymond	Nowogroski Jewelry
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,
J. W. CORBETT,
C. P. MILES,
R. C. SCHWICHTENBERG,
W. H. SMITH,
J. R. PIATT,
H. L. HITCHCOCK,
Train Dispatchers.

T. E. CORBETT,
Chief Dispatcher 13th Subdivision.

N. C. GROGAN,
Chief Dispatcher 1st to 12th Subdivisions, Incl.

E. G. TALLMADGE,
C. W. McMILLAN,
Traveling Engineers and Assistant Trainmasters.

S. E. HERZOG,
Trainmaster.