INDEX

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
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
59	61	144	25
60	60	180	20
61	59	240	15
62	58.1	360	10

PIONEER INC., TACOMA—17995

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

COAST DIVISION

TIME TABLE NO. 29

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

SUNDAY, APRIL 5, 1953

For the government and information of employees only

A. W. HERVIN
Assistant Superintendent

L. V. ANDERSON
Superintendent of Transportation

C. A. NUMMERDOR
General Superintendent of Transportation

J. T. HANSEN
Superintendent

L. K. SORENSEN
General Manager

WESTWARD — FIRST SUBDIVISION — EASTWARD

SECOND CLASS	FIRST CLASS		Capacity in Cars		Telegraph calls	Distance from Othello	Time Table No. 29 APRIL 5, 1953 STATIONS	Distance from Cle Elum	See Rule 6-A	Office Hours Also see page 12	FIRST CLASS		SECOND CLASS
263	15	17									18	16	264
Time Freight	Passenger	Passenger	Sidings	Other tracks							Passenger	Passenger	Time Freight
Daily	Daily	Daily									Daily	Daily	Daily
L 6.30AM	L 4.55AM	L 12.55AM		Yard	SO	0.0	OTHELLO	98.9	BHKPORTWX	Continuous	As 4.15AM	As 7.35PM	A 7.00PM
							5.5						
6.40		1.01	68			5.5	ANSON	93.4	P	No Office	4.00		6.10
							3.7						
6.46	5.05	1.05	113	11		9.2	TAUNTON	89.7	P	No Office	3.55	7.20	6.01
							5.8						
6.56	5.14	f 1.14	60	18		15.0	CORFU	83.9	P	No Office	f 3.45	7.11	5.40
							9.7						
7.10	5.25	f 1.25	111	10		24.7	SMYRNA	74.2	P	No Office	f 3.33	7.00	5.15
							6.5						
7.20	5.32	1.33	50			31.2	JERICHO	67.7	P	No Office	3.26	6.54	4.55
							6.6						
7.40	5.43	s 1.44	113	Yard	BV	37.8	BEVERLY	61.1	BKOPWXY	12.01AM to 4.00PM Except Mon.	s 3.15	6.43	4.35
							1.0						
						38.8	BEVERLY JCT.	60.1	JPX	No Office			
							5.2						
8.05	5.57	1.58	113	3		44.0	DORIS	54.9	P	No Office	2.57	6.31	3.45
							5.6						
8.25	6.09	2.10	60	5		49.6	RYE	49.3	P	No Office	2.48	6.20	3.25
							3.3						
8.40	6.18	2.16	72			53.9	CHEVIOT	46.0	P	No Office	2.41	6.13	3.10
							3.7						
9.01	6.26	18 2.31	103	20		56.6	BOYLSTON	42.3	P	No Office	17 2.31	6.05	2.55
							8.3						
9.30		2.49		17		64.9	EAST KITTITAS	34.0		No Office	2.11		2.20
							2.3						
9.40	6.47	s 2.58	113	85	KY	67.2	KITTITAS	31.7	KPWXY	8.00 AM to 5.00 PM Except Sunday	s 2.07	5.49	2.15
							2.9						
				14		70.1	REGAL	28.8		No Office			
							3.5						
9.50	s 6.57	s 3.11	91	48	NB	73.6	ELLENSBURG	25.3	P	12.01 AM to 4.00PM	s 1.53	s 5.42	1.55
							6.9						
10.01	7.08	f 3.23	60	27		80.5	THORP	18.4	P	No Office	f 1.40	5.31	1.45
							8.4						
10.16	7.22	3.38	109	8		88.9	HORLICK	10.0	P	No Office	1.29	5.20	1.25
							10.0						
A 10.40AM	As 7.40AM	As 3.58AM		Yard	CM	98.9	CLE ELUM	0.0	BKPRWX	Continuous	L 1.15AM	L 5.08PM	L 1.00PM

Passenger trains must not exceed a maximum speed of 70 MPH, except No. 15 and No. 16, 79 MPH between Othello and 2½ miles east of Beverly and between Kittitas and 2 miles west of Ellensburg. Other trains 50 MPH. See Special Instructions G-33.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

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

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.

S-1 engines must not be turned on wye at Kittitas.

SECOND CLASS	FIRST CLASS		Capacity in Cars		Telegraph calls	Distance from Cle Elum	Time Table No. 29 APRIL 5, 1953 STATIONS	Distance from Seattle	See Rule 6-A	Office Hours Also see page 12	FIRST CLASS		SECOND CLASS
263	15	17									16	18	264
Time Freight	Passenger	Passenger	Sidings	Other tracks							Passenger	Passenger	Time Freight
Daily	Daily	Daily									Daily	Daily	Daily
L 11.10AM	L 7.40AM	L 3.58AM		Yard	CM	0.0	CLE ELUM	89.9	BKPRWX	Continuous	As 5.08PM	As 1.15AM	A 12.30PM
							11.6						
264 11.55	7.54	f 4.18	106	34		11.6	EASTON	78.3	PVY	No Office	4.53	f 12.58	263 11.55
							8.5						
12.15PM	8.06	4.35	70	15		20.1	WHITTIER	69.8	P W 4 Mi. West	No Office	4.41	12.46	11.35
							8.9						
12.35	8.19	f 4.53	98	106	HY	29.0	HYAK	60.9	PX	No Office	4.30	f 12.32	11.15
							2.6						
12.45	8.26	f 5.00	85	15		31.6	ROCKDALE	58.3	PWX	No Office	4.24	f 12.25	10.59
							5.1						
1.04	8.37	5.14	69			36.7	BANDERA	53.2	P	No Office	4.14	12.14	10.45
							5.3						
1.24	8.49	5.28	56	12		42.0	GARCIA	47.9	P	No Office	4.03	12.01AM	10.20
							4.5						
1.43	9.00	5.40	101	21		46.5	RAGNAR	43.4	P	No Office	3.54	11.50	9.59
							4.3						
2.01	264 9.11	s 5.53	118	395	MY	50.8	CEDAR FALLS	39.1	BJKOPWXYZ	6.00 AM to 2.00 PM 4.01 PM to 12.01 AM Except Sat. & Sun.	3.46	s 11.40	15 9.40 8.30
							4.0						
2.15	9.17	6.01				54.8	BAGLEY JCT.	35.1	JP	No Office	3.41	11.32	8.13
							0.8						
2.19	9.18	6.03	59			55.6	BARNESTON	34.3	P	No Office	3.40	11.31	8.10
							3.9						
2.29	9.24	6.12	115			59.5	TRUDE	30.4	P	No Office	3.34	11.25	7.57
							4.9						
2.40	9.31	6.22	60	18		64.4	NOBLE	25.5	P	No Office	3.28	11.17	7.40
							3.4						
A 2.50PM	A 9.36AM	Af 6.30AM	79	14	MV	67.8	MAPLE VALLEY	22.1	JRVX	Continuous	L 3.23PM	Lf 11.12PM	L 7.30AM
							10 3						
3.45	9.53	6.45			RN	78.1	(N. P. CROSSING) RENTON	11.8	P		3.08	10.54	6.55
							2.4						
4.01	9.58	6.50		Yard	BI	80.5	BLACK RIVER (U. P. CROSSING)	9.4	IJPRV		3.01	10.49	6.45
							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	IP		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	BKORPTVWXZ				5.30 AM
	10.30AM	7.30AM		Yard	OW	89.9	SEATTLE	0.0	P	Via U. P. R. R.	2.45PM	10.30PM	

Passenger trains must not exceed a maximum speed of 70 MPH. Other trains 50 MPH.
See Special Instructions G-33.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Landsburg	2.3	East	Noble

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.

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

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

No. 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. 29 APRIL 5, 1953 STATIONS
83	263	93	81	51	15	17	53					
U. P. R. R. Time Freight 690	Time Freight	Way Freight	U. P. R. R. Time Freight 692	U. P. R. R. Passenger 458	Passenger	Passenger	U.P.R.R. Passenger 402	Sidings	Other tracks			
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
		2.05									0.7	SPOKANE ST. TOWER — 0.7
		2.10			10.53	7.59					3.4	ARGO (U. P. CROSSING) (N. P. CROSSING) — 1.7
		2.15				8.02		111	336		5.1	VAN ASSELT — 4.3
L 6.15PM	L 5.25PM	L 2.45PM	L 54 6.45AM	L 82 5.00PM	L 11.01AM	L 8.10AM	L 12.01AM		Yard	BI	9.4	BLACK RIVER (N. P. CROSSING) — 6.9
6.35	5.33	3.05	6.53	f 5.08	11.09	f 8.20	f 12.10	95	112	K	16.3	KENT — 5.0
6.50	5.42	3.25	7.00	f 5.14	94 11.15	f 8.28	s 12.18	90	134	BR	21.3	AUBURN — 4.6
7.10	5.55	3.40	7.10	5.20	52 11.23	8.36	12.26	64			25.9	BENROY — 2.5
7.20	6.05	82 3.45 4.45	7.17	f 5.25	11.28	s 8.40	f 12.30	91	50	UX	28.4	SUMNER — 1.7
7.30	6.15	4.50	7.25	f 5.29	11.31	f 8.44	s 12.34	59	22	PX	30.1	NORTH PUYALLUP — 5.5
A 7.45PM	A 6.25PM	A 5.00PM	A 7.40AM	A 5.35PM	11.37	8.52	A 12.43AM	79		JN	35.6	TACOMA JCT. — 2.0
					A 11.45AM	A 9.05AM			Yard	MA	37.6	TACOMA

Passenger trains must not exceed a maximum speed of 70 MPH. Other trains 50 MPH.
See Special Instructions G-33.

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.

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.

No. 53 will stop on signal at Kent to pick up revenue passengers for Tacoma and beyond and will stop on flag at Sumner.

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.

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

The following tracks are wired: 6, 7, 8, 12, and east end of track 13, Seattle Union Station, and first three 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 58 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. 29 APRIL 5, 1953 STATIONS	Distance from Tacoma	See Rule 6-A	Office Hours Also see page 12	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	P	Via U. P. R. R.			2.30PM	10.00PM				
STACY ST. YARD	36.6	BKORTV WXZP								12.50PM	
0.7											
SPOKANE ST. TOWER	35.9		Via P. C. R. R.							12.45	
1.7											
ARGO (U. P. CROSSING) (N. P. CROSSING)	34.2	IP	Via P. C. R. R.			2.18	9.39			12.35	
1.7											
VAN ASSELT	32.5	P					9.36			12.30	
4.3											
BLACK RIVER (N. P. CROSSING)	28.2	IJPRVXY	Continuous	81 A **6.20**AM	A 11.42AM	A 2.10PM	A 9.29PM	A 4.10AM	A 4.55AM	A 12.20PM	51 A **4.40**PM
6.9											
KENT	21.3	PX	7.45 AM to 4.45 PM Except Sat. & Sun.	s 6.08	11.34	2.01	f 9.20	3.56	4.42	12.05PM	4.27
5.0											
AUBURN	16.3	PX	7.00 AM to 11:00 PM Except Sat. & Sun.	s 5.58	94 **11.28**	1.54	f 9.12	3.45	4.32	15-52 **11.30** **11.15**	4.17
4.6											
BENROY	11.7	P	No Office	5.48	15 **11.23**		9.06	3.35	4.22	11.05	4.07
2.5											
SUMNER	9.2	PWX	7.00 AM to 9.15 PM Except Sat., Sun. and Mondays	s 5.44	11.20	1.45	s 9.02	3.28	4.16	11.00 10.00	93 **4.01**
1.7											
NORTH PUYALLUP	7.5	P	No Office	s 5.38	11.17	1.42	f 8.58	3.23	4.12	9.55	3.57
5.5											
TACOMA JCT.	2.0	JKPRVX	Continuous	L 5.27AM	L 11.11AM	1.36	8.51	L 3.10AM	L 4.00AM	L 9.40AM	L 3.45PM
2.0											
TACOMA	0.0	BKPRVX	6.00 AM to 10.00 PM Except Sat. & Sun.			L 1.30PM	L 8.45PM				

Passenger trains must not exceed a maximum speed of 70 MPH. Other trains 50 MPH.
See Special Instructions G-33.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

UNION PACIFIC RR — BLACK RIVER

WHISTLE SIGNALS:

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

NORTHERN PACIFIC RR — BLACK RIVER

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 and Kent for revenue passengers or express and will stop at these stations to leave revenue passengers.

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 10 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. 29

APRIL 5, 1953

		Capacity in cars				STATIONS					
		Sidings	Other tracks	Telegraph calls	Distance from Beverly Jct.		Distance from Hanford	See Rule 6-A	Office Hours Also see page 12		
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			

Trains must not exceed a maximum speed of 30 MPH, except from one mile west of Levering to 4 miles west of Priest Rapids 20 MPH.

Rule 83 (B) does not apply at Hanford or Beverly Jct.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

WESTWARD — FIFTH SUBDIVISION — EASTWARD

Time Table No. 29

APRIL 5, 1953

		Capacity in cars				STATIONS					
		Sidings	Other tracks	Telegraph calls	Distance from Cedar Falls		Distance from Everett	See Rule 6-A	Office Hours Also see page 12		
									6.00 AM to 2.00 PM 4.01 PM to 12.01 AM		
	L		Yard	MY	0.0	**CEDAR FALLS**	54.6	BJKOPRWXYZ	Except Sat. & Sun.	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	13	Q	11.2	**SNOQUALMIE FALLS**	43.4	PX	8.00 AM to 5.00 PM Except Sat. & Sun.		
						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	No Office		
						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	BKOPRTWX	8.00 AM to 5.00 PM Except Sat. & Sun	L	

Trains must not exceed a maximum speed of 30 MPH. between Cedar Falls and Snoqualmie Falls and between 2 mi. east of Carnation and Monroe Jct., 15 MPH. between Snoqualmie Falls and 2 mi. east of Carnation.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Stuart	4.1	West	Carnation

Time Table No. 29

APRIL 5, 1953

		Capacity in cars				STATIONS					
		Sidings	Other tracks	Telegraph calls	Distance from Bagley Jct.		Distance from Enumclaw	See Rule 6-A	Office Hours Also see page 12		
	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	BPRWXY	8.00 AM to 5.00 PM Except Sat. & Sun.	L	

Trains must not exceed a maximum speed of 15 MPH. between Bagley Jct. and Bayne Jct. and 25 MPH. between Bayne Jct. and Enumclaw.

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

Rule 83(B) does not apply at Bagley Jct., Kanaskat Jct. or 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

Time Table No. 29

APRIL 5, 1953

SECOND CLASS		Capacity in cars				STATIONS				THIRD CLASS	
		Sidings	Other tracks	Telegraph calls	Distance from Park Jct.		Distance from Ashford	See Rule 6-A	Office Hours Also see page 12		
	L	35			0.0	PARK JCT.	5.5	JPXY	No Office	A	
						3.5					
			67		3.5	NATIONAL	2.0		No Office		
						2.0					
	A		80		5.5	ASHFORD	0.0		No Office	L	

Trains must not exceed a maximum speed of 20 MPH.

Rule 83(B) does not apply at Park Jct. or 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			Capacity in cars				Time Table No. 29 APR. 5, 1953 STATIONS		See Rule 6-A	Office Hours Also see page 12	THIRD CLASS		
563	791	863	Sidings	Other tracks	Telegraph calls	Distance from Tacoma		Distance from Morton			864	792	564
Time Freight Daily Except Saturday	Way Freight Daily Except Sunday	Time Freight Daily Except Sunday									Time Freight Daily Except Monday	Way Freight Daily Except Monday	Time Freight Daily Except Sunday
564 L 10.30PM	L 7.30AM	L 5.00AM		Yard	MA	0.0	TACOMA	64.5	BKPRVX	6.00 AM to 10.00 PM Except Sat. & Sun.	A 9.35AM	A 1.00PM	563 A 10.30PM
							3.3						
11.30	7.50	5.45	63	182		3.3	HILLSDALE	61.2	PX	No Office	9.15	12.40	10.15
							3.7						
11.50	8.15	6.00	84			7.0	ALLISON	57.5	PW	No Office	9.05	12.20	10.05
							4.2						
A 11.59PM	864 8.27	A 6.15AM	32	33		11.2	FREDERICKSON	53.3	JPRXY	No Office	791 L 8.55AM	12.05PM	L 9.55PM
							6.6						
	8.55		72			17.8	THRIFT	46.7	P	No Office		11.35	
							3.2						
	9.08		30			21.0	TANWAX	43.5		No Office		11.25	
							2.0						
	9.20					23.0	KAPOWSIN	41.5	PW	No Office		10.40	
							8.6						
	792 10.00 10.45		92			31.6	EATONVILLE JUNCTION	32.9	JPWXY	No Office		791 10.00 8.45	
							1.0						
	10.30		82	30	V	32.6	EATONVILLE	33.9	PX	7.30 AM to 4.30 PM Except Sat. & Sun.		9.45	
							7.9						
	11.15		92	20		39.5	NEW RELIANCE	25.0	W 2.1 Mi. W PX	No Office		8.15	
							5.0						
	11.30		16	30	BE	44.5	ELBE	20.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.		7.45	
							2.4						
	11.40		35			46.9	PARK JCT.	17.6	JPXY	No Office		7.20	
							4.1 (Log. Co. Xing)						
	12.45		27	200	D	51.0	MINERAL	13.5	BMOPWXY	7.00 AM to 4.00 PM Except Sat. & Sun.		7.00	
							4.2						
	12.59		54	42		55.2	DIVIDE	9.3	PX	No Office		6.45	
							7.2						
	1.20		15			62.4	COAL CANYON	2.1	P	No Office		6.10	
							2.1						
	A 1.30PM		60	155	MN	64.5	MORTON	0.0	BKRPXY	7.00 AM to 10.00 PM Except Sat. & Sun.		L 6.00AM	

Trains must not exceed a maximum speed of 30 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between Hillsdale and junction switch near passenger station Tacoma.

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 83(B) does not apply at Frederickson.

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
Lindberg & Hobi Co.	1.1	West	Mineral
Carlson Lbr. Co.	1.8	West	Mineral
Nineteen Creek	1.9	East	Coal Canyon
Clay City Spur	3.2	East	Eatonville Jct.

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.

Time Table No. 29

APRIL 5, 1953

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 Longview	See Rule 6-A	Office Hours Also see page 12	THIRD CLASS 864 Time Freight Daily Except Monday	THIRD CLASS 564 Time Freight Daily Except Sunday
L 11.59PM	L 6.15AM	34	33	SJ	0.0	**FREDERICKSON**	95.2	JPRXY	No Office	A 8.55AM	A 9.55PM
						3.4					
			19		3.4	**LOVELAND**	91.8		No Office		
						4.6					
12.20AM	6.30	70			8.0	**GREENDALE**	87.2	PW	No Office	8.38	9.38
						7.8					
12.45	6.45	20	50		15.8	**McKENNA**	79.4	P	No Office	8.22	9.22
						7.6					
1.01	7.00	33	12		23.4	**RAINIER**	71.8	P	No Office	8.06	9.06
						2.9					
					26.3	(Weyerhaeuser Timber Co. Crossing)	68.9	M			
						2.6					
1.15	7.10		85		28.9	**SKOOKUMCHUCK**	66.3	JV	No Office	7.55	8.55
						1.1					
1.20	7.14			JC	30.0	**WESTERN JCT.**	65.2	JVP	6.30 AM to 3.30 PM Except Sat. & Sun.	7.50	8.50
						1.2					
1.30	7.18	30			31.2	**OFFUTT LAKE**	64.0	P	No Office	7.45	8.45
						6.0					
A 2.00AM	864 L 7.30AM	30	39		37.2	**MAYTOWN**	58.0	JPRWXY	No Office	863 A 7.30AM	L 8.30PM
						7.4					
	7.45	51			44.6	**ESSEX**	50.6	P	No Office	7.15	
						5.0					
					49.6	(N. P. Crossing) (U. P. Crossing) **BLAKESLEE JCT.**	45.6	MX			
						1.3					
	8.00	40	36	CN	50.9	**CENTRALIA**	44.3	PXZ	7.30 AM to 4.30 PM Except Sat. & Sun.	7.00	
						3.3					
					54.2	(3 N. P. Crossings)	41.0	M			
						0.4					
	A 8.15AM	54	100	CH	54.6	**CHEHALIS**	40.6	KMPRVWX	6.00 AM to 6.00 PM Except Sat. & Sun.	L 6.45AM	
						1.0					
				JO	55.6	(N. P. Crossing) **CHEHALIS JCT.**	39.6	IJVXP	7.00 AM to 4.00 PM Ex. Sun. & Mon.		
						39.6					
	11.45AM				95.2	LONGVIEW	0.0		Via N. P. Ry.	4.30AM	

Trains must not exceed a maximum speed of 35 MPH. between Frederickson and Western Jct., 40 MPH. between Western Jct. and M.P. 16, 2 mi. west of Centralia, 15 MPH. M.P. 16 and Chehalis Jct.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Chehalis Jct. and Longview, Northern Pacific Railway Co.'s time-table and rules govern.

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.

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

Rule 83(B) does not apply at Frederickson.

Rule 83(B) does not apply at Maytown.

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

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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
UPCO	2.8	West	Offutt Lake

WESTWARD — TENTH SUBDIVISION — EASTWARD

SECOND CLASS 563		Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Maytown	Time Table No. 29 APRIL 5, 1953 STATIONS	Distance from Hoquiam	See Rule 6-A	Office Hours Also see page 12	THIRD CLASS 564	
Time Freight											Time Freight
Daily Except Sunday											Daily Except Sunday
L 2.00AM		30	39		0.0	MAYTOWN	56.6	JPRWXY	No Office		A 8.30PM
						—9.4—					
2.30			7		9.4	ROCHESTER (N. P. Crossing)	47.2		No Office		8.05
						—1.9—					
A 2.40AM					11.3	HELSING JCT.	45.3	JRV	No Office		L 8.00PM
						—41.7—					
5.15					53.0	ABERDEEN	3.6	P	Via U. P. Ry.		5.20
						—3.6—					
5.45AM					56.6	HOQUIAM	0.0	P	Via N. P. Ry.		5.00PM

Trains must not exceed a maximum speed of 30 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

Rule 83(B) does not apply at Maytown and Helsing Jct.

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

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

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD

THIRD CLASS 963		Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Chehalis Jct.	Time Table No. 29 APRIL 5, 1953 STATIONS	Distance from Raymond	See Rule 6-A	Office Hours Also see page 12	THIRD CLASS 964	
Way Freight											Way Freight
Daily Except Sunday											Daily Except Sunday
					0.0	CHEHALIS JCT.	46.2	P	Via N. P. Ry.		
						—16.9—					
L 2.40PM					16.9	DRYAD JCT.	29.3	JRVXP	No Office		A 12.15PM
						—1.0—					
2.45		7			17.9	DOTY	28.3	P	No Office		12.10
						—5.2—					
3.00			60		23.1	HILDA	23.1	X	No Office		11.55
						—8.5—					
3.30		10			31.6	MACPHAIL	14.6	PX	No Office		11.25
						—3.3—					
3.40		27			34.9	SUTICO	11.3	X	No Office		11.15
						—1.6—					
3.45					36.5	FIRDALE	9.7	PWX	No Office		11.01
						—9.7—					
A 4.20PM		20	140	RD	46.2	RAYMOND (N P. Crossing)	0.0	BKORVWXYP	8.00 AM to 5.00 PM Except Sundays		L 10.30AM

Trains must not exceed a maximum speed of 20 MPH. between Dryad Jct. and MacPhail, 15 MPH. between MacPhail and Firdale, 20 MPH. between Firdale and Raymond.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Chehalis Jct. and Dryad Jct., Northern Pacific Railway Co.'s time-table and rules govern.

Rule 83(B) does not apply at Dryad Jct.

SECOND CLASS 97 Way Freight Daily Except Saturday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Bellingham	Time Table No. 29 APRIL 5, 1953 STATIONS	Distance from Glacier	See Rule 6-A	Office Hours Also see page 12	THIRD CLASS 98 Way Freight Daily Except Sunday
L 9.00PM		Yard	BM	0.0	BELLINGHAM (3 G. N. Crossings)	46.8	BKMOPRTVWXZ	8.00 AM to 10.00 PM Except Sat. & Sun.	A 4.45AM
					4.0				
9.20	23			4.0	CORNWALL	42.8		No Office	4.30
					7.4				
9.40	38			11.4	WAHL	35.4	P	No Office	4.11
					1.5				
9.47		7		12.9	GOSHEN	33.9		No Office	4.06
					4.1				
9.59	23			17.0	STRANDELL	29.8		No Office	3.55
					0.8				
10.04		30		17.8	EVERSON	29.0	X	No Office	3.50
					1.5				
10.15	25			19.3	HAMPTON	27.5	JPRXY	No Office	3.45
					2.9				
10.25	17			22.2	CLEARBROOK	24.6		No Office	3.35
					2.9				
10.35		Yard	SU	25.1	SUMAS	21.7	PVWXY	7.00 AM to 4.00 PM Except Sat. & Sun.	3.25
					1.0				
				26.1	N. P. Crossing	20.7		No Office	
					5.8				
11.10	21			31.9	HILLTOP	14.9		No Office	2.36
					0.8				
11.15	15			32.7	COLUMBIA	14.1		No Office	2.30
					0.7				
11.20				33.4	LIMESTONE JCT.	13.4	Y	No Office	2.20
					2.9				
11.40	12			36.3	KENDALL	10.5		No Office	1.45
					3.2				
12.10AM	15			39.5	MAPLE FALLS	7.3	W-2 Mi. West	No Office	1.35
					7.3				
98 A 12.55AM	22	55		46.8	GLACIER	0.0	Y	No Office	97 L 1.10AM

Trains must not exceed a maximum speed of 25 MPH.

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
Jacobs	0.33	East	Hilltop
Boulder Creek Spur	2.0	West	Maple Falls
Mt. Baker Mill Co.	1.8	East	Glacier

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.

Rule 83(B) does not apply at Hampton or Glacier.

WESTWARD — THIRTEENTH SUBDIVISION — EASTWARD

SECOND CLASS 197 Way Freight Daily Except Saturday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Hampton	Time Table No. 29 APRIL 5, 1953 STATIONS	Distance from Lynden	See Rule 6-A	Office Hours Also see page 12	THIRD CLASS 198 Way Freight Daily Except Saturday
L 10.15PM		20		0.0	HAMPTON	5.4	JPRXY	No Office	A 12.05AM
					5.4				
A 10.35PM		Yard	LY	5.4	LYNDEN	0.0	PRY	8.00 AM to 5.00 PM Except Sat. & Sun.	L 11.45PM

Trains must not exceed a maximum speed of 20 MPH. Over Slade Crossing 1.3 mi. east of Lynden 3 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Hampton or at Lynden when operator not on duty.

Time Table No. 29

APRIL 5, 1953

SECOND CLASS 95 Way Freight Daily Except Monday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Port Townsend	STATIONS	Distance from Disque	See Rule 6-A	Office Hours Also see page 12	SECOND CLASS 96 Way Freight Daily Except Monday
L 9.05AM				0.0	PORT TOWNSEND	69.1	OWYX	8.00 AM to 5.00 PM Except Sat. & Sun.	As 8.05AM
9.59	23			12.3	DISCOVERY JUNCTION	56.1	V	No Office	7.15
		10		13.5	MAYNARD	54.7	X	No Office	
	19			24.7	BLYN	43.4		No Office	
s 11.20	34	8		31.5	SEQUIM	36.6	W	8.00 AM to 5.00 PM Except Sat. & Sun.	s 6.00
	7			35.1	CARLSBORG	33.0	X	No Office	
	7			38.9	AGNEW	29.2		No Office	
		12		42.4	CRANE	26.2		No Office	
	23			48.0	ENNIS CREEK	20.7	X	No Office	
As12 30PM		Yard		50.8	PORT ANGELES	18.3	BKOPRWXYZ	8.00 AM to 5.00 PM Except Sunday	L 5.00AM
	21			55.0	JORDAN	14.1		No Office	
	5			58.6	ELWHA	10.5		No Office	
		2		62.1	COVILL	7.0		No Office	
	24			67.2	JOYCE	1.9		No Office	
				69.1	DISQUE	0.0	V	No Office	

Trains must not exceed a maximum speed of 15 MPH. between Port Townsend and Discovery Jct., 25 MPH. between Discovery Jct. and Port Angeles, 20 MPH. between Port Angeles and Disque.

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

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 time-table and rules will govern.

C. P. MILES,
W. H. SMITH,
R. H. KOUBE,
H. L. HITCHCOCK,
F. B. CEDERHOLM,
G. A. STORMS,
J. O. IRVIN,
Train Dispatchers.

N. C. GROGAN,
Chief Dispatcher

R. C. SCHWICHTENBERG,
Trainmaster.

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

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	MONDAY	HOLIDAY
Beverly			Continuous	12:01 AM to 4:00 PM
Kittitas				8:00 AM to 5:00 PM
Ellensburg				12:01 AM to 4:00 PM
Cedar Falls	6:00 AM to 2:00 PM	9:00 AM to 11:00 AM		6:00 AM to 2:00 PM
Sumner	1:15 PM to 9:15 PM		6:30 AM to 2:30 PM	
Tacoma	6:00 AM to 2:00 PM	6:00 AM to 2:00 PM		6:00 AM to 2:00 PM
Morton	10:00 AM to 12:00 Noon			
Chehalis	7:00 AM to 11:00 AM	7:00 AM to 9:00 AM		6:00 AM to 6:00 PM
Chehalis Jct.				7:00 AM to 4:00 PM
Raymond				8:00 AM to 5:00 PM
Bellingham	8:00 AM to 5:00 PM			8:00 AM to 5:00 PM
Port Angeles				8:00 AM to 5:00 PM

OTHER STATIONS CLOSED

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 4721 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 3500 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.

Park Jct.—Extend from 3060 ft. east of east switch to 2860 ft. west of west switch on 7th Subdivision, and 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 3500 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.

Maytown—Extend from 2874 ft. east of east switch to 1347 ft. west of west switch on 9th subdivision, and to 3279 ft. west of west switch on 10th subdivision.

Centralia & Blakeslee Jct.—Extend from 512 ft. east of N. P. Ry. crossing at Blakeslee Jct. to 3555 ft. west of west switch Centralia.

Chehalis—Extend from 2975 ft. east of east switch to N. P. Ry. and C. C. & C. Ry. connection.

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

Hilda—Extend from 1500 feet east of east switch to 1500 feet west of west switch.

MacPhail—Extend from 2476 ft. east of east switch to 2000 ft. west of west switch.

Firdale—Extend from 1500 feet west of water tank to 1000 ft. east of east switch at Sutico.

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.

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 opproaching 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 using handholds and ladders or stirrup steps to descend from engines, cars or other equipment, employes must face the equipment and be sure of a secure handhold and footing.

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 Signal 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 Diesel or electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

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.

Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

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.

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

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

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

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

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

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

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

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

Type of equipment	M.P.H.
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.

G38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains or arrange for brakeman and sleeping or parlor car employes to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public address system should be utilized both at stations and on trains when available.

G39 In complying with Rule 3 of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yard masters and foremen of yard engines to register the time

when watches are compared will be the place provided on back of time slips, Form 3256.

G40 When two or more diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

G41 Where Automatic Block and Interlocking rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced, but a speed of 15 miles per hour must not be exceeded.

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	25 M.P.H.	20 M.P.H.
Eleventh Subdivision	20 M.P.H.	15 M.P.H.
Twelfth Subdivision	15 M.P.H.	10 M.P.H.
Thirteenth Subdivision	15 M.P.H.	10 M.P.H.
Fourteenth 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	25 M.P.H.	20 M.P.H.
Tenth Subdivision	20 M.P.H.	15 M.P.H.
Eleventh Subdivision	20 M.P.H.	15 M.P.H.
Twelfth Subdivision	15 M.P.H.	10 M.P.H.
Thirteenth Subdivision	15 M.P.H.	10 M.P.H.
Fourteenth 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.

X4 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 steam 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.

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 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.

X9 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.....All Stations
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
Fourteenth Subdivision.....All Stations

X10 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. (See Special Instruction X11.)

(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. Does not apply to trains handled by diesel electric engines equipped with regenerative braking.

(See Special Instruction X11.)

(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.

XII When eastward freight trains with logs between Morton and Tacoma are handled by a diesel locomotive with dynamic brake working on all units, Paragraphs (c) and (d) of Special Instruction X10 are modified to read as follows:

"Before leaving Divide and when cars are picked up enroute, place all retainers on loaded cars in the fourth or slow release position except on the last eight cars in train, on which retaining valves will be left in release position, Retainers will be left in these positions to Tide Flat Yard. When twelve cars or less not equipped with fourth position retainers are handled in these trains, eight will be placed just ahead of the caboose, the balance anywhere in the train."

"If the number of cars exceed twelve, eight will be placed just ahead of the caboose and balance next to the engine. The retainers on the cars next to the engine will be placed in the high-pressure position at Hillsdale and turned down to release position at the Tacoma Depot. The retainers on the eight cars next to the caboose will be left in release position."

When eastward freight trains between Frederickson and Tacoma with a gross tonnage of 2500 tons or less are handled by DE-80 diesel locomotive with dynamic brake working on all units, Paragraphs (c) and (d) of Special Instruction X10 will not apply. Enginemen will supplement dynamic brake by use of air brake.

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.

X13 When safe operation of trains will permit, brakes should not be applied on engine or cars during dry weather while passing over Bridge EE-384-B, four and one-half miles west of Ellensburg; Bridge EE-386-B, five and one-half miles west of Ellensburg, or other open deck trestles or bridges between Othello and Tacoma.

X14 Due to settling of trolley poles on fills, raising of track when ballast is applied, and other similar causes over a period of years, the height of trolley wire above top of rail is variable; and in some locations, it is less than standard height of 24'2".

Employes should not go on top of high cars or high loads under trolley wire except when necessary to do so and before going on top of such cars or loads, must make certain that there is sufficient clearance between the top of car and trolley wire to permit them to work safely.

X15 Train order signal at Tacoma Junction does not apply to yard engines. When there are train orders affecting movement of yard engines, Dispatchers will instruct the Operator to flag such yard engines with hand signals and bring yard engine to a stop before making delivery.

X16 Until further notice, all eastward trains handling loaded log cars and all other trains which in the engineers' judgment require increases braking power will raise air brake train line pressure to 100 lbs. at Hillsdale.

Feed valve should be set at normal pressure after arrival of train at Tacoma Yard.

X17 If a train hauled by a Diesel locomotive is stopped in a tunnel under such circumstances that it cannot proceed through the tunnel within a period of ten minutes, the following action will be taken by the train and engine crews:

1. If conditions permit, the train will be backed out of the tunnel until the Diesel engine is completely clear of the tunnel.
2. If the train cannot be backed out of the tunnel, the engine crew will promptly shut down the Diesel engines and, on passenger trains, the Clarkston steam generators. On passenger trains, the train crews will promptly shut down all Waukesha ice engine and Waukesha engine-generator sets on cars standing in the tunnel. In addition, the circulating fans on all cars standing in the tunnel must be shut down, using the fan switch on air conditioning control panel and, if possible, fresh air intakes on such cars must be closed.
3. Waukesha ice engine air conditioning units - On all cars equipped with Waukesha ice engines, except coach tourist cars in Series 5770 to 5775, it will be necessary only to turn the single air conditioning control switch on the air conditioning control panel to the "off" position. On Coach-Tourist cars 5770 to 5775 it will be necessary to turn off the two air conditioning control switches on the air conditioning control panel to the "off" position. The following cars have Waukesha engine-generator sets in addition to the ice engine air conditioning unit.

Coach-tourist cars	5770 - 5775 incl.
Diners	113 and 114
Tap Cars	160 and 161
P & B Cars	206 and 207
Coaches	454 to 478

The Waukesha engine-generator control panel is mounted on the wall of the electric locker in the above. On top, and approximately in the center of the panel, are two push buttons, one black and one red. To one side of the red button is a small slide, and to stop the engine-generator set, the red button is depressed and the slide moved so that the red button is locked in depressed position which will stop the engine-generator set. When this is done the car with the engine-generator unit must be train-lined to at least two other cars of any type except diner and tap cars.

4. Batteries—Under the above circumstances the trainmen will see that the use of lights is held to an absolute minimum on all cars to prevent excessive discharging of the storage batteries.
5. On cars equipped with steam jet air conditioning, no benefit is gained by running this equipment with no steam on the train line. It would be permissible, however, on that part of the train not standing in the tunnel to use the blower fans to keep the cars ventilated.
6. When the emergency is passed, trainmen will turn on all blower fans and air conditioning control switches to the setting desired and will then release the stop buttons on the engine-generator control panels by pushing the slide, locking the red stop button to the right, which will start the engine-generator. At the same time the trainline switches referred to above should be opened.
7. In the event the Diesel engine itself is clear of the tunnel, the Diesel Engines will be permitted to idle and the steam-generators will be continued in operation and the above instructions regarding Waukesha ice engines and Waukesha engine-generator sets will apply to only such cars as are actually within the tunnel. On cars standing outside of the tunnel, the equipment on the steam jet air-conditioned cars must be used at intervals only of such duration as will keep the cars reasonably comfortable. If this equipment is allowed to run continuously with lights burning, the batteries on these cars will be completely discharged in a matter of two to three hours. Similar action should be taken with Waukesha cars to conserve the fuel supply on such cars.

FIRST SUBDIVISION

X18 Speed restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. Psgr. Trains	Other Trains
Bridge EE-260, 2 mi. east Jericho	40	40
Bridge EE-384-B, 2½ mi. east Thorp	35	35
Corporate Limits Town of Othello, Wash.	40	40
Corporate Limits Town of Kittitas, Wash.	65	50
Corporate Limits City of Ellensburg, Wash.	50	35
Corporate Limits Town of Cle Elum, Wash.	60	50

SECOND SUBDIVISION

X19 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. Psgr. Trains	Other Trains
1st curve east and 1st curve west Bridge FF-4, 4½ mi. west Cle Elum	45	35
Corporate Limits Town of Cle Elum, Wash.	60	50

X20 At Maple Valley, Black River and Tacoma Junction, trains other than those displaying signals for a following section, may register by register ticket.

X21 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.

X22 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

X23 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. Psgr. Trains	Other Trains
Over N.P. Crossing Black River	35	35
East Leg of Wye Black River	13	13
Tacoma east switch to Old Coach Yard	15	15
Tacoma over C and D Streets	10	10
Corporate Limits Town of Pacific, Wash.	50	50

X24 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.

X25 At Maple Valley, Black River and Tacoma Junction, trains other than those displaying signals for a following section, may register by register ticket.

X26 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.

X27 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.

X28 The hand switch for operating traffic signal lights at the foot of Eleventh Street Bridge must be operated when switching movements are made over Eleventh Street. New men that are not familiar with location and use should familiarize themselves with location and how to operate.

X29 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.

X30 In Automatic Block Signal territory, Manual Block System Rules will apply when trains are run against the current of traffic.

X31 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.

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, 3900 and 4500 H.P. Alco-GE gas turbine electric locomotives, in addition to the above restrictions, are prohibited from using Associated Frozen Foods track at Sumner. Maximum speed permissible for this class engine between Tacoma Jct. and Black River is 60 M.P.H., subject to speed restrictions due to curvature and other time-table or special rules restrictions.

UP Class 7800 engines are restricted from using stock yard track at Auburn.

X32 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.

X33 Signal, located 850 feet west of Tacoma Junction office, governing eastward movements from eastward Tide Flats main track, will display indications in accordance with Rules 601-A, Fig. 11; and 601-F, Fig. 7; and is authority to proceed to main track when crossover has been reversed or for movement on siding with crossover normal.

Westward signal, located 550 feet east of Tacoma Junction office, will display indications, in accordance with Rules 601-A, Fig. 9; and 601-B, Fig. 8; governing C. M. St. P. & P. westward main line movements, Rules 601-A, Fig. 9; and 601-E, Fig. 8; governing westward movements to U.P. tracks, and Rules 601-A, Fig. 9; and 601-F, Fig. 5; governing westward C. M. St. P. & P. movements to Tide Flats Line.

X34 All eastbound trains from Tacoma Line, will, upon arrival at Black River Yard, register with operator by telephone unless register check has previously been left at Tower.

FIFTH SUBDIVISION

X35 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
1½ mil. west Cedar Falls to ½ mi. east Tanner	15
Within Yard Limits Snoqualmie Falls	6
Trains handling logs, 2 mi. east Carnation to Carnation	15
On Curve just west M.P. 38, about 2 mi. east Monroe Jct.	25
Over Bridge FF-962 between M.P. 39 and 40, about ½ mi. east Monroe Jct.	15
Corporate Limits Town of North Bend, Wash.	15
Corporate Limits Town of Carnation, Wash.	20
Corporate Limits Town of Duvall, Wash.	20

X36 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.

X37 Class L-2 engines must not be operated on Grange spur at Carnation, nor on west end of No 2 track, Belt Yard, Everett.

X38 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

X39 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Corporate limits Town of Enumclaw, Wash.	25

X40 Between Bayne Jct. and Bagley Jct., via joint track, Northern Pacific wrecking derricks 41 to 48, inclusive, Pile Driver 25, 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.

X41 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.

X42 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. 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

X43 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Between Tacoma and Hillsdale	15
Eastward trains New Reliance and Eatonville Jct.	20
Over Nisqually River Bridge	15
On curve 1 mi. east Mineral	15
2 mi. west of Divide and Coal Canyon	15
Coal Canyon and Morton	25
Corporate Limits, Town of Eatonville, Wash.	20
Corporate Limits Town of Morton, Wash.	15

X44 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.

X45 At Tacoma Jct. and Frederickson, trains other than those displaying signals for a following section may register by register ticket, during hours operator is on duty.

X46 At Mineral, the nomal position of the crossing gates over the West Fork Logging Company crossing is for movements on the CMStP&P tracks.

X47 Engines or loaded cars must not move or be placed on West Fork empty track at Mineral.

X48 Account of light rail at Carlson Spur, 1.8 miles west of Mineral, diesel power is not to be operated on this track.

X49 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.

X50 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.

X51 Eastward trains and engines on 7th Subdivision moving between Hillsdale and Tacoma must make full stop before passing stop board located just west of C Street.

X52 Between the hours of 12:01 PM and 1:30 PM, daily, eastward trains from Seventh Subdivision must not proceed east of C Street, Tacoma, unless passenger equipment for Train No. 16 is spotted at the passenger station, or unless authority is secured from Train Dispatcher to make such movement.

NINTH SUBDIVISION

X53 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Over RR Crossings Blakeslee Jct.	20
Over RR Crossings Chehalis Jct.	10
Through spring switch turnout and around curve to interchange switch at Frederickson	20

X54 Chehalis and Western Ry. Co. trains will not register at Maytown.

X55 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.

X56 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.

X57 At Chehalis the normal position of the crossing gates over the N. P. crossings is for movements on the CMStP&P tracks.

X58 That part of Palmer Lumber Company Spur, located at Chehalis, which is west of West Street crossing just east of depot, must not be used.

X59 When Diesel engines are operated on trains on Ninth Subdivision, they must not be operated on the 60 lb. rail, which starts at the 11th Street crossing to Reformatory at Chehalis Interchange with C.C.C. Railway.

TWELFTH SUBDIVISION

X60 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
On O.P.C. track between east wye switch and end of track Limestone Jct.	10
1000 ft. west Hampton to M.P. 20	10

X61 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.

X62 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.

X63 When trains operating on the 12th and 13th Subdivisions are double-headed, there must be at least 8 cars between engines.

FOURTEENTH SUBDIVISION

X64 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Over Morse Creek Bridge at M.P. 45 to ½ mi. west of M.P. 50	10
From M.P. 42 to ¾ mi. west of M.P. 45	15
From M.P. 40 to ¼ mi. west M.P. 41	20
From ¾ mi. west M.P. 25 to ¾ mi. west M.P. 30	15
From M.P. 20 to ½ mi. west M.P. 23	20
½ mi. west M.P. 16	15
¾ mi. west M.P. 13 to M.P. 15	15
On curves and slide areas	15
Trains handling logs	20

X65 Alco-GE 1000 H.P. 115 ton units, consisting of two multiple should not be operated between Port Angeles and Disque.

X66 Speed of Class "C" engines in back up movement on all curves between Discovery Junction and Port Angeles, is restricted to 10 MPH.

Speed of trains is restricted to 15 MPH, tangent track, and 10 MPH on curves, between Port Angeles and Disque.

TROLLEY CUT OUT 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.
Cedar Falls, west switch	444' east of west switch
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 outbound 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.

TONNAGE RATING—EAST	C-2 C-5	L-2	S-1	N-2	N-3	EP-2	EF-1	EF-2 EF-3	F-3 DE-80 6000HP
Tacoma to Black River	3000	4000	4500	CL	CL	3450	CL	CL	
Black River to Cedar Falls	1500	2000	2300	2400	2750	2000	4100	5500	7500
Cedar Falls to Hyak	700	950	975	1150	1300	1250	1700	2550	3770
Hyak to Cle Elum	CL	CL	CL	CL	CL	CL	CL	CL	
Cle Elum to Kittitas	3500	4500	4500	5000	6000	4000	6000	7500	
Kittitas to Boylston	840	960	1000	1200	1360	1300	1670	2500	3800
Boylston to Beverly	CL	CL	CL	CL	CL	1300R	1670R	2500R	2125R
Beverly to Othello	2600	3000	3700	3900	4300	3200	5000	7000	
TONNAGE RATING—WEST									
Othello to Beverly	CL	CL	CL	CL	CL	CL	CL	CL	
Beverly to Boylston	550	700	700	900	1000	980	1200	1800	2980
Boylston to Kittitas	CL	CL	CL	CL	CL	1400R	3100R	4650R	2750R
Kittitas to Cle Elum	2000	2600	3100	3300	3700	3700	5000	7000	8000
Cle Elum to Hyak	1700	2250	2600	2700	3100	3200	4000	5500	7500
Hyak to Cedar Falls	CL	CL	CL	CL	CL	1250R	2800R	4000R	2700R
Cedar Falls to Black River	CL	CL	CL	CL	CL	CL	CL	CL	
Black River to Tacoma	3000	4000	4500	CL	CL	3450	CL	CL	

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

WATCH INSPECTORS

National Railway Time Service Co.—Chief Inspectors
55 East Washington Street, Chicago, Ill.

Othello—Pacific Watch Co.
Ellensburg—304½ No. Pearl St., Chas. E. Dickson
Cle Elum—Dean R. Ireland
Seattle—414 Pike St., Weisfield & Goldberg, Inc.
Seattle—425 Pike St., Corner 5th Ave., H. Raphael
Tacoma—1105 Broadway, A. A. Mierow
Tacoma—1016 So. 11th St., A. C. Paulson
Everett—2934 Colby Ave., O. P. Nelson
Enumclaw—A. C. Melsness
Morton—Wright Jewelers
Hoquiam—Fred Wetzel
Raymond—Roy Doolittle
South Bend—Halver Holte
Bellingham—1308 Cornwall Ave., E. H. Easton
Port Angeles—Lewie B. Filion
Port Townsend—840 Water St., Walter S. Wisniewski
Longview—1310 Commerce Ave., Friedlander & Sons, Inc.

EMERGENCY TELEPHONES

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

EMERGENCY TELEPHONES ARE LOCATED BETWEEN STATIONS AS FOLLOWS:

SECOND SUBDIVISION:

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.

FOURTH SUBDIVISION:

1 pole east of MP2.
2 poles east of MP9.
Carmans Bldg., Hanford Yard.

SEVENTH SUBDIVISION:

Tacoma—On pole east end of bridge opposite depot.
Hillsdale—In booth near 64th St., also booth 72nd St.
Bridge GG-46—In small building.
Kapowsin—In small building near overhead crossing.
Clay City—In box on pole.
Allison—Phone booth near east switch.
Thrift—In shack near west switch.
Kapowsin—Section Foreman's house.
Eatonville—In Waiting Room.
New Reliance—In booth on pole near highway crossing.
Elbe—In freight house.
Park Jct.—In phone booth on pole east of junction switch.
Mineral—In waiting room and Section Foreman's house.
Divide—In booth on pole near east switch.
Coal Canyon—In box on pole.

EIGHTH SUBDIVISION:

Greendale—In box on pole near west switch.
McKenna—Section Foreman's house.
Rainier—Freight house.
Offut Lake—In box on pole.
Maytown—In freight house and Section Foreman's house.
Essex—In booth on pole near center of siding.
Centralia—In freight house.
Chehalis—In Section Foreman's house.

ELEVENTH SUBDIVISION:

Dryad Jct.—In Register Station.
Doty—Section Foreman's house.
Firdale—Fire Patrolman's house.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. J. F. DePree	Chief Surgeon	Seattle
Dr. P. L. Peterson	Asst. 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. Paul B. Smith	Oculist	Tacoma
Dr. H. L. Maier	Oculist	Tacoma
Dr. Robert F. Kaiser	Oculist	Bellingham
Dr. H. D. Waltz	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	Olympia Memorial Hospital
Tacoma	St. Joseph's Hospital
Hoquiam	Hoquiam Hospital
Chehalis	St. Helen's Hospital
Bellingham	St. Luke's 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
Othello	Dr. G. A. Warner	Local Surgeon		
Ellensburg	*Dr. Carl W. Olander	" "	2-1461	2-4601
Cle Elum	*Dr. W. E. Nawrocki	" "	345	345
Snoqualmie	Dr. P. E. Roth	" "		
Snoqualmie	Dr. J. L. Whitaker	" "		
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. P. L. Peterson	" "		
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. John Darst	" "	199-J	354-M
Sumner	Dr. H. H. Andrews	" "		
Puyallup	Dr. E. F. McCabe	" "		
Tacoma	*Dr. D. G. Willard	Local "	Broadway 1193	Main 0630
Tacoma	*Dr. S. E. Adams	Asst. "		
Tacoma	*Dr. G. G. McBride	" "	Broadway 5385	MAin 0684
Tacoma	Dr. A. J. Hermann	" "		
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. O. J. Fortum	" "		
Aberdeen	Dr. J. B. Kinne	" "	553	777
Hoquiam	Dr. R. F. Ballard	" "		
Chehalis	Dr. L. G. Steck	" "	320W	320R
South Bend	Dr. A. C. Dalinkus	" "		
Longview	Dr. J. L. Norris	" "	LV23	LV580
Port Townsend	*Dr. H. G. Plut	" "		
Port Angeles	*Dr. R. S. Hamilton	" "	156-W	156-W
Port Angeles	*Dr. F. B. Wyman	Asst. "		
Bellingham	*Dr. W. C. Moren	Local "	844	845
Bellingham	Dr. W. A. Hulbush	" "		
Sumas	Dr. W. J. Garre	" "		

*—Examining Surgeons