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

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----------Milton E. Terry
Port Angeles----------Lewie B. Filion
Port Townsend----------840 Water St., Walter S. Wisniewski
Longview----------1310 Commerce Ave., Friedlander & Sons, Inc.

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

COAST DIVISION

TIME TABLE NO. 33

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

SUNDAY, NOVEMBER 14, 1954

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

C. E. CRIPPEN
General Manager

SECOND CLASS	FIRST CLASS		Capacity in Cars		Telegraph calls	Distance from Othello	Time Table No. 33 NOV. 14, 1954 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 Daily	Passenger Daily	Passenger Daily	Sidings	Other tracks							Passenger Daily	Passenger Daily	Time Freight Daily
L 6.30AM	L 3.55AM	L 1.45AM		Yard	SO	0.0	OTHELLO	98.9	BHKPOR TWX	Continuous	As 3.08AM	As 8.05PM	A 5.00PM
						5.5							
6.40	4.00	1.51	68			5.5	ANSON	93.4	P	No Office	2.48	7.54	4.15
						3.7							
6.46	4.05	1.55	113	11		9.2	TAUNTON	89.7	P	No Office	2.42	7.50	4.05
						5.8							
6.56	4.14	f 2.04	60	18		15.0	CORFU	83.9	P	No Office	f 2.30	7.41	3.45
						9.7							
7.10	4.25	18 s 2.16	111	10		24.7	SMYRNA	74.2	P	No Office	17 s 2.16	7.30	3.20
						6.5							
7.20	4.32	2.22		50		31.2	JERICHO	67.7	P	No Office	2.06	7.24	3.00
						6.6							
7.40	4.43	s 2.33	113	Yard	BV	37.8	BEVERLY	61.1	BKPXY	12.01AM to 4.00PM Except Mon.	s 1.56	7.13	2.40
						1.0							
						38.8	BEVERLY JCT.	60.1	JPX	No Office			
						5.2							
8.05	4.58	2.48	113			44.0	DORIS	54.9	P	No Office	1.41	7.01	1.50
						5.6							
8.25	5.09	3.00	60	5		49.6	RYE	49.3	P	No Office	1.30	6.50	1.30
						3.3							
8.40	5.17	3.06	72			52.9	CHEVIOT	46.0	P	No Office	1.23	6.43	1.15
						3.7							
9.01	5.25	3.21	103	20		56.6	BOYLSTON	42.3	P	No Office	1.14	6.36	1.00
						8.3							
9.30		3.37		17		64.9	EAST KITTITAS	34.0		No Office	12.55		12.25
						2.3							
9.40	5.46	s 3.46	113	85	KY	67.2	KITTITAS	31.7	KPWXY	8.00 AM to 5.00 PM Except Sunday	s 12.52	6.19	12.20PM
						2.9							
				14		70.1	REGAL	28.8		No Office			
						3.5							
9.50	s 5.56	s 3.57	91	48	NB	73.6	ELLENSBURG	25.3	P	12.01 AM to 4.00 PM	s 12.39	s 6.12	11.59
						6.9							
10.01	6.06	f 4.09	60	27		80.5	THORP	18.4	P	No Office	f 12.26	6.01	11.50
						8.4							
10.16	6.18	4.24	109	8		88.9	HORLICK	10.0	P	No Office	12.15AM	5.50	11.30
						10.0							
264 A 10.40AM	As 6.35AM	As 4.42AM		Yard	CM	98.9	CLE ELUM	0.0	BKPRWX	Continuous	L 11.59PM	L 6.38PM	263 L 11.05AM

Passenger trains must not exceed 79 MPH. Other trains 55 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 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 and Corfu to pick up revenue passengers destined Spokane and east, and let off revenue passengers from Seattle and west.

SECOND CLASS	FIRST CLASS		Capacity in Cars		Telegraph calls	Distance from Cle Elum	Time Table No. 33 NOV. 14, 1954 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 Daily	Passenger Daily	Passenger Daily	Sidings	Other tracks							Passenger Daily	Passenger Daily	Time Freight Daily
L 11.10AM	L 6.35AM	L 4.42AM		Yard	CM	0.0	CLE ELUM	89.9	BKPRWX	Continuous	As 5.38PM	As 11.59PM	A 10.35AM
							11.6						
11.55	6.49	f 4.59	106	34		11.6	EASTON	78.3	PVY	No Office	5.23	f 11.44	10.00
							8.5						
12.15PM	7.01	5.13	70	15		20.1	WHITTIER	69.8	P W 4 Mi. West	No Office	5.11	11.32	9.40
							8.9						
12.35	7.14	f 5.27	98	106	HY	29.0	HYAK	60.9	PX	No Office	5.00	f 11.20	9.20
							2.6						
12.45	7.21	f 5.34	85	15		31.6	ROCKDALE	58.3	PWX	No Office	4.54	f 11.13	9.05
							5.1						
1.04	7.32	5.46	69			36.7	BANDERA	53.2	P	No Office	4.44	11.02	8.50
							5.3						
1.24	7.44	5.58	56	12		42.0	GARCIA	47.9	P	No Office	4.33	10.49	8.35
							4.5						
1.43	7.55	6.08	101	21		46.5	RAGNAR	43.4	P	No Office	4.24	10.38	8.20
							4.3						
2.01	264 8.06	s 6.22	135	395	MY	50.8	CEDAR FALLS	39.1	BJKOPW XYZ	6.00 AM to 2.00 PM S.00 PM to 4.00 AM Except Sat. & Sun.	4.16	s 10.28	15 8.06
							4.0						
2.15	8.13	6.30				54.8	BAGLEY JCT.	35.1	JP	No Office	4.11	10.20	6.54
							0.8						
2.19	8.14	6.32	59			55.6	BARNESTON	34.3	P	No Office	4.10	10.19	6.51
							3.9						
2.29	8.21	264 6 41	115			59.5	TRUDE	30.4	P	No Office	4.04	10.13	17 6.41
							4.9						
2.40	8.28	6.50	60	18		64.4	NOBLE	25.5	P	No Office	3.58	10.04	6.15
							3.4						
A 2.50PM	A 8.35AM	Af 7.00AM	79	14	MV	67.8	MAPLE VALLEY	22.1	JRVX	Continuous	L 3.53PM	Lf 9.59PM	L 6.00AM
							10.3						
3.45	8.53	7.15			RN	78.1	(N. P. CROSSING) RENTON	11.8	P		3.38	9.41	5.25
							2.4						
4.01	8.58	7.20		Yard	BI	80.5	BLACK RIVER (U. P. CROSSING)	9.4	IJPRV		3.31	9.34	5.15
							4.3						
		7.30	111	336		84.8	VAN ASSELT	5.1	P	Via. P. C. R. R.		9.28	4.45
							1.7						
	9.13	7.35				86.5	ARGO (U. P. CROSSING) (N. P. CROSSING)	3.4	IP		3.23	9.25	
							1.7						
						88.2	SPOKANE STREET TOWER	0.7		Via. P. C. R. R.			
							0.7						
A 6.00 PM						88.9	STACY STREET YARD	0.0	BKOPTVXZ				L 4.00 AM
	A 9.30 AM	A 8.00 AM		Yard	OW	89.9	SEATTLE	0.0	P	Via. U. P. R. R.	L 3.15 PM	L 9.15 PM	

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. 33 NOV. 14, 1954 STATIONS
83	263	93	81	51	15	17		Sidings	Other tracks			
U. P. R. R. Time Freight 690	Time Freight	Way Freight	U. P. R. R. Time Freight 692	U. P. R. R. Passenger 458	Passenger	Passenger						
Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily						
					L 9.45AM	L 8.20AM				OW	0.0	SEATTLE
		L 2.00PM							Yard		0.0	STACY ST. YARD
		2.05									0.7	SPOKANE ST. TOWER
		2.10			9.53	8.29					3.4	ARGO (U. P. CROSSING) (N. P. CROSSING)
		2.15				8.32		111	336		5.1	VAN ASSELT
L 6.15PM	L 4.40PM	L 2.45PM	L 6.45AM	L 5.00PM	L 10.01AM	L 8.40AM			Yard	BI	9.4	BLACK RIVER (N. P. CROSSING)
6.35	4.50	3.05	6.53	f 5.08	10.09	f 8.50		95	112	K	16.3	KENT
6.45	5.00	3.25	7.00	f 5.14	f 10.15	f 8.58		90	134	BR	21.3	AUBURN
6.55	5.09	3.40	7.10	5.20		9.06		64			25.9	BENROY
7.05	5.15	82 3.45 4.45	7.17	f 5.25	94 10.24	s 9.10		91	50	UX	28.4	SUMNER
7.15	5.19	4.50	7.25	f 5.29	10.27	f 9.14		59	22		30.1	NORTH PUYALLUP
A 18 7.30PM	5.29	5.00	A 7.40AM	A 5.35PM	10.33	94 9.21		79		JN	35.6	TACOMA JCT.
					10.39	9.27					37.1	G.N., U.P. & N.P. CROSSING DEPOT SWITCH
					A 10.45AM	A 9.35AM					37.6	TACOMA
	A 6.00PM	A 5.15PM							Yard	FD	37.6	TIDE FLATS YARD

Passenger trains must not exceed a maximum speed of 79 MPH. Other trains 55 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 Jct.

No. 15 will stop on signal at Auburn to detrain revenue passengers from the Twin Cities or points beyond.

No. 17 will stop on signal at Kent, Auburn or North Puyallup for revenue passengers or express, and will stop at these stations to leave revenue passengers.

No. 51 will stop on signal at Kent, Auburn, Sumner and North Puyallup to receive revenue passengers for Vancouver, Wash., and beyond, and to discharge revenue passengers from points beyond Seattle.

Double track is in use between Tacoma Jct. and Tide Flats Yard. Trains and engines using these tracks must use the right hand track as prescribed by Rule D-151. Crossover movements and movements against the current traffic between Tacoma Jct. and Depot Switch must be properly protected and all trains and engines must move at restricted speed. Maximum speed must not exceed 15 MPH.

Single track is in use between Depot Switch and Tacoma. Normal position for the switch at Depot Switch is for movement to Tide Flats yard.

At Tacoma Jct. the normal position of junction switch is for the Seventh 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. 33 NOV. 14, 1954 STATIONS	Distance from Tacoma	See Rule 6-A	Office Hours Also see page 12	FIRST CLASS				SECOND CLASS			
					52	16	18	84	264	94	82
					U. P. R. R. Passenger 457	Passenger	Passenger	U. P. R. R. Time Freight 691	Time Freight	Way Freight	U. P. R. R. Time Freight 681
					Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
SEATTLE	37.6	P	Via U. P. R. R.			A 3.00PM	A 8.45PM				
		BKOTV XZP									
STACY ST. YARD	36.6									A 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.			2.48	8.24			12.35	
1.7											
VAN ASSELT	32.5	P					8.21			12.30	
4.3											
BLACK RIVER (N. P. CROSSING)	28.2	IJPRVXY	Continuous		A 11.42AM	A 93 2.40PM	A 8.14PM	A 4.10AM	A 4.30AM	A 12.20PM	A 51 263 4.40PM
6.9											
KENT	21.3	PX	7.45 AM to 4.45 PM Except Sat. & Sun.		11.34	2.31	f 8.05	3.56	4.19	12.05PM	4.27
5.0											
AUBURN	16.3	PX	7.00 AM to 11.00 PM Except Sat. & Sun.		94 **11.28**	f 2.25	f 7.58	3.45	4.09	52 **11.30** **11.15**	4.17
4.6											
BENROY	11.7	P	No Office		11.23		7.52	3.35	3.59	11.05	4.07
2.5											
SUMNER	9.2	PVX	7.00 AM to 4.00 PM Except Sat. & Sun.		11.20	2.17	s 7.49	3.28	3.54	15 **11.00** **10.00**	93 **4.01**
1.7											
NORTH PUYALLUP	7.5	P	No Office		11.17	2.14	f 7.45	3.23	3.50	9.55	3.57
5.5											
TACOMA JCT.	2.0	JKPRVX	Continuous		L 11.11AM	2.08	83 **7.38**	L 3.10AM	3.40	17 **9.40**	L 3.45PM
1.5											
G.N., U.P. & N.P. CROSSING **DEPOT SWITCH**	0.5	MPX	No Office			2.02	7.32				
0.5											
TACOMA	0.0	BPX	No Office			L 2.00PM	L 7.30PM				
TIDE FLATS YARD	0.0	BKOPRT VWXYZ	8.00 AM to 5.00 PM Except Sat. & Sun.						L 3.30AM	L 9.30AM	

Passenger trains must not exceed a maximum speed of 79 MPH. Other trains 55 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. 16 will stop on signal at Auburn for revenue passengers to the Twin Cities or points beyond.

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.

Rule 83 (B) does not apply at Tacoma and Tide Flats Yard. Eastward trains will get Clearance Form A at Tacoma Jct.

See additional Special Instructions for Third Subdivision on Page 4.

WESTWARD — FOURTH SUBDIVISION — EASTWARD

Time Table No. 33

NOV. 14, 1954

		Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Beverly Jct	STATIONS	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	PX	No Office		
						6.39					
A	A				20.79	**HANFORD**	0.0	X	No Office	L	L
						3.5					
						HANFORD YARD		PVXY			

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. 33

NOV. 14, 1954

		Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Cedar Falls	STATIONS	Distance from Everett	See Rule 6-A	Office Hours Also see page 12		
									6.00 AM to 2.00 PM		
	L		Yard	MY	0.0	**CEDAR FALLS**	54.6	BJKOPRWXYZ	8.00 PM to 4.00 AM 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	PX	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		22.3	**CARNATION**	32.3	P	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	BKOPRX	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.

Rule 83 (B) does not apply at Monroe Jct. Eastward trains will obtain clearance Form A at Monroe.

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

		Capacity in cars				Time Table No. 33 NOV. 14, 1954 STATIONS		See Rule 6-A	Office Hours Also see page 12		
		Sidings	Other tracks	Telegraph calls	Distance from Bagley Jct.		Distance from Enumclaw				
	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	BPRXY	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

		Capacity in cars				Time Table No. 33 NOV. 14, 1954 STATIONS		See Rule 6-A	Office Hours Also see page 12		
		Sidings	Other tracks	Telegraph calls	Distance from Park Jct.		Distance from Ashford				
	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	X	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		Telegraph calls	Distance from Tacoma Jct.	Time Table No. 33 NOV. 14, 1954 STATIONS	Distance from Morton	See Rule 6-A	Office Hours Also see page 12	THIRD CLASS		
563	791	863									864	792	564
Time Freight	Way Freight	Time Freight									Time Freight	Way Freight	Time Freight
Daily Except Saturday	Daily Except Sunday	Daily Except Saturday	Sidings	Other tracks							Daily Except Sunday	Daily Except Monday	Daily Except Sunday
564													563
L 10.35PM	L 7.30AM	L 5.00AM	79		JN	0.0	TACOMA JCT.	66.5	JKPRVX	Continuous	A 10.00AM	A 1.00PM	A 10.35PM
						5.3							
11.30	7.50	5.45	63	182		5.3	HILLSDALE	61.2	PX	No Office	9.40	12.40	10.15
						3.7							
11.50	8.15	6.00	84			9.0	ALLISON	57.5	P	No Office	9.30	12.20	10.05
						4.2							
A 11.59PM	8.27	A 6.15AM	32	33		13.2	FREDERICKSON	53.3	JPRXY	No Office	L 9.20AM	12.05PM	L 9.55PM
						6.6							
	8.55		72			19.8	THRIFT	46.7	P	No Office		11.35	
						3.2							
	9.08		30			23.0	TANWAX	43.5		No Office		11.25	
						2.0							
	9.20					25.0	KAPOWSIN	41.5	P	No Office		10.40	
						8.6							
	792 10.00 10.45		92			33.6	EATONVILLE JUNCTION	32.9	JPXY	No Office		791 10.00 8.45	
						1.0							
	10.30		82	30		34.6	EATONVILLE	33.9	PX	No Office		9.45	
						7.9							
	11.15		92	20		41.5	NEW RELIANCE	25.0	PX	No Office		8.15	
						5.0							
	11.30		16	30	BE	46.5	ELBE	20.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.		7.45	
						2.4							
	11.40		35			48.9	PARK JCT.	17.6	JPXY	No Office		7.20	
						4.1							
	12.45		27	200	D	53.0	(Log Co. Crossing) MINERAL	13.5	MPX	7.00 AM to 4.00 PM Except Sat. & Sun.		7.00	
						4.2							
	12.59		54	42		57.2	DIVIDE	9.3	PX	No Office		6.45	
						7.2							
	1.20		15			64.4	COAL CANYON	2.1	P	No Office		6.10	
						2.1							
	A 1.30PM		60	155	MN	66.5	MORTON	0.0	BKRPXY	7.00 AM to 11.00 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 Tacoma Jct.

Rule 83(B) does not apply at Frederickson.

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
Clay City Spur	8.2	East	Eatonville Jct.
Nineteen Creek	1.9	East	Coal Canyon

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

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

Time Table No. 33

NOV. 14, 1954

SECOND CLASS 563 Time Freight Daily Except Saturday	SECOND CLASS 863 Time Freight Daily Except Saturday	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 Sunday	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 9.20AM	A 9.55PM
			19		3.4	3.4 LOVELAND	91.8		No Office		
12.20AM	6.30	70			8.0	4.6 GREENDALE	87.2	P	No Office	9.04	9.38
12.45	6.45	20	50		15.8	7.8 McKENNA	79.4	P	No Office	8.48	9.22
1.01	7.00	33	12		23.4	7.6 RAINIER	71.8	P	No Office	8.32	9.06
					26.3	2.9 (Weyerhaeuser Timber Co. Crossing)	68.9	M			
1.15	7.10		85		28.9	2.6 SKOOKUMCHUCK	66.3	JV	No Office	8.21	8.55
1.20	7.14			JC	30.0	1.1 WESTERN JCT.	65.2	JVP	6.30 AM to 3.30 PM Except Sat. & Sun.	8.18	8.50
1.30	7.18	30			31.2	1.2 OFFUT LAKE	64.0	P	No Office	8.15	8.45
A 2.00AM	7.30	30	39		37.2	6.0 MAYTOWN	58.0	JPRX	No Office	8.00	L 8.30PM
	S64 7.45	51			44.6	7.4 ESSEX	50.6	P	No Office	S63 7.45	
					49.6	5.0 (N. P. Crossing) (U. P. Crossing) BLAKESLEE JCT.	45.6	MX			
	8.00	40	36	CN	50.9	1.3 CENTRALIA	44.3	PXZ	8.00 AM to 5.00 PM Except Sat. & Sun.	7.30	
					54.2	3.3 (3 N. P. Crossings)	41.0	M			
	8.15	54	100	CH	54.6	0.4 CHEHALIS	40.6	KMPRVX	6.00 AM to 10.00 PM Except Sat. & Sun.	7.15	
	A 8.30AM			JO	55.6	1.0 (N. P. Crossing) CHEHALIS JCT.	39.6	IJMPVX	7.00 AM to 4.00 PM Ex. Sun. & Mon.	L 7.00AM	
	A 11.45AM				95.2	39.6 LONGVIEW	0.0		Via N. P. Ry.	L 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.

Rule 83(B) does not apply to eastward trains at Chehalis Jct.

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

Rule 83(B) does not apply at Frederickson and 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	Offut Lake

WESTWARD — TENTH SUBDIVISION — EASTWARD

Time Table No. 33

NOV. 14, 1954

SECOND CLASS 563 Time Freight Daily Except Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Maytown	STATIONS	Distance from Hoquiam	See Rule 6-A	Office Hours Also see page 12	THIRD CLASS 564 Time Freight Daily Except Sunday
L 2.00AM	30	39		0.0	**MAYTOWN**	56.6	JPRX	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	JVR	No Office	L 8.00PM
					41.7				
5.15				53.0	ABERDEEN	3.6	P	Via U. P. Ry.	5.20
					3.6				
A 5.45AM				56.6	HOQUIAM	0.0	P	Via N. P. Ry.	L 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

Time Table No. 33

NOV. 14, 1954

THIRD CLASS 963 Way Freight Daily Except Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Chehalis Jct.	STATIONS	Distance from Raymond	See Rule 6-A	Office Hours Also see page 12	THIRD CLASS 964 Way Freight Daily Except Sunday
				0.0	CHEHALIS JCT.	46.2	IJMPVX	Via N. P. Ry.	
					16.9				
L 1.40PM				16.9	**DRYAD JCT.**	29.3	JRVX	No Office	A 9.45AM
					1.0				
1.45	7			17.9	**DOTY**	28.3	P	No Office	9.40
					5.2				
2.00		60		23.1	**HILDA**	23.1	X	No Office	9.25
					8.5				
2.30	10			31.6	**MACPHAIL**	14.6	X	No Office	8.55
					3.3				
2.40	27			34.9	**SUTICO**	11.3	X	No Office	8.45
					1.6				
2.45				36.5	**FIRDALE**	9.7	PX	No Office	8.30
					9.7				
A 3.15PM	20	140	RD	46.2	**RAYMOND** (N. P. Crossing)	0.0	BKPRVXY	8.00 AM to 5.00 PM Except Sundays	L 8.01AM

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.

Time Table No. 33

NOV. 14, 1954

		Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Bellingham	STATIONS	Distance from Glacier	See Rule 6-A	Office Hours Also see page 12	
	L		Yard	BM	0.0	BELLINGHAM (3 G. N. Crossings)	46.8	BKMPRTVXZ	8.00 AM to 10.00 PM Except Sat. & Sun.	A
						4.0				
		23			4.0	CORNWALL	42.8		No Office	
						7.4				
		38			11.4	WAHL	35.4	P	No Office	
						1.5				
			7		12.9	GOSHEN	33.9		No Office	
						4.1				
		23			17.0	STRANDELL	29.8		No Office	
						0.8				
			30		17.8	EVERSON	29.0	X	No Office	
						1.5				
		25			19.3	HAMPTON	27.5	JPRXY	No Office	
						2.9				
		17			22.2	CLEARBROOK	24.6		No Office	
						2.9				
			Yard	SU	25.1	SUMAS	21.7	PVXY	7.00 AM to 4.00 PM Except Sat. & Sun.	
						1.0				
					26.1	N. P. Crossing	20.7		No Office	
						5.8				
		21			31.9	HILLTOP	14.9		No Office	
						0.8				
		15			32.7	COLUMBIA	14.1		No Office	
						0.7				
					33.4	LIMESTONE JCT.	13.4	Y	No Office	
						2.9				
		12			36.3	KENDALL	10.5		No Office	
						3.2				
		15			39.5	MAPLE FALLS	7.3		No Office	
						7.3				
	A	22	55		46.8	GLACIER	0.0	Y	No Office	L

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
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

Time Table No. 33

NOV. 14, 1954

		Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Hampton	STATIONS	Distance from Lynden	See Rule 6-A	Office Hours Also see page 12	
	L		20		0.0	HAMPTON	5.4	JPRXY	No Office	A
						5.4				
	A		Yard	LY	5.4	LYNDEN	0.0	PR	8.00 AM to 5.00 PM Except Sat. & Sun.	L

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. 33

NOV. 14, 1954

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 Port Angeles	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	50.8	YVX	8.00 AM to 5.00 PM Except Sat. & Sun.	As 8.05AM
					12.3				
9.59	23			12.3	DISCOVERY JUNCTION	38.5	V	No Office	7.15
					1.2				
		10		13.5	MAYNARD	37.3	X	No Office	
					11.2				
	19			24.7	BLYN	26.1		No Office	
					6.8				
s 11.20	34	8		31.5	SEQUIM	19.3		8.00 AM to 5.00 PM Except Sat. & Sun.	s 6.00
					3.6				
	7			35.1	CARLSBORG	15.7	X	No Office	
					3.8				
	7			38.9	AGNEW	11.9		No Office	
					3.5				
		12		42.4	CRANE	8.4		No Office	
					5.6				
	23			48.0	ENNIS CREEK	2.8	X	No Office	
					2.8				
As 12.30PM		Yard		50.8	PORT ANGELES	0.0	BKOPRXYZ	8.00 AM to 5.00 PM Except Sunday	L 5.00AM

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

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.

C. P. MILES,
W. H. SMITH,
R. H. KOUBE,
H. L. HITCHCOCK,
F. B. CEDERHOLM,
R. G. JENSEN,
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
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 2:00 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 at Tacoma Jct. to end of track at Tacoma and Tide Flats Yard on 3rd Subdivision 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 approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

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

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

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

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

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

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

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

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

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

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

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

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

G4 Employees are prohibited from:

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

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

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

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

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

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

Following other dangerous practices.

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

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

All diesel engines must not be towed or operated under own power through water over three inches above the rails. When towed or operated under own power through water above rails, a speed of 3 miles per hour must not be exceeded.

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 th 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 quipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

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

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

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

CENTRALIZED TRAFFIC CONTROL

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

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

(c) The movement of trains and engine 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 isued 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 at 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. When, in the opinion of the Superintendent or the Master Mechanic a rider is necessary to insure safe movement of the engine, it will be accompanied by a competent rider.

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.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

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 or without the black letters R.S. and black figures and placed at an upward andgle of 45 degrees on the right hand side of the track, indicates that the permissible speed beginning 3,000 feet distant corresponds in miles per hour to the figure 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 timetable 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 announce-

ments 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 placed 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.

G42 When flat spots develop en route on cars or locomotive wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or locomotives with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

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

	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 PCRR 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., Frederickson and Maytown indicate only the position of the spring switch.

X4 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.

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".

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 C Street, 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.

X11 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 Tacoma. 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 C Street, Tacoma. The retainers on the eight cars next to the caboose will be left in release position."

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

X15 Until further notice, all eastward trains handling loaded log cars and all other trains which in the engineers' judgment require increased 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.

X16 If a train hauled by a Diesel locomotive is stopped in a tunnel under cricumstances where it cannot proceed through or back out of the tunnel promptly, the engine crew will immediately shut down the Diesel engines and in addition, on passenger trains, the Clarkson or other type steam generators. The train crew of passenger trains will promptly shut down Waukesha ice engines and engine generator sets only on those of the following cars which are so equipped, and which may be standing in the tunnel:

Touralux Sleepers	5752, 5753, 5754
Diners	113 and 114
Tap Cars	160 and 161
P&B Cars	206 and 207
Coaches	454 to 478 inclusive
Coaches	552, 553, 554
Super Dome Cars	50 to 59 inclusive

(Instructions for shutting off and turning on air conditioning will be found in electrical control locker in each car.)

Circulating fans must be shut down on all cars standing in the tunnel.

Use of lights and other electrical equipment must be held to a minimum to prevent excessive discharge of batteries. Blower fans on all steam jet air conditioned cars standing OUTSIDE the tunnel ONLY, may be used to keep the cars properly ventilated.

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

X18 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.

X19 In addition to those designated in timetable, standard clocks are located in Tide Flats Yard Office, Train Dispatcher's Office, Tacoma Roundhouse Office and Seattle Roundhouse Office.

X20 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.

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

X22 If trolley wires are observed to be slack the pantograph should be lowered and locomotive drifted by. If there is any question about low wires becoming entangled with locomotive or cars, train should be brought to a stop immediately and actual condition with regard to clearance of wires above locomotive and cars should be determined before proceeding.

X23 Eastward second and inferior class trains and engines and yard movements must not enter upon the eastward main track between Depot Switch and Tacoma Jct. until it has first been determined that all eastward first class trains due at Tacoma Jct. have passed Tacoma Jct. Westward second and inferior class trains and engines and yard movements must not enter upon the westward main track between Tacoma Jct. and Depot Switch until it has first been determined that all westward first class trains due at Tacoma have arrived Tacoma.

X24 Cle Elum substation is operated automatically. Emergency switch is located in Cle Elum Depot, just west of operator's desk, which may be opened in an emergency, but before doing so, all persons must be familiar with operation and train dispatcher notified so that proper protection will be provided in addition to flagging air gap.

FIRST SUBDIVISION

X25 Speed restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. Psgr. Trains	Other Trains
Bridge EE-260, 2 mi. east Jericho	50	40
Bridge EE-384-B, 2½ mi. east Thorp	50	40
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

X26 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

X27 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

X28 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
Corporate Limits Town of Pacific, Wash.	50	50

X29 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.

X30 The hand switch for operating traffic signal lights at the foot of west end of Eleventh Street Bridge Tacoma must be operated when switching movements are made over Eleventh Street. All yardmen that are not familiar with location and use should familiarize themselves with location and how to operate.

X31 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.

X32 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.

X33 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.

X34 The signal located 850 feet west of Tacoma Jct. office on Third Subdivision governs eastward movements from eastward track and will display indications in accordance with Rules 601 A Fig. 11 and 601 F Fig. 7. (See Rule 514.)

The eastward signal located 225 feet west of Tacoma Jct. office on Seventh Subdivision governs eastward movements and will display indications in accordance with Rules 601 A Fig. 8, 601 B Fig. 7, 601 C Fig. 7, (See Rule 519), Rule 601 D Fig. 3.

The three-unit westward signal located 550 feet east of Tacoma Jct. office governs westward movements as follows:

The top unit governs westward C.M.St.P.&P. movements to the Seventh Subdivision and will display indications in accordance with Rules 601 A Fig. 9 and 601 B Fig. 8.

The middle unit governs westward movements to the U.P. track and will display indications in accordance with Rules 601 A Fig. 9 and 601 E Fig. 8.

The lower unit governs westward C.M.St.P.&P. movements on Third Subdivision and will display indications in accordance with Rules 601 A Fig. 9 and 601 F Fig. 5.

The signal located 35 feet east of Tacoma Jct. office on the U.P. track governs movements to C.M.St.P.&P. track and will display indications in accordance with Rules 601 A Fig. 6, 601 B Fig. 5 and 601 C Fig. 5.

X35 All eastward trains from Tacoma Line, will, upon arrival at Black River Yard, register with operator Black River Tower by telephone unless register check has previously been left at Tower.

FOURTH SUBDIVISION

X36 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Beverly to Hanford	
1000 and 1200 HP Diesels	25
1750 HP 4-wheel truck Diesels	15

FIFTH SUBDIVISION

X37 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Monroe to Cedar Falls	
1000 and 1200 HP Diesels	25
1750 HP 4-wheel truck Diesels	15
1½ mi. 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

X38 Engines when doubleheading 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.

SIXTH SUBDIVISION

X39 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Bagley Jct. to Enumclaw	
1750 HP 4-wheel truck Diesels	15
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
Over C and D Streets, Tacoma	10
Between Tacoma Jct. 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
From St. Paul Reload track switch to west end interchange at Morton	15

X44 At Mineral, the normal position of the crossing gates over the West Fork Logging Company crossing is for movements on the CMStP&P tracks.

X45 Engines or loaded cars must not move or be placed on West Fork empty track at Mineral.

X46 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.

X47 Eastward trains and engines on 7th Subdivision moving between Hillsdale and Tacoma Jct. must make full stop before passing stop board located just west of C Street.

NINTH SUBDIVISION

X48 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

X49 Chehalis and Western Ry. Co. trains will not register at Maytown.

X50 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.

X51 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.

X52 At Chehalis the normal position of the crossing gates over the N.P. crossings is for movements on the CMStP&P tracks.

X53 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.

X54 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.

TENTH SUBDIVISION

X55 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Maytown to Helsing Jct.	
1000 and 1200 HP Diesels	25
1750 HP 4-wheel truck Diesels	15

ELEVENTH SUBDIVISION

X56 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Dryad to Raymond	
1750 HP 4-wheel truck Diesels	15

TWELFTH SUBDIVISION

X57 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Bellingham to Glacier	
1000 and 1200 HP Diesels	15
1750 HP 4-wheel truck Diesels not permitted 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

X58 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.

X59 When trains operating on the 12th and 13th Subdivisions are double-headed, there must be at least 8 cars between engines.

FOURTEENTH SUBDIVISION

X60 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Port Angeles to Discovery Jct.	
1750 HP 4-wheel truck Diesels	15
Discovery Jct. to Port Townsend	
Only 600 HP and 6-axle Diesels may be operated.	
Over Morse Creek Bridge at M.P. 45 to ½ mi. west of M.P. 50	10
On curves and slide areas	15

X61 Speed of Class "C" engines in back up movement on all curves between Discovery Junction and Port Angeles, is restricted to 10 MPH.

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 west H.B.
Jericho, Switch No. 9	2400' west of west H.B.
Beverly, Switch No. 11	625' west of west H.B.
Cohasset Pit, Switch No. 12	1.2 miles west of Beverly Jct.
Tunnel 45, Switch No. 18	1550' east of tunnel
Boylston, Switch No. 19	400' east of east H.B.
East Kittitas, Switch No. 21	2.8 miles east of east switch
Kittitas Insulated Yard	Controlled from Substation
Tunnel No. 47, Switch No. 27	325' east of tunnel
Tunnel No. 47, Switch No. 28	500' west of tunnel
Horlick, Switch No. 30	475' west of west H.B.
Cle Elum Insulated Yard	Controlled from Substation
Cle Elum, Switch No. 31	7 miles west of Cle Elum
Keechelus snowshed, Switch No. 37	325' east of shed
Keechelus snowshed, Switch No. 38	1325' west of shed
Garcia, Switch No. 44	875' east of east H.B.
Cedar Falls Insulated Yard	Controlled by switch in substation and switch No. 50-Y
Cedar Falls, Switch No. 50-Y	1575' east of west switch
Trude, Switch No. 51	650' west of west H.B.
Renton, Switch No. 60	250' east of double track H.B.
Black River, Switch No. 66	800' west of wye
Black River, Switch No. 101 controlling inbound track	650' north of O-W tower
Black River, Switch No. 102 controlling outbound track	650' north of O-W tower
Argo, Switch No. 105 controlling inbound P.C. track	at P.C.-O-W crossover
Argo, Switch No. 106 controlling outbound P.C. track	at P.C.-O-W crossover
Argo, Switch No. 107 controlling inbound O-W track	at P.C.-O-W crossover
Argo, Switch No. 108 controlling outbound O-W track	at P.C.-O-W crossover

Trolley Switches Nos. 107 and 108 may be operated by remote control switch located in U.P. Tower, Argo.

Seattle Psgr. Station, No. 109 controlling inbound track	About 0.4 mile south of station
Seattle Psgr. Station, No. 110 controlling outbound track	About 0.4 mile south of station

Switches Nos. 109 and 110 can be opened in emergency from near east end of platform Seattle Psgr. Depot.

Switches 105, 106, 107, 108, 109 and 110 can be opened under load if necessary for protection of persons or property.

Kent, Switch No. 70	1375' west of west H.B.
Auburn, Switch No. 73	650' west of west H.B.
Sumner, Switch No. 76	1050' east of east H.B.

TONNAGE RATING—EAST	EP-2	EF-1	EF-2 EF-3	EF-5
Tacoma to Black River	3450	CL	CL	CL
Black River to Cedar Falls	2000	4100	5500	8200
Cedar Falls to Hyak	1250	1700	2550	3400
Hyak to Cle Elum	CL	CL	CL	CL
Cle Elum to Kittitas	4000	6000	7500	12000
Kittitas to Boylston	1300	1670	2500	3340
Boylston to Beverly	1300R	1670R	2500R	3340R
Beverly to Othello	3200	5000	7000	10000
TONNAGE RATING—WEST				
Othello to Beverly	CL	CL	CL	CL
Beverly to Boylston	980	1200	1800	2400
Boylston to Kittitas	1400R	3100R	4650R	6200R
Kittitas to Cle Elum	3700	5000	7000	10000
Cle Elum to Hyak	3200	4000	5500	8000
Hyak to Cedar Falls	1250R	2800R	4000R	5600R
Cedar Falls to Black River	CL	CL	CL	CL
Black River to Tacoma	3450	CL	CL	CL

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

EMERGENCY TELEPHONES

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

EMERGENCY TELEPHONES ARE LOCATED BETWEEN STATIONS AS FOLLOWS:

SECOND SUBDIVISION:

Nelson's Cut, M.P. 2091—In watchman's shack.
M.P. 2093—2 pole lengths west of mile post, in phone box.
Bridge FF-16—One-half mile west of M.P. 2099, in watchman's shack, just west of bridge.
M.P. 2100—In telephone booth in rock cut.
M.P. 2103—In telephone booth, 6 pole lengths east of mile post.
Roaring Creek Water Tank—In telephone booth at M.P. 2110.
Keechelus Snow Shed—100 feet from west end, inside shed.
Humpback Snow Shed—Just west of snow shed.
Windy Point—One-half mile west of M.P. 2120, in watchman's shack.
Harris Creek—In telephone booth just west of M.P. 2125.
McClellan's Butte—In telephone booth just east of M.P. 2127.
Landsburg—In telephone booth at west switch.

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 C Street.
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 west 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 2 poles east of west switch.
Centralia—In freight house.
Chehalis—In Section Foreman's house.

ELEVENTH SUBDIVISION:

Doty—Section Foreman's house.
Firdale—Section Foreman's House.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. J. F. DePree	Chief Surgeon	Seattle
Dr. W. F. Hoffman	Oculist	Seattle
Dr. E. DeMar Anderson	Oculist	Seattle
Dr. D. G. Willard	District Surgeon	Tacoma
Dr. A. W. Howe	Oculist	Tacoma
Dr. S. S. Thordarson	Oculist	Tacoma
Dr. 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. Roy V. Jutzy	" "	Roslyn 61	Cle Elum 79
North Bend	Dr. J. O. Borgen	" "		
Snoqualmie	Dr. P. E. Roth	" "		
Snoqualmie	Dr. J. L. Whitaker	" "		
Fall City	Dr. W. W. Cheney	" "	A2	A1
Carnation	Dr. Irene C. Werthmann	" "		
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. C. W. Moen	" "		
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
Auburn	Dr. E. K. Giere	" "		
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	" "		
Tacoma	Dr. R. P. Gwinn	" "		
So. Tacoma	Dr. F. P. Hoskins	" "		
Eatonville	Dr. D. M. Nevitt	Local "	113	114
National	Dr. Harry S. Holmes	" "	National 404	National 404
National	Dr. O. J. Fortum	" "		
Aberdeen	Dr. K. D. Graham	" "		
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	" "		
Bellingham	Dr. E. S. Sarvis	" "		
Sumas	Dr. W. J. Garre	" "		

*—Examining Surgeons