

TROLLEY SECTION SWITCHES

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

Othello, west switch.....	1575' west of H. B.
Anson, west switch.....	1500' west of H. B.
Corfu, west switch.....	2075' west of H. B.
Switch No. 8.....	Between Corfu and Beverly
Tunnel 45.....	1550' east of tunnel
Ellensburg, west switch.....	2575' west of H. B.
Thorp, west switch.....	1975' west of H. B.
Tunnel 47 east end.....	325' east of tunnel
Tunnel 47 west end.....	500' west of tunnel
Horlick, east switch.....	1975' east of H. B.
Switch No. 31, 7 miles west of Cle Elum.....	4.7 miles east of Easton
Keechelus snowshed, east end.....	325' east of shed
Keechelus snowshed, west end.....	1325' west of shed
Bandera, west switch.....	1275' west of H. B.
Garcia, west switch.....	2925' west of H. B.
Renton, switch No. 8.....	250' east of double track H. B.
Black River.....	800' south of "Y"
Black River, No. 101 controlling inbound track.....	650' north of O-W tower
Black River, No. 102 controlling inbound track.....	650' north of O-W tower
Argo, No. 105 controlling inbound P. C. track, at P. C.-O-W crossover.....	
Argo, No. 106 controlling outbound P. C. track at P. C.-O-W crossover.....	
Argo, No. 107 controlling inbound O-W track, at P. C.-O-W crossover.....	
Argo, No. 108 controlling outbound O-W track, at P. C.-O-W crossover.....	
Seattle Psgr. Station, No. 109 controlling inbound track.....	About 0.4 mi. south of station
Seattle Psgr. Station, No. 110 controlling outbound track.....	About 0.4 mi. south of station
Switches Nos. 105, 106, 107, 108, 109, and 110 can be opened under load if necessary for protection of persons or property.	
Kent, east switch.....	1325' east of H. B.
Kent, west switch.....	1375' west of H. B.
Benroy, east switch.....	1550' east of H. B.
Sumner, west switch.....	No air gap or switch
North Puyallup, east switch.....	1450' east of H. B.

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Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

PIONEER, INC., TACOMA—166214

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

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

COAST DIVISION TIME TABLE NO. 9

To be used in conjunction with Special Rules No. 3

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

Sunday, Dec. 6, 1942

For the government and information
of employes only

L. WYLIE A. O. THOR W. J. McMAHAN
Assistant Superintendents

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

G. H. HILL
Superintendent.

L. F. DONALD,
General Manager.

WESTWARD FIRST SUBDIVISION

Table with columns for Second Class (63, 263), First Class (15, 7), Capacity in cars, Time Table No. 9 DECEMBER 6, 1942, and Stations (Avery to Malden).

MAXIMUM SPEED PERMISSIBLE

Table with columns for Pass & Silk trains and Freight trains, listing speed limits for various segments like Avery to Calder and Plummer to Malden.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Table with columns for Name, Miles, Direction, and Station, listing industrial tracks like Harvey Creek, Riverdale, Sorrento, etc.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between Avery and a point 2902 ft. west of Sorrento Tunnel No. 41.

Manual Block System is in use between Plummer Jct. and Malden. Train Order Signals are also used as Block Signals.

Rule G-317 applies at Malden.

No. 15 will stop on signal at Herrick, Calder, St. Joe, Plummer Jct. and Setters for revenue passengers destined only for Othello and west, or to let off passengers from points Missoula and east.

No. 7 will stop on signal at Trout Creek Camp 3/4-mile west of Zane.

The time of trains No. 7, 15, and 63 at Plummer Junction applies at the junction switch.

FIRST SUBDIVISION EASTWARD

Table with columns for First Class (16, 8), Second Class (64, 264), Office open week days, Time Table No. 9 DECEMBER 6, 1942, and Stations (Avery to Malden).

MAXIMUM SPEED PERMISSIBLE

Table with columns for Pass & Silk trains and Freight trains, listing speed limits for various segments like Avery to Calder and Plummer to Malden.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between a point 2902 ft. west of Sorrento Tunnel No. 41 and Avery.

Manual Block System is in use between Malden and Plummer Jct. Train Order Signals are also used as Block Signals.

Rule G-317 applies at Plummer Jct.

No. 16 will stop on signal at Plummer Jct., St. Joe, Calder and Herrick for revenue passengers destined Missoula and east or to let off passengers from west of Spokane.

No. 8 will stop on signal at Trout Creek Camp 3/4-mile west of Zane.

The time of Trains No. 16, 8 and 64 at Plummer Jct. applies at the junction switch.

4 WESTWARD SECOND SUBDIVISION

Time Table No. 9 DECEMBER 6, 1942	SECOND CLASS			FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Plummer Junction	STATIONS
	63	463	391	15	7	Sidings	Other tracks			
	Time Freight Daily	Time Freight Daily Except Sunday	Way Freight Daily Except Sunday	Passenger Daily	Passenger Daily					
	L 4 20PM			L 9 11PM	L 5 15AM			WJ	0.0	PLUMMER JUNCTION
	4.38			9 20	5 26		27	WY	6.4	WORLEY
	4.42			9 22	5 28	101			7.8	MOZART
	4.57			9 30	5 36		27		13.1	SETTERS
	5.04			9 35	5 42	45	9		15.5	SAXBY
	A 5 15PM			A 9 42PM	Af 5 50AM	71	10	MU	19.8	MANITO
			3.30PM		6.25			SP	35.0	DISHMAN
			3.40		6.32				38.8	EAST SPOKANE
			3.45		6.35				39.6	N. P. CROSSING
	7.00PM	11.00PM	4.00PM				Yard		40.8	SPOKANE YARD
				10.30PM 10.45PM	6.45AM			SN	41.5	SPOKANE
		2 00 AM						RA	102.7	MARENGO

EASTWARD SECOND SUBDIVISION

Time Table No. 9 DECEMBER 6, 1942	Distance from Marengo	See Rule 6-A	Office open week days	FIRST CLASS		SECOND CLASS		
				16	8	464	392	64
				Passenger Daily	Passenger Daily	Time Freight Daily Except Monday	Way Freight Daily Except Sunday	Time Freight Daily
PLUMMER JUNCTION	102.7	JKRWXY	Continuous	A 8 25AM	As 10 05PM			A 12 35AM
WORLEY	96.3	P	8.00 AM to 5.00 PM	8 13	9 53			12 05
MOZART	94.9	P	No Office	8 11	9 48			12 01AM
SETTERS	89.6	P	No Office	8 05	9 40			11 47
SAXBY	87.2	P	No Office	8 02	9 35			11 43
MANITO	82.9	JRVWXY	Continuous	L 7 55AM	Lf 9 22PM			L 11 25PM
DISHMAN	67.7	K			f 8 55		8.30AM	
EAST SPOKANE	63.9				8.47		8.20	
N. P. CROSSING	63.1		Via U. P. R. R.		8.45		8.15	
SPOKANE YARD	61.9					5.30AM	8.05AM	9.30PM
SPOKANE	61.2	BKORTVWZ		7.15 AM 6.45 AM	8.40PM			
MARENGO	0.0	JRVWXY	Continuous	5.15 AM		3.00 AM		

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Plummer Jct. and Manito	70 mph.	50 mph.
Over Bridge EE1230 1/4 mi. East of Manito	30 mph.	30 mph.
Around curve 1/2 mi. west of Plummer Jct.	30 mph.	25 mph.
Trains handling logs except when loaded on staked cars		30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Manito and Marengo. Union Pacific R. R. time-table and rules govern.

Automatic Block System is in use between Manito and Plummer Jct.

The time of Trains No. 7, No. 15, No. 63, No. 16, No. 8, and No. 64 at Plummer Jct. applies at the Junction Switch.

No. 15 will stop on signal at Plummer Jct., Worley and Setters for revenue passengers destined west of Spokane, or to discharge passengers from Missoula and East.

No. 16 will stop on signal at Setters, Worley and Plummer Jct. for revenue passengers destined Missoula and East or to discharge passengers from points west of Spokane.

WESTWARD THIRD SUBDIVISION EASTWARD

Time Table No. 9 DECEMBER 6, 1942	SECOND CLASS		FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Malden	STATIONS	Distance from Othello	See Rule 6-A	Office open week days	FIRST CLASS	SECOND CLASS
	263	15	Sidings	Other tracks	16	264								
	Time Freight Daily	Passenger Daily											Passenger Daily	Time Freight Daily
	L 1 00PM				Yard		M	0.0	MALDEN	103.4	BHKRWX	Continuous		A 4 30AM
	1.17				25			3.6	PINE CITY	99.8		No Office		4.17
	1.27		66	30				5.6	KENOVA	97.8	P	No Office		4.10
	1.54		72	20				11.3	ROCK LAKE	92.1	P	No Office		3.50
	2 21		67	20				17.0	LAVISTA	86.4	P	No Office		3.30
	2 31		43	8	WN			19.2	EWAN	84.2	PW	7.00 AM to 4.00 PM		3.23
	3 19		67	35				29.6	REVERE	78.8	P	No Office		2 49
	3 39		68	16				33.7	PAXTON	69.7	P	No Office		2 35
	4 30	L 12 23AM	96	50	RA			44.0	MARENGO	59.4	JRVWXY	Continuous	As 5 10AM	2 00
	4 54	12 30	67					49.9	HILLCREST	53.5	P	No Office	4 56	1 44
	5 08	12 35	106	30				53.5	RALSTON	49.9	PW	No Office	4 49	1 30
	5 28	12 42		20				58.5	PIZARRO	44.9	P	No Office	4 40	1 20
	5 48	12 48	67	15				63.3	VASSAR	40.1	P	No Office	4 34	1 10
	6 07	12 56	67	30	NE			63.0	LIND	35.4	P	8.00 AM to 5.00 PM	4 26	12 56
	6 39	1 06	63	12				76.0	SERVIA	27.4	P	No Office	4 13	12 36
	7 00	1 13	65	25				80.9	ROXBORO	22.5	P	No Office	4 07	12 13AM
	7 40	1 28	62	25	WX			90.6	WARDEN	12.8	JPWY	8.00 AM to 5.00 PM	3 54	11 48
	8 15	1 40	67	30				99.4	NOVARA	4.0	P	No Office	3 39	11 26
	A 8 30PM	As 1 50AM		Yard	80			103.4	OTHELLO	0.0	BEHKORTWX	Continuous	L 3 32AM	L 11 15PM

MAXIMUM SPEED PERMISSIBLE

	Pass. & Silk trains	Freight trains
Between Malden & M.P. 1892	55 mph.	50 mph.
Between M.P. 1892 & 1900	30 mph.	30 mph.
Between M.P. 1900 & Marengo	55 mph.	50 mph.
Between Marengo and Lind	65 mph.	50 mph.
Between Lind and Othello	60 mph.	45 mph.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Carlmar	3.0	East	Marengo
East Elevator	1.7	East	Lind
Hole Track	1.7	West	Lind

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Manual Block System is in use between Malden and Marengo. Train Order Signals are also used as Block Signals.

Automatic Block System is in use between Marengo and Othello.

Rule G-317 applies at Malden and Marengo.

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

No. 16 will stop on signal at Warden, Roxboro and Ralston to pick up revenue passengers destined Spokane and east, and let off revenue passengers from Seattle and west.

WESTWARD FOURTH SUBDIVISION EASTWARD

Table with columns for Second Class (263), First Class (15), Capacity in cars, Time Table No. 9 (DECEMBER 6, 1942), Stations, Distance from Cle Elum, See Rule 6-A, Office open week days, First Class (16), and Second Class (264). Rows include stations like Othello, Anson, Taunton, Corfu, Smyrna, Beverly, Beverly Jct., Doris, Rye, Cheviot, Boylston, Renslow, East Kittitas, Kittitas, Regal, Elensburg, Thorp, Horlick, and Cle Elum.

MAXIMUM SPEED PERMISSIBLE

Table with columns for Pass. & Silk trains and Freight trains. Lists speed limits for various segments: Between Othello and Beverly (65 mph), Between Beverly and Boylston (30 mph), Between Boylston and Kittitas (30 mph), Between Kittitas and MP 2081 (50 mph), Between MP 2081 and Cle Elum (70 mph), Around curves 2 1/2 miles west of Taunton (35 mph), From Beverly to 1 1/2 mi. east (25 mph), Around sharp curve between Tunnels 46 and 47 (35 mph).

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

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

The following automatic block signals are placed on left hand side of track as seen from approaching train: Signal 186-2, Eastward between Horlick and Thorp. Signal 103-6, Eastward just west of Othello station.

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

No. 16 will stop on signal at Thorp, Kittitas, Smyrna and Corfu to pick up revenue passengers destined Spokane and east, and let off revenue passengers from Seattle and west.

Table with columns for Second Class (263), First Class (15), Capacity in cars, Time Table No. 9 (DECEMBER 6, 1942), Stations, Distance from Seattle, See Rule 6-A, Office open week days, First Class (16), and Second Class (264). Rows include stations like Cle Elum, Easton, Whittier, Keechelus, Hyak, Rockdale, Bandera, Garcia, Ragnar, Cedar Falls, Bagley Jct., Barneston, Trude, Landsburg, Noble, Sloane, Maple Valley, Renton, Black River, Van Asselt, Argo, and Seattle.

MAXIMUM SPEED PERMISSIBLE

Table with columns for Pass. & Silk trains and Freight trains. Lists speed limits for various segments: Between Cle Elum and Easton (70 mph), Over bridge FF-16 (50 mph), Between Easton and Hyak (20 mph), Between Hyak and Cedar Falls (50 mph), Between Cedar Falls and Maple Valley (30 mph), Trains handling logs (55 mph), Crossing Spokane St., Seattle (10 mph).

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Maple Valley and Seattle. Between Maple Valley and Spokane St. tower, Pacific Coast time-table and rules govern. Between Argo and Union Passenger Station, Seattle, Union Pacific R. R. time-table and rules govern.

Automatic Block System is in use between Cle Elum and Maple Valley.

The following automatic block signals are placed on left side of track as seen from an approaching train: Signal 48.6 eastward between Ragnar and Garcia; Signal 43.7 westward between Garcia and Bandera; Signal 45.6 eastward at east headblock Garcia; Signal 36.0 eastward at west headblock Rockdale; Signal 25.4 eastward between Hyak and Whittier.

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

Passenger trains will use 6 and freight trains 10 minutes through Snoqualmie Tunnel No. 50; headlight and marker lamps must be lighted while passing through this Tunnel.

Seattle water shed extends from one mile east of Cedar Falls station to Landsburg. 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.

No. 15 will stop on signal at Easton, Keechelus, Hyak, Rockdale and Maple Valley to let off revenue passengers from Spokane and east, or to pick up revenue passengers for Seattle and west. No. 15 will stop on signal at Maple Valley for express.

No. 16 will stop on signal at Maple Valley, Rockdale, Hyak, Keechelus and Easton to pick up revenue passengers destined Spokane and east, or to let off revenue passengers from Seattle and west. No. 16 will stop on signal at Maple Valley for express.

WESTWARD SIXTH SUBDIVISION

Table with columns for Second Class (83, 263, 93, 81) and First Class (51, 55, 15). Includes Time Table No. 9 for December 6, 1942, listing stations from Seattle to Tacoma with arrival and departure times.

MAXIMUM SPEED PERMISSIBLE table with columns for Pass. trains and Freight trains, listing speeds for various segments like Black River to Tacoma Jct.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS table with columns for Name, Miles, Direction, and Station, listing Thomas and Hughes tracks.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Black River and Seattle. Between Black River and Spokane St. tower Pacific Coast R. R. time-table and rules govern.

Automatic Block System is in use between Black River and Tacoma.

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

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

FOR EASTWARD TRAINS:

Approach signal located 3344 ft. west of crossing Home signal located 609 ft. west of crossing

FOR WESTWARD TRAINS FROM SEATTLE:

Approach signal located 1570 ft. east of crossing Home signal located 717 ft. east of crossing

FOR WESTWARD TRAINS FROM BLACK RIVER YARD VIA WYE:

Approach signal located 1251 ft. east of crossing Home signal located 715 ft. east of crossing

Trains approaching interlocking, desiring to use main track to Tacoma or Seattle will give one long sound of the whistle.

No. 15 will stop on signal at Kent, Auburn, and North Puyallup for revenue passengers and express.

No. 51 will stop on signal at Kent, Auburn, Sumner and North

*Note—No. 55 will run only on the 1st, 7th, 13th, 19th, and 25th of each month.

Puyallup to receive revenue passengers for Vancouver, Wash., and beyond, and to discharge revenue passengers from points beyond Seattle.

Two tracks are in use between Tacoma Jct. and Tide Flats Yard. Trains or engines using these tracks must use the Righthand track moving in either direction.

Signal 111-1 at Tacoma Jct. is a two unit signal. The top unit, consisting of three colors, Red, Green and Yellow, will govern westward movements on Sixth Subdivision.

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

The following tracks are wired: 6, 7 and 8, and east end of tracks 12 and 13, Seattle Union Station, and first two cross-over tracks east of station.

At Auburn, an auxiliary siding with a capacity of 66 cars is located west of the depot. Rule 5 applies at the siding located east of the depot.

SIXTH SUBDIVISION EASTWARD

Table with columns for First Class (56, 52, 16) and Second Class (84, 264, 94, 82). Includes Time Table No. 9 for December 6, 1942, listing stations from Seattle to Tacoma with arrival and departure times.

MAXIMUM SPEED PERMISSIBLE table with columns for Pass. trains and Freight trains, listing speeds for various segments like Black River to Tacoma Jct.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Black River and Seattle. Between Black River and Spokane St. tower Pacific Coast R. R. time-table and rules govern.

Automatic Block System is in use between Tacoma and Black River.

RULES GOVERNING UNION PACIFIC RAILROAD CO. INTERLOCKING, BLACK RIVER

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

FOR EASTWARD TRAINS:

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

WHISTLE SIGNALS:

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

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

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

FOR EASTWARD TRAINS:

Approach signal located 3344 ft. west of crossing Home signal located 609 ft. west of crossing

FOR WESTWARD TRAINS FROM SEATTLE:

Approach signal located 1570 ft. east of crossing Home signal located 717 ft. east of crossing

*Note—No. 56 will run only on the 6th, 12th, 18th, 24th, and 30th of each month.

FOR WESTWARD TRAINS FROM BLACK RIVER YARD VIA WYE: Approach signal located 1251 ft. east of crossing Home signal located 715 ft. east of crossing

Trains approaching interlocking, desiring to use main track to Tacoma or Seattle will give one long sound of the whistle.

No. 16 will stop on signal at North Puyallup, Auburn and Kent for revenue passengers and express.

No. 52 will stop on signal at Sumner and Auburn to receive or discharge revenue passengers to or from points beyond Tacoma or Seattle.

Two tracks are in use between Tacoma Jct. and Tide Flats Yard. Trains or engines using these tracks must use the Righthand track moving in either direction.

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

The following tracks are wired: 6, 7 and 8, and east end of tracks 12 and 13, Seattle Union Station, and first two cross-over tracks east of station.

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from St. Maries	Time Table No. 9 DECEMBER 6, 1942	Distance from Elk River	See Rule 6-A	Office open week days	SECOND CLASS	
103	Mixed Mon., Wed. & Fri. only	Sidings	Other tracks							102	Mixed Tues., Thur. & Sat. only
L 10.00AM			Yard	CB	0.0	ST. MARIES 9.4	72.2	BHJKORWXYZ	Continuous	As	4.15PM
f 10.30	12				9.4	LOTUS 1.7	62.8	P	No Office	f	3.41
f 10.35	43	20			11.1	ALDER CREEK 2.4	61.1	P	No Office	f	3.35
f 10.44	25				13.5	ROVER 6.1	58.7	P	No Office	f	3.25
f 11.06	47				19.6	MASHBURN 3.5	52.6	P	No Office	f	3.05
f 11.19	10	15			23.1	SANTA 2.0	49.1	P	No Office	f	2.53
f 11.26	30	25			25.1	TYSON CREEK 2.0	47.1	P	No Office	f	2.46
s 11.34	24				27.1	FERNWOOD 2.0	45.1	PW	No Office	f	2.39
	38				29.1	CARPENTER CREEK 2.6	43.1	PY	No Office		
f 11.51	36				31.7	EMERALD CREEK 5.2	40.5	P	No Office	f	2.23
s 12.10PM	30	50	CA		36.9	CLARKIA 7.9	35.3	PX	7.00 AM to 4.00 PM	s	2.05
f 12.40	16				44.8	SHERWIN 5.6	27.4	P	No Office	f	1.40
As 12.58PM					50.4	PURDUE 2.0	21.8	JVX	No Office	Lf	1.20PM
						BOVILL 8.7			Via W. I. & M. R. R.		
	50	120	BO		52.4	BOVILL 8.7	19.8	JRVWXY	8.00 AM to 5.00 PM		
	11				61.1	NEVA 9.2	11.1	P	No Office		
	12				70.3	JERSEY 1.9	1.9		No Office		
	11	25			72.2	ELK RIVER	0.0	PRWXY	No Office		

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between St. Maries and Elk River	30 mph.	25 mph.
Around sharp curves	20 mph.	15 mph.

Over bridges EE-504, EE-506 and EE-508 between Lotus section house and Rover, and EE-550 2 1/2 miles west of Emerald Creek 15 miles per hour. Engines must not be doubleheaded over these bridges.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Purdue and Bovill. W. I. & M. Ry. time-table and rules govern.

Trains need not obtain Clearance Form A at Elk River.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Cardwell	1.0	West	Rover
Wayland	1.5	West	Mashburn
Renfrew	0.5	West	Santa
Childs Creek	0.8	West	Emerald Creek
Katz	2.2	West	Clarkia
Owens	7.1	West	Bovill
Kameron	4.0	West	Neva

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Dishman	Time Table No. 9 DECEMBER 6, 1942	Distance from Metaline Falls	See Rule 6-A	Office open week days	SECOND CLASS	
291	Way Freight Daily Except Sunday	Sidings	Other tracks							292	Way Freight Daily Except Sunday
L 8.45AM		40	110	SP	0.0	DISHMAN 5.7	120.1	JRVWXY	7.30AM to 11.30PM	A	3.15PM
9.00			18		5.7	GREENACRES 6.0	114.4		No Office		2.55
9.15	45	90			11.7	SPOKANE BRIDGE 3.3	108.4	P	No Office		2.40
9.40	44	22			15.0	McGUIRES 0.2	105.1	JPXRV	No Office		2.30
					15.2	(S. C. & P. Crossing)	104.9		No Office		
					16.5	(N. P. Crossing) (S. I. Crossing)	103.6		No Office		
9.45	29	5			16.6	GRAND JUNCTION 6.7	103.5	VX	No Office		2.05
10.00	30				23.3	RATHDRUM 7.3	96.8	PV	No Office		1.40
10.15		2			30.6	SEASONS 4.1	89.5	P	No Office		1.00
10.25	30				34.7	JENIDA 2.4	85.4	P	No Office		12.45
10.35	40	14			37.1	SPIRIT LAKE 7.6	83.0	W	No Office		12.30
10.50	34				44.7	BLANCHARD 5.8	75.4	P	No Office		12.01PM
11.05		8			50.5	TWEEDIE 8.5	69.6	P	No Office		11.45
11.30	28	65	NR		59.0	NEWPORT 12.0	61.1	VWXZ	8.00 AM to 5.00 PM		11.30
12.05PM	20				71.0	DALKENA 5.2	49.1	P	No Office		9.55
12.25	36	20			76.2	USK 1.9	43.9	PXY	No Office		9.40
1.00		45	CU		78.1	CUSICK 10.2	42.0	X	8.00 AM to 5.00 PM		9.30
1.40	15				88.3	JARED 5.0	31.8	P	No Office		8.55
1.55		12			93.3	RUBY 3.7	26.8	P	No Office		8.45
2.05	12				97.0	BLUESLIDE 3.9	23.1	P	No Office		8.35
2.15	20				100.9	LOST CREEK 5.7	19.2	P	No Office		8.25
2.25	12				106.6	TIGER 4.0	13.5	P	No Office		8.10
2.40	28	21			110.6	IONE 9.5	9.5	PW	No Office		8.00
A 3.10PM	20	180	MF		120.1	METALINE FALLS	0.0	KRXY	7.30 AM to 4.30 PM	L	7.30AM

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Dishman and McGuires	30 mph.	30 mph.
Between McGuires and Ione	45 mph.	40 mph.
Between Ione and Metaline Falls	30 mph.	25 mph.
On curve 1 1/2 mi. west of Newport	25 mph.	20 mph.
Trains handling logs		30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Opportunity	2.0	West	Dishman
Beralloy	3.3	West	Dishman
Vera	4.5	West	Dishman
Arturdee	2.5	West	Greenacres
Sachwell	3.7	West	Grand Jct.

Name	Miles	Direction	Station
Anderson	3.0	West	Blanchard
Callapel	0.6	West	Cusick
Sand Creek	5.3	West	Ione

Capacity in cars		Telegraph calls	Distance from McGuires	Time Table No. 9 DECEMBER 6, 1942		Distance from Coeur d'Alene	See Rule 6-A	Office open week days	
Sidings	Other tracks			STATIONS					
L			0.0	McGUIRES 1.8		10.4	JPRX	No Office	A.
	16		1.8	POST FALLS (O. M. Co. Crossing) 4.4		8.6		No Office	
		50	6.2	HUETTERS (N. P.-G. N. Crossing) 2.5		4.2	M	No Office	
	18		8.7	GIBBS 1.7		1.7	VWXX	No Office	
A.		20	10.4	COEUR D'ALENE (G. N. Crossing) 1.7		0.0	BRVXY	8.00 AM to 6.00 PM	L.

Maximum Speed Permissible—25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at McGuire's.

At Huettters the Ohio Match Co. R. R. crossing is protected by gates normally set for movement on C. M. St. P. & P. R. R. tracks.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Atlas Spur.....1.6 Miles East of Gibbs

WESTWARD

TENTH SUBDIVISION

EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Warden	Time Table No. 9 DECEMBER 6, 1942		Distance from Marcellus	See Rule 6-A	Office open week days	THIRD CLASS	
303		Sidings	Other tracks			STATIONS					304	
	Mixed										Mixed	
	Fridays only										Fridays only	
L	7.00AM			WX	0.0	WARDEN	8.2	46.9	JPRWY	8.00 AM to 5.00 PM	As 3.45PM	
f	7.25	23			8.2	TIFLIS	8.0	38.7	JPY	No Office	f 12.50	
f	7.55	23			16.2	RUFF	5.8	30.7	PW	No Office	f 12.20PM	
f	8.15	23			22.0	MOODY	5.0	24.9	P	No Office	f 11.55	
f	8.35	23			27.0	BATUM	3.9	19.9	P	No Office	f 11.35	
f	8.50	23			30.9	LAUER	6.8	16.0	P	No Office	f 11.20	
f	9.15	23			37.7	SCHOONOVER	4.4	9.2	P	No Office	f 10.55	
f	9.35	23			42.1	PACKARD	4.8	4.8	P	No Office	f 10.35	
As	9.55AM	37			46.9	MARCELLUS		0.0	PWY	No Office	L 10.15AM	

Maximum Speed Permissible—25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Marcellus.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Laing4.6 miles west of Tiflis

Jantz4.2 miles west of Lauer

Schafer2 miles west of Packard

Parnell2.5 miles east of Ruff

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Tiflis	Time Table No. 9 DECEMBER 6, 1942		Distance from Moses Lake	See Rule 6-A	Office open week days	THIRD CLASS	
313		Sidings	Other tracks			STATIONS					314	
	Mixed										Mixed	
	Fridays only										Fridays only	
L	1.00PM		15		0.0	TIFLIS 6.0		15.0	JPY	No Office	As 3.20PM	
f	1.25		4		6.0	SIELER 9.0		9.0		No Office	f 2.55	
As	2.00PM	6	55		15.0	MOSES LAKE		0.0	PY	8.00 AM to 4.00 PM	L 2.30PM	

Maximum Speed Permissible—25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Tiflis and Moses Lake.

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Beverly Jct.	Time Table No. 9 DECEMBER 6, 1942		Distance from Hanford	See Rule 6-A	Office open week days	THIRD CLASS	
415		Sidings	Other tracks			STATIONS					416	
	Mixed										Mixed	
	Thursdays only										Thursdays only	
L	11.40AM				0.0	BEVERLY JUNCTION 4.0		45.2	JP	No Office	As 6.01PM	
f	11.55	6			4.0	LEVERING 10.4		41.2		No Office	f 5.45	
f	12.25PM	28			14.4	PRIEST RAPIDS 6.9		30.8	PWX	No Office	f 5.15	
f	12.45	9			21.3	VERNITA 3.0		23.9		No Office	f 4.52	
f	1.00	9			24.3	RIVERLAND 13.1		20.9	P	No Office	f 4.42	
s	2.00	14	49	WB	37.4	WHITE BLUFFS 7.8		7.8	X	8.00 AM to 5.00 PM	s 4.00	
As	2.30PM	30			45.2	HANFORD		0.0	PWXY	No Office	L 3.30PM	

MAXIMUM SPEED PERMISSIBLE

Between Beverly Jct. and Hanford.....	30 mph.
From one mile west of Levering to four miles west of Priest Rapids.....	20 mph.

Trains need not obtain Clearance Form A at Beverly Jct. and Hanford.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

14 WESTWARD		THIRTEENTH SUBDIVISION				EASTWARD					
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Cedar Falls	Time Table No. 9 DECEMBER 6, 1942	Distance from Everett	See Rule 6-A	Office open week days	SECOND CLASS	
Way Freight	Daily Except Sunday	Sidings	Other tracks							Way Freight	Daily Except Sunday
L 11.01 PM			Yard	MY	0.0	CEDAR FALLS	54.6	BJKORWXYZ	Continuous	A 8.30 PM	
11.20					5.9	TANNER (N. P. CROSSING)	48.7		No Office	8.05	
11.40	42	19			8.0	NORTH BEND	46.6	PWX	No Office	7.50	
12.01 AM	32			Q	11.2	SNOQUALMIE FALLS	43.4	X	8.00 AM to 5.00 PM	7.15	
12.15	22				12.3	TOKUL	42.3		No Office	6.55	
12.30	11				16.9	FALL CITY	37.7		No Office	6.40	
12.55	40	20		J	22.3	CARNATION	32.3	PW	7.45 AM to 4.45 PM	6.25	
1.20	31	20			31.0	DUVALL	23.6	P	No Office	6.05	
1.45		10			36.6	HIGH ROCK	18.0		No Office	5.45	
A 2.10 AM					40.2	MONROE JCT.	14.4	JPVX	No Office	L 5.30 PM	
				RO	40.5	MONROE	14.1				
					47.4	SNOHOMISH	7.2		Via G. N. Ry.		
					53.2	LOWELL	1.4	JVX			
			150		53.7	BELT YARD	1.9	JVXZ	Via N. P. R. R.		
					53.2	LOWELL	1.4	JVX			
A 3.10 AM		Yard	RT		54.6	EVERETT	0.0	BKORTWX	8.00 AM to 5.00 PM	L 4.30 PM	

MAXIMUM SPEED PERMISSIBLE
 Between Cedar Falls and Monroe Jct. 35 mph. 1 mile West of Cedar Falls to 1 mile East of Tanner 15 mph. Within yard limits Snoqualmie Falls 6 mph. Over Bridge FF-842, 1 mile West of Tokul and from Falls City to 3 miles West 15 mph. 15 mph. around sharp curves between Snoqualmie Falls and 2 miles East of Carnation. **EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS
 Meadow Brook.....1.6 miles west of No. Bend
 Stuart.....4.1 miles west of Carnation

Seattle Water Shed extends from Cedar Falls to one mile west of west switch Cedar Falls. All toilets must be kept locked intrains 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.

14 WESTWARD		FOURTEENTH SUBDIVISION				EASTWARD					
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Bagley Jct.	Time Table No. 9 DECEMBER 6, 1942	Distance from Enumclaw	See Rule 6-A	Office open week days	SECOND CLASS	
Way Freight	Daily Except Sunday	Sidings	Other tracks							Way Freight	Daily Except Sunday
L					0.0	BAGLEY JCT.	16.1	JPR	No Office	A	
			40		2.3	SELLECK (PACIFIC STATES LUMBER CO. CROSSING)	13.8	PX	No Office		
					3.1	YANDELL	13.0		No Office		
					4.6	DURHAM	11.5		No Office		
					5.3	KANASKAT JCT.	10.8	JPV	No Office		
	19				7.4	PALMER	8.7		No Office		
		10			8.6	BAYNE JCT.	7.5	JPX	No Office		
		20			8.8	BAYNE	7.3	X	No Office		
					9.9	CUMBERLAND	6.2		No Office		
					10.7	NACO	5.4		No Office		
		82			12.7	VEAZIE	3.4		No Office		
A		90	CW		16.1	ENUMCLAW	0.0	BRWXY	8.00 AM to 5.00 PM	L	

MAXIMUM SPEED PERMISSIBLE
 Between Bagley Jct. and Bayne Jct., 15 mph. Between Bayne Jct. and Enumclaw, 30 mph.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
 A derail is located 330 ft. west of junction switch at Bagley Jct.

15 WESTWARD		FIFTEENTH SUBDIVISION				EASTWARD						
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Tacoma	Time Table No. 9 DEC 6, 1942	Distance from Morton	See Rule 6-A	Office open week days	SECOND CLASS		
Time Freight	Way Freight	Sidings	Other tracks							Time Freight	Daily Except Sunday	Time Freight
L 9.30 PM	L 7.30 AM		Yard	MA	0.0	TACOMA	67.2	BKRVX	Continuous	A 12.01 AM	A 12.15 PM	A 1.00 PM
10.30	7.50		63		3.1	HILLSDALE	64.1	PX	No Office	11.25	11.40	12.40
					5.5	MIDLAND	61.7		No Office			
862 10.50	8.15		45		6.9	ALLISON	60.3	PX W. 4 Miles W	No Office	865 10.50	11.25	12.20
A 10.55 PM	8.27	A 1.30 AM	38	SJ	11.2	FREDERICKSON	56.0	JPRXY	No Office	L 10.40 PM	L 11.01 AM	12.05 PM
	8.55		76		17.4	THRIFT	49.8		No Office			11.35
	9.08		38		21.0	TANWAX	46.2	W. 2.0 Miles West	No Office			11.25
	9.20				23.0	KAPOWSIN	44.2	PW	No Office			11.09
	792 10.00		76	30	32.6	EATONVILLE	34.6	WX	7.45 AM to 4.45 PM			791 10.00
	10.17		20		36.6	LA GRANDE	30.6	P	No Office			9.30
	10.37		41	7	41.2	ALDER	26.0	P	8.00 AM to 5.00 PM			9.01
	10.45		82		43.3	RELIANCE	23.9	P	No Office			8.50
	11.00		17	30	47.2	ELBE	20.0	PW	No Office			8.20
	11.55		10		49.6	PARK JCT.	17.6	JPXY	No Office			7.20
	A 12.15 PM		30	200	53.7	MINERAL (Log. Co. King)	13.5	BKMORWXY	6.30 AM to 2.30 PM 4.30 PM to 12.30 AM			L 7.00 AM
			38	22	57.9	DIVIDE	9.3	W 4.9 West PX	No Office			
			25		65.2	COAL CANYON	2.0		No Office			
			65	185	67.2	MORTON	0.0	BRXY	7.00 AM to 3.00 PM 3.00 PM to 11.00 PM			

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Hillsdale and Park Jct.	40 mph.	35 mph.
Between Park Jct. and Morton	35 mph.	35 mph.
Between LaGrande and 3 1/2 miles west	15 mph.	15 mph.
Over Nisqually River bridge, 1 mi. West of Park Jct.	15 mph.	15 mph.
Over Bridge GG-86 3 miles west of Divide	15 mph.	15 mph.
Between Hillsdale and Tacoma	15 mph.	15 mph.
Trains handling logs		30 mph.
Between M. P. 39.5, 3 1/2 miles west of LaGrande and M. P. 40 one mile east of Alder	10 mph.	10 mph.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Columbia Powder Co.	1.0	West	Frederickson
Lindberg & Hobi Co.	1.0	West	Mineral
Carlson Lbr. Co.	1.9	West	Mineral
Cole and Williams Mill	4.9	West	Divide
Nineteen Mile Creek	4.0	East	Morton
Watson and Atwood	3.0	East	Morton

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between Hillsdale and junction switch near passenger station Tacoma. Trains need not obtain Clearance Form A at Frederickson, when operator not on duty.

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

15 WESTWARD		SIXTEENTH SUBDIVISION				EASTWARD					
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Park Jct.	Time Table No. 9 DECEMBER 6, 1942	Distance from Ashford	See Rule 6-A	Office open week days	THIRD CLASS	
Way Freight	Daily Except Saturday	Sidings	Other tracks							Way Freight	Daily Except Saturday
L 11.05 AM			10		0.0	PARK JCT.	5.5	JPXY	No Office	A 11.55 AM	
11.12		21			1.3	HICKEY	4.2	X	No Office	11.48	
11.20			17		3.5	NATIONAL	2.0	P	No Office	11.40	
A 11.30 AM			60	F	5.5	ASHFORD	0.0	PX	8.00 AM to 5.00 PM	L 11.30 AM	

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Park Jct. & Ashford	30 mph.	20 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Park Jct.

16		WESTWARD SEVENTEENTH SUBDIVISION EASTWARD										17				
SECOND CLASS		Time Table No. 9 DECEMBER 6, 1942										SECOND CLASS				
865	863	Capacity in cars		Telegraph calls	Distance from Frederickson	STATIONS	Distance from Hoquiam	See Rule 6-A	Office open week days	864	862	Distance from Raymond	See Rule 6-A	Office open week days	864	862
Time Freight Daily Except Sat.	Time Freight Daily Except Sunday	Sidings	Other tracks							Time Freight Daily Except Monday	Time Freight Daily Except Sunday				Time Freight Daily Except Monday	Time Freight Daily Except Sunday
L 10.55PM	L 1.30AM	38		SJ	0.0	FREDERICKSON	93.8	JPRXY	No Office	A 11.01AM	A 10.40PM					
11.05	1.45		8		3.4	LOVELAND	90.4		No Office	10.45	10.20					
11.20	2.10	75			8.0	GREENDALE	85.8	W	No Office	10.25	10.05					
11.45	2.30	23	50		15.8	McKENNA	78.0	P	No Office	10.05	9.45					
12.01AM	2.50	37			23.4	RAINIER	70.4	P	No Office	9.45	9.25					
					26.3	(Weyerhaeuser Timber Co. Crossing)	67.5	M								
12.15	3.05AM			SK	28.9	SKOOKUMCHUCK	64.9	JPV	No Office	9.40	9.05					
12.20	3.10			JC	30.0	WESTERN JCT.	63.8	JVX	8.00 AM to 5.00 PM	9.25	9.03					
12.30	3.15	34			31.2	OFFUTT LAKE	62.6		No Office	9.15	9.00					
L 1.00AM	A 3.30AM	33	39	MT	37.2	MAYTOWN	56.6	JPRWXY	8.00 PM to 5.00 AM	L 9.00AM	A 8.30PM					
1.10					41.1	MUMBY	52.7		No Office		8.20					
1.30			7		46.6	ROCHESTER (N. P. Crossing)	47.2	P	No Office		8.05					
A 1.40AM					48.5	HELISING JCT.	45.3	JRV	No Office		L 8.00PM					
2.55 A					50.0	INDEPENDENCE	43.8				7.52					
3.10					54.6	BALCH	39.2				7.40					
3.25					58.5	CEDARVILLE	35.3				7.30					
3.35					62.6	LANKNER	31.2				7.20					
3.42					65.2	RONY	28.6				7.15					
3.48					67.1	SAGINAW	26.7				7.10					
3.55					68.8	SOUTH ELMA	25.0				7.05					
4.05					72.2	FULLER	21.6				6.50					
4.30					78.7	SOUTH MONTESANO	15.1				6.30					
4.36					80.1	MELBOURNE	13.7				6.14					
4.45					82.9	PREACHER'S SLOUGH	10.9				5.50					
5.00					86.4	NORTH RIVER JCT.	7.4				5.35					
5.15					87.5	COSMOPOLIS	6.3									
5.45AM					89.3	SOUTH ABERDEEN	4.5									
					90.2	ABERDEEN	3.6									
					93.8	HOQUIAM	0.0		Via N. P. R. R.		5.00PM					

MAXIMUM SPEED PERMISSIBLE		
	Pass. trains	Freight trains
Between Frederickson and Western Jct.	40 mph.	35 mph.
Between Western Jct. and Maytown	45 mph.	40 mph.
Between Maytown and Helising Jct.	40 mph.	35 mph.
Trains handling logs		30 mph.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS			
Name	Miles	Direction	Station
UPCO	2.8	West	Offutt Lake

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

Trains need not obtain Clearance Form A at Frederickson, when operator not on duty.

Trains need not obtain Clearance Form A at Maytown, when operator not on duty.

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

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

Trains need not obtain Clearance Form A at Helising Jct.

16		WESTWARD EIGHTEENTH SUBDIVISION EASTWARD										17				
THIRD CLASS		Time Table No. 9 DECEMBER 6, 1942										SECOND CLASS				
963	863	Capacity in cars		Telegraph calls	Distance from Maytown	STATIONS	Distance from Raymond	See Rule 6-A	Office open week days	864	964	Distance from Raymond	See Rule 6-A	Office open week days	864	964
Way Freight Daily Except Sunday	Time Freight Daily Except Sunday	Sidings	Other tracks							Time Freight Daily Except Monday	Time Freight Daily Except Sunday				Time Freight Daily Except Monday	Way Freight Daily Except Sunday
	L 3.40AM	33	39	MT	0.0	MAYTOWN	64.6	JPRWXY	8.00 PM to 5.00 AM	A 9.00AM						
	4.05	54			7.4	ESSEX	57.2		No Office	8.35						
					12.4	(N. P. Crossing) (U. P. Crossing) BLAKESLEE JCT.	52.2	MX								
	4.30	40	36	CN	13.7	CENTRALIA	50.9	PXZ	8.00 AM to 5.00 PM	8.20						
					14.3	(N. P. Crossing)	50.3	M								
					17.0	(3 N. P. Crossings)	47.6	M								
L 4.30PM	4.50	58	100	CH	17.4	CHEHALIS	47.2	KPRVWX	Continuous	8.00	As 3.20PM					
4.35	A 5.30AM			JO	18.4	(N. P. Crossing) CHEHALIS JCT.	46.2	JMVX	6.00 AM to 3.00 PM	L 7.30AM	3.15					
	9.00AM				58.0	LONGVIEW	0.0		Via N. P. R. R.	4.30AM						
					18.4	CHEHALIS JCT.	46.2		Via N. P. R. R.							
L 5.40PM					35.3	DRYAD JCT.	29.3	JRV	No Office		As 1.55PM					
f 5.45		10			36.2	DOTY	28.3	P	No Office		f 1.50					
f 6.30		13			50.0	MACPHAIL	14.6	X	No Office		f 1.00					
f 6.50		30			53.3	SUTICO	11.3		No Office		f 12.45					
f 7.00					54.9	FIRDALE	9.7	PW	No Office		f 12.30					
f 7.34		10			61.8	WILLAPA	2.8	X	No Office		f 12.10					
As 7.55PM		19	140	RD	64.6	RAYMOND (N. P. Crossing)	0.0	BKORVWXY	8.00 AM to 5.00 PM		L 12.01PM					

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS			
Name	Miles	Direction	Station
Nyman	3.0	West	Doty

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Northern Pacific R. R. Co. crossing located 0.6 miles west of Centralia is protected by gates normally set for movement on C. M. St. P. & P. R. R. track.

Northern Pacific R. R. Co. crossings located in Chehalis Yard are protected by gates normally set for movement on C. M. St. P. & P. R. R. track.

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

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

Trains need not obtain Clearance Form A at Maytown when operator not on duty.

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

Trains need not obtain clearance Form A at Dryad Jct.

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

SECOND CLASS		Capacity in cars				Time Table No. 9 DECEMBER 6, 1942 STATIONS	Distance from Glacier	See Rule 6-A	Office open week days	THIRD CLASS	
Way Freight Daily Except Sunday	97	Sidings	Other tracks	Telegraph calls	98					Way Freight Daily Except Sunday	
L	5:00AM		Yard	L	0.0	BELLINGHAM (3 G. N. Crossings)	4.0	46.8	BKMORTVWXZ	8:00 AM to 5:00 PM	As 2:15PM
	5:25	21			4.0	CORNWALL		42.8		No Office	1:55
f	5:48	34			11.4	WAHL		35.4	PX	No Office	f 1:20
f	5:53				12.7	GOSHEN JCT.		34.1	JPRX	No Office	f 1:01
f	5:55	15			12.9	GOSHEN		33.9	X	No Office	f 12:55
f	6:07	15			17.0	STRANDELL		29.8		No Office	f 12:35
s	6:15		30		17.8	EVERSON		29.0	X	No Office	s 12:25
s	6:30	13			19.3	HAMPTON		27.5	JPRXY	No Office	s 12:10PM
f	6:40	16			22.2	CLEARBROOK		24.6		No Office	f 11:50
s	6:50		Yard	S	25.1	SUMAS		21.7	BPVWXY	8:00 AM to 5:00 PM	s 11:40
					26.1	(N. P. Crossing)		20.7		No Office	
	7:25	17			31.9	HILLTOP		14.9	P	No Office	11:01
f	7:30	15			32.7	COLUMBIA		14.1	P	No Office	f 10:55
f	7:35				33.4	LIMESTONE JCT.		13.4	PY	No Office	f 10:45
f	7:55	8			36.3	KENDALL		10.5		No Office	f 10:05
f	8:25	12			39.5	MAPLE FALLS		7.3	P	No Office	f 9:55
As	9:15AM	25	55		46.8	GLACIER		0.0	PRY	No Office	L 9:30AM

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Bellingham and Glacier	25 mph.	25 mph.

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

Great Northern R. R. Co. crossings located in Bellingham Yard are protected by gates normally set for movement on Great Northern R. R. Co. tracks.

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Lind Spur	2.7	West	Bellingham
Cement Spur	3.3	West	Bellingham
Blair	1.8	East	Hilltop

Eastward trains will not be required to obtain a clearance Form A at Glacier. Westward trains will not be required to

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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

obtain a clearance Form A at Hampton. Rule 83B does not apply at Bellingham when operators are not on duty.

SECOND CLASS		Capacity in cars				Time Table No. 9 DECEMBER 6, 1942 STATIONS	Distance from Kulshan	See Rule 6-A	Office open week days	
Way Freight Daily Except Sunday	L	Sidings	Other tracks	Telegraph calls	96					
L					0.0	GOSHEN JCT.	11.5	JPRX	No Office	A.
					6.1	(N. P. Crossing)	5.4	M		
					7.1	DEMING	4.4	P	No Office	
A.			Yard		11.5	KULSHAN	0.0	PWXY	No Office	L.

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Goshen Jct. & Kulshan	20 mph.	20 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Goshen Jct.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Bell Creek	2.1	West	Deming

SECOND CLASS		Capacity in cars				Time Table No. 9 DECEMBER 6, 1942 STATIONS	Distance from Lynden	See Rule 6-A	Office open week days	THIRD CLASS	
Way Freight Daily Except Sunday	197	Sidings	Other tracks	Telegraph calls	198						
L	6:30AM		20		0.0	HAMPTON	5.4	JPRXY	No Office	A 8:21AM	
A	6:50AM		Yard	A	5.4	LYNDEN	0.0	RY	8:00 AM to 5:00 PM	L 8:01AM	

MAXIMUM SPEED PERMISSIBLE

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Hampton.

SECOND CLASS		Capacity in cars				Time Table No. 9 DECEMBER 6, 1942 STATIONS	Distance from Disque	See Rule 6-A	Office open week days	SECOND CLASS	
Way Freight Daily Except Sun.	95	Sidings	Other tracks	Telegraph calls	96						
L	12:20PM				0.0	PORT TOWNSEND	69.1	OWYX	8:00 AM to 5:00 PM	As 10:50AM	
L	1:05PM	27			13.0	DISCOVERY JUNCTION	56.1	V	No Office	A 10:05AM	
			10		14.4	MAYNARD	54.7	W 2 mi W	No Office		
			10		20.4	GARDINER	48.7		No Office		
					25.7	BLYN	43.4		No Office		
s	2:05	34			32.5	SEQUIM	36.6		8:00 AM to 5:00 PM	s 9:05	
		13			36.1	CARLSBORG	33.0	X	No Office		
		10			39.9	AGNEW	29.2		No Office		
			12		42.9	CRANE	26.2		No Office		
		27			48.4	ENNIS CREEK	20.7	X	No Office		
As	3:05PM		Yard		50.8	PORT ANGELES	18.3	BKOPRWXYZ	8:00 AM to 5:00 PM	L 8:01AM	
		25			55.0	JORDAN	14.1		No Office		
		5			58.6	EL WHA	10.5		No Office		
			2		62.1	COVILL	7.0		No Office		
		26			67.2	JOYCE	1.9		No Office		
					69.1	DISQUE	0.0	V	No Office		

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Pt. Townsend & Discovery Jct.	30 mph.	20 mph.
Between Discovery Jct. and Port Angeles	35 mph.	25 mph.
Between Port Angeles and Disque	30 mph.	20 mph.
Trains handling logs		20 mph.
Along waterfront east of Ennis Creek		10 mph.
Over Morse Creek Bridge at M. P. 45		10 mph.
5 1/4 miles east of Port Angeles	10 mph.	10 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Edus	2.0	West	Port Angeles

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

Trains need not obtain Clearance Form A at Port Townsend.

Trains must stop before crossing Laurel St., Port Angeles.

YARD LIMITS AT

Avery—Extend from 657 ft. east of east switch to 4072 ft. west of west switch.

St. Maries—Extend from 1924 ft. east of Milwaukee Lbr. Co. spur switch to 1977 ft. west of west switch on 1st. subdivision, and to 2714 ft. west of west wye switch on 7th. subdivision.

Plummer Jct & Plummer—Extends from 4591 ft. east of Jct. switch at Plummer Jct. to west switch at Plummer on 1st subdivision, and to 2084 ft. west of wye switch on 2nd subdivision.

Malden—Extend from 3099 ft. east of east switch to 5028 ft. west of west switch.

Manito—Extend from 2445 ft. east of east switch to Union Pacific Junction switch.

Marengo—Extend from 3032 ft. east of east switch to 4976 ft. west of west switch.

Othello—Extend from 2003 ft. east of east switch to 2235 ft. west of west switch.

Beverly—Extend from 3700 ft. east of east switch to 2700 ft. west of west switch.

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 5th. subdivision, and to 4172 ft. west of junction switch on 13th. subdivision.

Maple Valley—Extend from 3000 ft. east of east switch to Pacific Coast R. R. yard limits.

Black River—Extend from 3063 ft. west of Northern Pacific Railway crossing to Pacific Coast R. R. and Union Pacific R. R. yard limits.

Kent—Extend from 2991 ft. east of east switch to 1847 ft. west of west switch.

Auburn—Extend from 3007 ft. east of east switch to 2991 ft. west of west switch.

Sumner—Extend from 3088 ft. east of east switch to 2994 ft. west of west switch.

Tacoma, Tacoma Jct. & Hillsdale—Extend from 4526 ft. east of Tacoma Jct. to Tide Flats Yard, to end of track Tacoma Passenger station and to 4421 ft. west of west switch Hillsdale on 15th. subdivision.

Clarkia—Extend from 1060 ft. east of east switch to 839 ft. west of west switch.

Purdue & Bovill—Extend from 800 ft. east of passenger station Purdue to 2279 ft. west of west switch Bovill.

Elk River—Extend from 3409 ft. east of east switch to end of track.

Dishman—Extend from 5448 ft. west of west switch to Union Pacific R. R. connection.

McGuire & Grand Jct.—Extend from 2004 ft. east of east switch McGuire to 2010 ft. west of west switch Grand Jct. on 8th. subdivision and to 4342 ft. west of junction switch on 9th. subdivision.

Newport—Extend from 1993 ft. east of east switch to 2010 ft. west of west switch.

Usk & Cusick—Extend from 2010 ft. east of east switch Usk to 1754 ft. west of planer track switch Cusick.

Metaline Falls—Extend from 1946 ft. east of east wye switch to end of track.

Gibbs & Coeur d'Alene—Extend from 1676 ft. east of Winton mill switch at Gibbs to end of tracks at Coeur d'Alene, including joint track to Rutledge mill.

Priest Rapids—Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.

White Bluffs—Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.

Hanford—Extend from 2000 ft. east of east switch to end of track.

North Bend—Extend from east switch to 2000 ft. west of west switch.

Snoqualmie Falls—Extend 3100 ft. east of east switch to 1000 ft. west of west switch.

Monroe Jct.—Extend from 5300 ft. east of junction switch to Monroe Jct.

Everett & Belt Yard—Extend from Lowell Jct. to end of track Everett, and Belt Yard N. P. Ry. connection to end of track.

Bagley Jct.—Extend from Bagley Jct. switch to 800 ft. west of switch.

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.

Allison—Extend from 972 ft. east of east switch to 1650 ft. west of west switch.

Frederickson—Extend from 493 ft. east of east switch to 3250 ft. west of west switch on 15th. subdivision, and 2672 ft. west of west switch on 17th. subdivision.

Eatonville—Extend from 1310 ft. east of east switch to 4004 ft. west of west switch.

Park Jct. & Hickey—Extend from 3205 ft. east of east switch Park Jct. to 2860 ft. west of west switch Park Jct., and to 1000 ft. west of west switch at Hickey on 16th. subdivision.

Mineral—Extend from 1438 ft. east of east switch to 1473 ft. west of west switch.

Divide—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch.

Morton—Extend from 2578 ft. east of east switch to Kosmos Logging Co. interchange.

Ashford—Extend from 242 ft. east of east switch to end of track.

Western Jct.—Extend from 2096 ft. east of connection switch to 2012 ft. west of connection switch.

Maytown—Extend from 2874 ft. east of east switch to 3279 ft. west of west switch on 17th. subdivision, and to 1347 ft. west of west switch on 18th. 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.

Nyman—Extend from 2500 ft. east of east wye switch to 2500 ft. west of west wye switch.

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

Willapa—Extend from 3786 ft. east of Willapa to 384 ft. west of switch to oil spur.

Raymond—Extend from 4230 ft. east of east switch to end of track.

Port Angeles & Ennis Creek—Extend from 2500 ft. east of east switch at Ennis Creek to 1500 ft. west of Bayside yard switch.

Carlsborg—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch.

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

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

Wahl & Goshen—Extend from 2182 ft. east of east switch Wahl to 507 ft. west of west switch Goshen.

Everson & Hampton—Extend from 2000 ft. east of east switch Everson to 2008 ft. west of west wye switch Hampton.

Sumas—Extend from 1954 ft. east of east wye switch to 2000 ft. west of west wye switch.

Kulshan—Extend from 2019 ft. east of switch to Rounds and Hunter log spur to end of tracks.

FREIGHT TONNAGE RATING—WEST COAST DIVISION

EASTWARD	TACOMA TO RENTON	RENTON TO CED. FALLS	CED. FALLS TO HYAK	HYAK TO KITTITAS	KITTITAS TO BEVERLY	BEVERLY TO OTHELLO	THROUGH EFFICIENCY RATING
EF 1	6000	3650	1550	5000	1600	5000	4018
EF 3	9000	5500	2550	7500	2550	7500	6027
EP 2	3450	1715	860	3000	925	2300	2102
EP 3	4300	2200	1050	3500	1150	2500	2253
WESTWARD	OTHELLO TO BEVERLY	BEVERLY TO BOYLSTON	BOYLSTON TO KITTITAS	KITTITAS TO CLE ELUM	CLE ELUM TO HYAK	HYAK TO CED. FALLS	THROUGH EFFICIENCY RATING
EF 1	5000	1100	3100	5000	3700	2900	4148
EF 3	7500	1650	4650	7500	5550	4350	6242
EP 2	3500	580	1400	3500	2400	1250	2333
EP 3	3500	600	1500	3600	2500	1350	2421

FREIGHT TONNAGE RATING—EAST COAST DIVISION

EASTWARD	OTHELLO TO AVERY	ELK RIVER TO BOVILL	BOVILL TO SHEERWIN	CHESTER TO MANITO	MANITO TO PLUMB. JCT.	NEWPORT TO TWEEDIE	COLEMAN TO JENIDA	ALDER CRK. TO ROVER
N-3	5543	1112	1400	1700	3574	3771	2815	
C-3	3018	615	788	933	1950	2057	1539	
F-5	2706	523	681	813	1735	1832	1362	
S-1	4000			1360	2500			
WESTWARD	RAMSDELL TO SORRENTO	MARENGO TO HILLCREST	PLUMB. JCT. TO WORLEY	WORLEY TO SPOKANE	SPOKANE TO CHENEY	KEELER TO ELK RIVER	RATHDRUM TO JENIDA	ALDER CRK. TO ROVER
N-3	2815	3771	2815	3771	2806	1112	2815	1400
C-3	1539	2057	1539	2057	2079	615	1539	788
F-5	1462	1832	1462	1832	1853	523	1462	681
S-1	1920	2700	1920	2700	2750			

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

WEIGHT OF LOCOMOTIVE INCLUDING TENDER

L-2	216 tons	I-5	104 tons
L-3	252 tons	N-2	281 tons
F-5	205 tons	N-3	370 tons
F-3	196 tons	EF-1	288 tons
C-5	189 tons	EF-3	406 tons
C-3	185 tons	EP-2	272 tons
C-2	175 tons	EP-3	310 tons
G-6	157 tons	K-1	182 tons
G-5	98 tons	S-1	400 tons

EMERGENCY TELEPHONES

Baggage cars on trains 15 and 16, and all motors are equipped with telephones.

On 5th subdivision emergency telephones are located between Stations as follows:

In booth just west of bridge FF-16 one-half mile west of MP 2099.

In watchman's shack just east of Keechelus snow shed near MP 2112.

In watchman's shack just west of Windy Point one-half mile west of MP 2120.

In phone booth just west of Harris Creek and just east of MP 2125.

In phone booth just east of McClelans Butte and just east of MP 2127.

In watchman's shack west of Mine Creek just west of MP 2129.

In watchman's carbody east of Change Creek about one-half mile west of MP 2130.

On 1st Subdivision telephone is located:

In booth MP 1782 4 miles west of Ethelton.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. H. Eugene Allen	Chief Surgeon	Seattle
Dr. C. A. Robins	District Surgeon	St. Maries
Dr. Carroll Smith	Oculist	Spokane
Dr. W. W. Hicks	Oculist	Ellensburg
Dr. H. Eugene Allen	District Surgeon	Seattle
Dr. W. F. Hoffman	Oculist	Seattle
Dr. E. DeMar Anderson	Oculist	Seattle
Dr. J. H. Mathews	Aurist	Seattle
Dr. R. C. Schaeffer	District Surgeon	Tacoma
Dr. A. W. Howe	Oculist	Tacoma
Dr. F. A. H. Johnson	Oculist	Tacoma
Dr. S. S. Howe	Oculist	Bellingham
Dr. C. L. Hoeffler	Oculist	Everett
Dr. H. W. Fleischhauer	Oculist	Port Angeles

HOSPITALS

St. Maries	St. Maries Hospital
Spokane	{Sacred Heart Hospital {Deaconess Hospital
Ellensburg	Ellensburg General Hospital
Cle Elum	Roslyn Cle Elum Hospital
Everett	Providence Hospital
Seattle	Providence Hospital
Port Angeles	Port Angeles General Hospital
Tacoma	St. Joseph's Hospital
Hoquiam	Hoquiam Hospital
Chehalis	St. Helen's Hospital
South Bend	South Bend General Hospital
Bellingham	St. Lukes Hospital

Stretchers are located as follows: Avery, St. Joe, St. Maries, Plummer Jct., Rosalia, Malden, Bovill, Elk River, Spokane, Spirit Lake, Lind, Othello, Beverly, Ellensburg, Cle Elum, Hyak, Cedar Falls Tacoma, Morton, Mineral, Black River.

LOCATION	NAME	TITLE	OFFICE TELEPHONE	RESIDENCE TELEPHONE
St. Maries	Dr. E. G. Peacock	" "	" "	" "
St. Maries	Dr. C. A. Robins	" "	119	267
Tekoa	Dr. C. B. Clizer	" "	15	15X
Rosalia	Dr. L. A. Quafe	" "	2504	2502
Spokane	Dr. E. B. Nelson	" "	Main 5351	Lakeview 0232
Spokane	Dr. C. L. Kyle	Asst. "	Main 5351	Broadway 3040
Spokane	Dr. J. M. Nelson	" "	Main 5351	Lakeview 3561
Newport	Dr. A. T. Munro	Local "	30	30
Ione	Dr. G. Moulton Richards	" "	5	11
Coeur d'Alene	Dr. J. T. Wood	" "	29X	29
Ellensburg	Dr. W. A. Taylor	" "	Main 60	Main 160
Cle Elum	Dr. W. E. Smick	" "	" "	" "
Snoqualmie	Dr. Samuel Max	" "	" "	" "
Fall City	Dr. W. W. Cheney	" "	A2	A1
Monroe	Dr. Minard Allison	" "	Get thru Monroe Gen. Hospital	" "
Everett	Dr. A. H. Gunderson	" "	" "	" "
Enumclaw	Dr. E. R. Tiffin	" "	163	175
Renton	Dr. H. H. Adams	" "	" "	" "
Seattle	Dr. H. Eugene Allen	" "	Elliott 3037	Garfield 0124
Seattle	Dr. I. M. Cohn	Asst. "	Elliott 3037	Hemlock 0402
Seattle	Dr. Wm. C. Speidel	Local "	Main 1291	RA. 0240
Kent	Dr. C. B. Hoffman	" "	53 W	53R
Auburn	Dr. Walter C. Aylen	" "	109-J	109-M
Auburn	Dr. John Darst	" "	199-J	354-M
Puyallup	Dr. C. H. Aylen	" "	Main 500	3063
Sumner	Dr. Chas. H. Denzler	" "	72	316 or 128
Tacoma	Dr. R. C. Schaeffer	" "	Main 1224	Main 5403
Tacoma	Dr. C. B. Ritchie	Asst. "	Broadway 2203	Broadway 3882
Tacoma	Dr. Edwin W. Janes	" "	Main 2348	Proctor 6710
So. Tacoma	Dr. A. G. Nace	" "	Garland 2182	Garland 1131
Eatonville	Dr. D. M. Nevitt	Local "	113	114
National	Dr. Hugh A. Larkin	" "	" "	" "
Morton	Dr. L. Asmundson	" "	Get thru Opr. Morton	" "
Montesano	Dr. J. H. Fitz	" "	256	256-J
Cosmopolis	Dr. L. R. Lightfoot	" "	Aberdeen 1182	Aberdeen 1182
Aberdeen	Dr. J. B. Kinne	" "	553	777
Hoquiam	Dr. J. F. Macdonald	" "	" "	" "
Centralia	Dr. David Livingstone	" "	765-R and 848	1150
Chehalis	Dr. H. L. Petit	" "	187-W	187-R
Doty	Dr. E. W. Stevens	" "	614	613
South Bend	Dr. F. W. Anderson	" "	" "	" "
Longview	Dr. J. S. McCarthy	" "	" "	" "
Port Townsend	Dr. H. G. Plut	" "	" "	" "
Sequim	Dr. W. A. Hibbs	" "	" "	" "
Port Angeles	Dr. R. S. Hamilton	" "	156-W	156-W
Bellingham	Dr. W. A. Hulbush	" "	1121	1120
Sumas	Dr. E. S. Sarvis	Local "	371	372
Lynden	Dr. F. L. Wood	" "	1981	1982

SUNDAY & HOLIDAY HOURS AT STATIONS

Avery	Continuous
St. Maries	Continuous
Plummer Jct.	Continuous
Malden	12:01 AM to 8:00 AM 10:00 AM to 2:00 PM 4:00 PM to 9:00 PM
Manito	4:00 PM to 10:00 AM
Spokane	5:45 AM to 9:45 AM 2:00 PM to 10:00 PM
Marengo	Continuous
Othello	Continuous
Beverly	Continuous
Kittitas	8:00 AM to 5:00 PM
Ellensburg	9:30 PM to 5:00AM
Cle Elum	Continuous
Cedar Falls	Continuous
Maple Valley	Continuous
Black River	Continuous
Auburn	Continuous
Sumner	8:45 AM to 10:45 AM 1:00 PM to 9:00 PM
Tacoma Jct.	Continuous
Tacoma	Continuous
Everett	Sundays—None Holidays—4:00 PM to 6:00 PM
Mineral—Sunday	4:30 PM to 12:30 AM
Holidays	7:30 AM to 9:30 AM
Holidays	4:30 PM to 12:30 AM
Maytown—Holidays	8:45 PM to 4:45 AM
Chehalis—Sunday	8:00 AM to 4:00 PM
Holidays	Continuous
Chehalis Jct.—Holidays	6:00 AM to 3:00 PM

Other Stations Closed.

WATCH INSPECTORS

National Railway Time Service Co.	Chief Inspectors 58 East Washington Street Chicago, Ill.
St. Maries	F. W. Krasselt
Rosalia	H. Fulner
Spokane	408 Riverside Ave., Nelson Jewelry Co.
Malden	Pacific Watch Co.
Othello	Pacific Watch Co.
Cle Elum	M. W. Davies
Seattle	414 Pike St., Weisfield & Goldberg, Inc.
Tacoma	1105 Broadway, A. A. Mierow
Newport	A. F. Benson
Everett	1707 Hewitt Ave., H. Mayer
Enumclaw	A. C. Melsness
Morton	F. A. Baker
Hoquiam	Fred Wetzel
South bend	Halver Holte
Bellingham	E. H. Easton
Port Angeles	J. L. Coffey
Port Townsend	840 Water St., Walter S. Wisniewski
Longview	Roy L. Crouch

R. C. PETERSON	H. A. MOSHER,
R. W. BEAL,	C. P. MILES,
W. A. MONROE,	W. H. SMITH,
F. B. BEAL,	A. D. BRUNEAU,
F. A. CHALK,	J. R. PIATT,
J. W. CORBETT,	Train Dispatchers.

J. P. ROTHMAN,
Chief Dispatcher 22d Subdivision.

P. L. HAYS,
Chief Dispatcher 1st, 2nd, 3rd, 7th, 8th, 9th, 10th, 11th Subdivisions.

H. L. WILTROUT,
Chief Dispatcher 4th, 5th, 6th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st Subdivisions.

G. J. JOHNSTON,
E. G. TALLMADGE,
H. T. DERSCH,
Traveling Engineers and
Assistant Trainmasters.

J. O'DORE,
Trainmaster.