

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

COAST DIVISION TIME TABLE NO. 28

Taking effect at 12:01 A. M.

Pacific Standard Time

THURSDAY, JAN. 15, 1953

For the government and information
of employees only

A. W. HERVIN
Assistant Superintendent

L. V. ANDERSON
Superintendent of Transportation

C. A. NUMMERDOR
General Superintendent of Transportation

J. T. HANSEN
Superintendent

L. K. SORENSEN
General Manager

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TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30
59	61	144	25
60	60	180	20
61	59	240	15
62	58.1	360	10

PIONEER INC., TACOMA-17288



2		WESTWARD										FIRST SUBDIVISION										EASTWARD										3	
SECOND CLASS	FIRST CLASS		Capacity in Cars		Telegraph calls	Distance from Othello	Time Table No. 28 JAN. 15, 1953		Distance from Cle Elum	See Rule 6-A	Office Hours Also see page 15	FIRST CLASS		SECOND CLASS	Distance from Seattle	See Rule 6-A	Office Hours Also see page 15	FIRST CLASS		SECOND CLASS													
	263	15	17	Sidings			Other tracks	18				16	264	16				18	264														
Time Freight	Passenger	Passenger					STATIONS				Passenger	Passenger	Time Freight				Passenger	Passenger	Time Freight														
Daily	Daily	Daily									Daily	Daily	Daily				Daily	Daily	Daily														
L 6.30AM	L 4.55AM	L 12.55AM		Yard	80	0.0	OTHELLO	98.9	BKPRWX	Continuous	As 4.15AM	As 7.35PM	A 7.00PM				As 5.08PM	As 1.15AM	A 12.30PM														
6.40		1.01	68			5.5	ANSON	93.4	P	No Office	4.00		6.10				4.53	f 12.58	263 11.55														
6.46	5.05	1.05	113	11		9.2	TAUNTON	89.7	P	No Office	3.55	7.20	6.01				4.41	12.46	11.35														
6.56	5.14	f 1.14	60	18		15.0	CORFU	83.9	P	No Office	f 3.45	7.11	5.40				4.30	f 12.32	11.15														
7.10	5.25	f 1.25	111	10		24.7	SMYRNA	74.2	P	No Office	f 3.33	7.00	5.15				4.24	f 12.25	10.59														
7.20	5.32	1.33	50			31.2	JERICHO	67.7	P	No Office	3.26	6.54	4.55				4.14	12.14	10.45														
7.40	5.43	s 1.44	113	Yard	BV	37.8	BEVERLY	61.1	BKOPWXY	12.01AM to 4.00PM Except Mon.	s 3.15	6.43	4.35				4.03	12.01AM	10.20														
						38.8	BEVERLY JCT.	60.1	JPX	No Office							3.54	11.50	9.59														
8.05	5.57	1.58	113	3		44.0	DORIS	54.9	P	No Office	2.57	6.31	3.45				3.46	11.40	15 9.40 8.30														
8.25	6.09	2.10	60	5		49.6	RYE	49.3	P	No Office	2.48	6.20	3.25				3.41	11.32	8.13														
8.40	6.18	2.16	72			52.9	CHEVIOT	46.0	P	No Office	2.41	6.13	3.10				3.40	11.31	8.10														
9.01	6.26	2.31	103	20		56.6	BOYLSTON	42.3	P	No Office	2.31	6.05	2.55				3.34	11.25	7.57														
9.30		2.49		17		64.9	EAST KITTITAS	34.0		No Office	2.11		2.20				3.28	11.17	7.40														
9.40	6.47	s 2.58	113	85	KY	67.2	KITTITAS	31.7	KPWXY	8.00 AM to 5.00 PM Except Sunday	s 2.07	5.49	2.15				L 3.23PM	Lf 11.12PM	L 7.30AM														
				14		70.1	REGAL	28.8		No Office							3.08	10.54	6.55														
9.50	s 6.57	s 3.11	91	48	NB	73.6	ELLENSBURG	25.3	P	12.01 AM to 4.00PM	s 1.53	s 5.42	1.55				3.01	10.49	6.45														
10.01	7.08	f 3.23	60	27		80.5	THORP	18.4	P	No Office	f 1.40	5.31	1.45				2.53	10.40															
10.16	7.22	3.38	109	8		88.9	HORLICK	10.0	P	No Office	1.29	5.20	1.25																				
A 10.40AM	As 7.40AM	As 3.58AM		Yard	CM	98.9	CLE ELUM	0.0	BKPRWX	Continuous	L 1.15AM	L 5.08PM	L 1.00PM						5.30 AM														

Passenger trains must not exceed a maximum speed of 70 MPH, except No. 15 and No. 16, 79 MPH between Othello and 2 1/2 miles east of Beverly and between Kittitas and 2 miles west of Ellensburg. Other trains 50 MPH. See Special Instructions G-33.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

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

No. 17 will stop on signal at Corfu, Smyrna and Thorp to let off revenue passengers from Spokane and east, and pick up revenue passengers destined Seattle and west.

No. 18 will stop on signal at Thorp, Smyrna and Corfu to pick up revenue passengers destined Spokane and east, and let off revenue passengers from Seattle and west.

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

2		WESTWARD										SECOND SUBDIVISION										EASTWARD										3	
SECOND CLASS	FIRST CLASS		Capacity in Cars		Telegraph calls	Distance from Cle Elum	Time Table No. 28 JAN. 15, 1953		Distance from Seattle	See Rule 6-A	Office Hours Also see page 15	FIRST CLASS		SECOND CLASS	Distance from Seattle	See Rule 6-A	Office Hours Also see page 15	FIRST CLASS		SECOND CLASS													
	263	15	17	Sidings			Other tracks	18				16	264	16				18	264														
Time Freight	Passenger	Passenger					STATIONS				Passenger	Passenger	Time Freight				Passenger	Passenger	Time Freight														
Daily	Daily	Daily									Daily	Daily	Daily				Daily	Daily	Daily														
L 11.10AM	L 7.40AM	L 3.58AM		Yard	CM	0.0	CLE ELUM	89.9	BKPRWX	Continuous	As 5.08PM	As 1.15AM	A 12.30PM				As 5.08PM	As 1.15AM	A 12.30PM														
11.55	7.54	f 4.18	106	34		11.6	EASTON	78.3	PVY	No Office	4.53	f 12.58	263 11.55				4.41	12.46	11.35														
12.15PM	8.06	4.35	70	15		20.1	WHITTIER	69.8	W 4 Mi. West	No Office	4.41	12.46	11.35				4.30	f 12.32	11.15														
12.35	8.19	f 4.53	98	106	HY	29.0	HYAK	60.9	PX	No Office	4.30	f 12.32	11.15				4.24	f 12.25	10.59														
12.45	8.26	f 5.00	85	15		31.6	ROCKDALE	58.3	PWX	No Office	4.24	f 12.25	10.59				4.14	12.14	10.45														
1.04	8.37	5.14	69			36.7	BANDERA	53.2	P	No Office	4.14	12.14	10.45				4.03	12.01AM	10.20														
1.24	8.49	5.28	56	12		42.0	GARCIA	47.9	P	No Office	4.03	12.01AM	10.20				3.54	11.50	9.59														
1.43	9.00	5.40	101	21		46.5	RAGNAR	43.4	P	No Office	3.54	11.50	9.59				3.46	11.40	15 9.40 8.30														
2.01	9.11	s 5.53	118	395	MY	50.8	CEDAR FALLS	39.1	BKOPWXYZ	6.00 AM to 2.00 PM 4.01 PM to 12.01 AM Except Sat. & Sun.	3.46	11.40	8.30				3.41	11.32	8.13														
2.15	9.17	6.01				54.8	BAGLEY JCT.	35.1	JP	No Office	3.41	11.32	8.13				3.40	11.31	8.10														
2.19	9.18	6.03	59			55.6	BARNESTON	34.3	P	No Office	3.40	11.31	8.10				3.34	11.25	7.57														
2.29	9.24	6.12	115			59.5	TRUDE	30.4	P	No Office	3.34	11.25	7.57				3.28	11.17	7.40														
2.40	9.31	6.22	60	18		64.4	NOBLE	25.5	P	No Office	3.28	11.17	7.40				L 3.23PM	Lf 11.12PM	L 7.30AM														
A 2.50PM	A 9.36AM	Af 6.30AM	79	14	MV	67.8	MAPLE VALLEY	22.1	JRVX	Continuous	L 3.23PM	Lf 11.12PM	L 7.30AM																				
3.45	9.53	6.45			RN	78.1	(N. P. CROSSING) RENTON	11.8	P		3.08	10.54	6.55				3.01	10.49	6.45														
4.01	9.58	6.50		Yard	BI	80.5	BLACK RIVER (U. P. CROSSING)	9.4	IJPRV		3.01	10.49	6.45				2.53	10.40															
		7.00	111	336		84.8	VAN ASSELT	5.1	P	Via P. C. R. R.	2.53	10.40																					
						86.5	ARGO (U. P. CROSSING) (N. P. CROSSING)	3.4	IP																								
		10.13				88.2	SPOKANE STREET TOWER	0.7		Via P. C. R. R.																							
7.00 PM						88.9	STACY STREET YARD	0.0	BKORPTWVZ				5.30 AM																				
	10.30AM	7.30AM		Yard	OW	89.9	SEATTLE	0.0	P	Via U. P. R. R.	2.45PM	10.30PM																					

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Landsburg	2.3	East	Noble

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

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

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

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

No. 17 will stop on signal at Easton, Hyak, Rockdale and Maple Valley to let off revenue passengers from Spokane and east, or to pick up revenue passengers for Seattle and west. No. 17 will stop on signal at Maple Valley for express.

No. 18 will stop on signal at Maple Valley, Rockdale, Hyak, and Easton to pick up revenue passengers destined Spokane and east, or to let off revenue passengers from Seattle and west. No. 18 will stop on signal at Maple Valley for express.

SECOND CLASS			FIRST CLASS				Capacity in cars		Telegraph calls	Distance from Seattle	Time Table No. 28 JAN. 15, 1953	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						
					10.45AM	7.50AM			OW	0.0	SEATTLE	
		2.00PM							Yard	0.0	STACY ST. YARD	
		2.05								0.7	SPOKANE ST. TOWER	
										1.7	ARGO (U. P. CROSSING) (N. P. CROSSING)	
		2.10			10.53	7.59				3.4	VAN ASSELT	
							111	336		5.1	BLACK RIVER (N. P. CROSSING)	
L 6.15PM	L 5.25PM	L 2.45PM	L 6.45AM	L 5.00PM	L 11.01AM	L 8.10AM		Yard	BI	9.4	KENT	
6.35	5.33	3.05	6.53	f 5.08	11.09	f 8.20	95	112	K	16.3	AUBURN	
⁸² 6.50	5.42	3.25	7.00	f 5.14	⁹⁴ 11.15	f 8.28	90	134	BR	21.3	BENROY	
7.10	5.55	3.40	7.10	5.20	⁵² 11.23	8.36	64			25.9	SUMNER	
7.20	6.05	3.45 4.45	7.17	f 5.25	11.28	s 8.40	91	50	UX	28.4	NORTH PUYALLUP	
7.30	⁸² 6.15	4.50	7.25	f 5.29	11.31	f 8.44	59	22	PX	30.1	TACOMA JCT.	
A 7.45PM	A 6.25PM	A 5.00PM	A 7.40AM	A 5.35PM	11.37	8.52	79		JN	35.6	TACOMA	
					A 11.45AM	A 9.05AM		Yard	MA	37.6		

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Thomas	1.7	West	Kent
Hughes	1.4	West	North Puyallup

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

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

Two-unit westward automatic block stop signal, located 40 ft. east of 7th Subdivision junction switch at Tacoma, governs as follows: The upper unit governs movements to passenger station tracks. The lower unit governs movements to the 7th Subdivision.

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

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

See additional Special Instructions for Third Subdivision on Page 5.

Double track is in use between Tacoma Jct. and Tide Flats Yard. Trains or engines using these tracks must use the RIGHTHAND track moving in either direction. Such trains or engines will have the right to move on the properly assigned track without train orders, or Clearance Form A. No train or engine should exceed a speed of 15 miles per hour and the movement must be made at restricted speed at all times, expecting to find track occupied or cross-over and reverse movements being made. No movement by any train or engine is allowed on either track against the current of traffic, excepting under full flag protection and then only in case of emergency. Yard conductor will be held responsible for knowing that movement from Northern Pacific Railway Co. Transfer Track to Tide Flats yard against current of traffic is fully protected.

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

The following tracks are wired: 6, 7, 8, 12, and east end of track 13, Seattle Union Station, and first three cross-over tracks east of station; Northern Pacific Railway Co. interchange track, Argo, and tracks 1 and 8 Van Asselt.

At Auburn, an auxiliary siding with a capacity of 58 cars is located west of the depot. Rule 5 applies at the siding located east of the depot.

Time Table No. 28 JAN. 15, 1953	Distance from Tacoma	See Rule 6-A	Office Hours Also see page 15	FIRST CLASS			SECOND CLASS			
				52	16	18	84	264	94	82
STATIONS				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.		2.30PM	10.00PM				
STACY ST. YARD	36.6	BKORTV WXZP							12.50PM	
SPOKANE ST. TOWER	35.9		Via P. C. R. R.						12.45	
ARGO (U. P. CROSSING) (N. P. CROSSING)	34.2	IP	Via P. C. R. R.		2.18	9.39			12.35	
VAN ASSELT	32.5	P				9.36			12.30	
BLACK RIVER (N. P. CROSSING)	28.2	IJPRVXY	Continuous	A 11.42AM	A 2.10PM	A 9.29PM	A 4.10AM	A 4.55AM	A 12.20PM	A 7.30PM
KENT	21.3	PX	7.45 AM to 4.45 PM Except Sat. & Sun.	11.34	2.01	f 9.20	3.56	4.42	12.05PM	7.10
AUBURN	16.3	PX	7.00 AM to 11:00 PM Except Sat. & Sun.	⁹⁴ 11.28	1.54	f 9.12	3.45	4.32	¹⁵⁻⁵² 11.30	⁸³ 6.50
BENROY	11.7	P	No Office	¹⁵ 11.23		9.06	3.35	4.22	11.05	6.35
SUMNER	9.2	PWX	7.00 AM to 9.15 PM Except Sat., Sun. and Mondays	11.20	1.45	s 9.02	3.28	4.16	11.00 10.00	6.25
NORTH PUYALLUP	7.5	P	No Office	11.17	1.42	f 8.58	3.23	4.12	9.55	²⁶³ 6.15
TACOMA JCT.	2.0	JKPRVX	Continuous	L 11.11AM	1.36	8.51	L 3.10AM	L 4.00AM	L 9.40AM	L 6.05PM
TACOMA	0.0	BKPRVX	6.00 AM to 10.00 PM Except Sat. & Sun.		L 1.30PM	L 8.45PM				

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

UNION PACIFIC RR — BLACK RIVER

WHISTLE SIGNALS:

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

NORTHERN PACIFIC RR — BLACK RIVER

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

No. 18 will stop on signal at North Puyallup, Auburn and Kent for revenue passengers or express and will stop at these stations to leave revenue passengers.

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

Trains or yard engines arriving or leaving passenger station at Tacoma must not exceed 10 mph. between D Street and end of track. If platform is occupied by a large number of people, train must be brought to a stop and trainman proceed along platform ahead of train.

See additional Special Instructions for Third Subdivision on Page 4.

6		WESTWARD				FOURTH SUBDIVISION				EASTWARD				7	
		Capacity in cars		Telegraph calls	Distance from Beverly Jct.	Time Table No. 28				Distance from Hanford	See Rule 6-A	Office Hours Also see page 15			
		Sidings	Other tracks			JAN. 15, 1953									
		STATIONS													
L	L				0.0	BEVERLY JUNCTION	20.79	JPX	No Office	A	A				
		21			4.0	LEVERING	16.79	P	No Office						
		60			14.4	PRIEST RAPIDS	6.39	PWX	No Office						
A	A				20.79	HANFORD	0.0	X	No Office	L	L				
						HANFORD YARD		PXY							

Trains must not exceed a maximum speed of 30 MPH. except from one mile west of Levering to 4 miles west of Priest Rapids 20 MPH.
Rule 83 (B) does not apply at Hanford or Beverly Jct.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

		WESTWARD				FIFTH SUBDIVISION				EASTWARD				
		Capacity in cars		Telegraph calls	Distance from Cedar Falls	Time Table No. 28				Distance from Everett	See Rule 6-A	Office Hours Also see page 15		
		Sidings	Other tracks			JAN. 15, 1953								
		STATIONS												
L			Yard	MY	0.0	CEDAR FALLS	54.6	BJKOPRWXYZ	6.00 AM to 2.00 PM 4.01 PM to 12.01 AM Except Sat. & Sun.	A				
					5.9	TANNER (N. P. CROSSING)	48.7	P	No Office					
		37	19		8.0	NORTH BEND	46.6	PWX	No Office					
		28	13	Q	11.2	SNOQUALMIE FALLS	43.4	PX	8.00 AM to 5.00 PM Except Sat. & Sun.					
		19			12.3	TOKUL	42.3		No Office					
		8			16.9	FALL CITY	37.7		No Office					
		35	20	J	22.3	CARNATION	32.3	PW	No Office					
		20	20		31.0	DUVALL	23.6	P	No Office					
		10			36.6	HIGH ROCK	18.0		No Office					
A					40.2	MONROE JCT.	14.4	JPVX	No Office	L				
				RO	40.5	MONROE	14.1		Via G. N. Ry.					
					47.4	SNOHOMISH	7.2							
					53.2	LOWELL	1.4	JVX						
		150			53.7	BELT YARD	1.9	JVXZ	Via N. P. Ry.					
					53.2	LOWELL	1.4	JVX						
A		Yard	RT		54.6	EVERETT	0.0	BKOPRTWX	8.00 AM to 5.00 PM Except Sat. & Sun.	L				

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS			
Name	Miles	Direction	Station
Stuart	4.1	West	Carnation

		WESTWARD				SIXTH SUBDIVISION				EASTWARD				
		Capacity in cars		Telegraph calls	Distance from Bagley Jct.	Time Table No. 28				Distance from Enumclaw	See Rule 6-A	Office Hours Also see page 15		
		Sidings	Other tracks			JAN. 15, 1953								
		STATIONS												
L					0.0	BAGLEY JCT.	16.1	JPRX	No Office	A				
					2.3	SELLECK (PACIFIC STATES LUMBER CO. CROSSING)	13.8	PX	No Office					
		40			2.3	DURHAM	11.5		No Office					
					4.6	KANASKAT JCT.	10.8	JPV	No Office					
					5.3	PALMER	8.7		No Office					
		11			7.4	BAYNE JCT.	7.5	JPX	No Office					
					8.6	BAYNE	7.3	X	No Office					
		10			8.8	CUMBERLAND	6.2		No Office					
		20			9.9	NACO	5.4		No Office					
		15			10.7	VEAZIE	3.4		No Office					
		62			12.7	ENUMCLAW	0.0	BPRWXY	8.00 AM to 5.00 PM Except Sat. & Sun.	L				
A		90	CW		16.1									

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		Telegraph calls	Distance from Park Jct.	Time Table No. 28				Distance from Ashford	See Rule 6-A	Office Hours Also see page 15	THIRD CLASS	
		Sidings	Other tracks			JAN. 15, 1953								
		STATIONS												
L		35			0.0	PARK JCT.	5.5	JPXY	No Office	A				
					3.5	NATIONAL	2.0		No Office					
A		80			5.5	ASHFORD	0.0		No Office	L				

Trains must not exceed a maximum speed of 20 MPH.

Rule 83(B) does not apply at Park Jct. or Ashford.

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

SECOND CLASS			Capacity in cars		Time Table No. 28 JAN. 15, 1953	STATIONS	Distance from Tacoma	See Rule 6-A	Office Hours Also see page 15	THIRD CLASS			
563	791	863	Sidings	Other tracks						864	792	564	
Time Freight Daily Except Saturday	Way Freight Daily Except Sunday	Time Freight Daily Except Sunday								Time Freight Daily Except Monday	Way Freight Daily Except Monday	Time Freight Daily Except Sunday	
L 10:30PM	L 7:30AM	L 5:00AM		Yard	MA	0.0	TACOMA	64.5	BKPRVX	6:00 AM to 10:00 PM Except Sat. & Sun.	A 9:35AM	A 1:00PM	A 10:30PM
11.30	7.50	5.45	63	182		3.3	HILLSDALE	61.2	PX	No Office	9.15	12.40	10.15
11.50	8.15	6.00	84			7.0	ALLISON	57.5	PW	No Office	9.05	12.20	10.05
A 11.59PM	8:27	A 6.15AM	32	33		11.2	FREDERICKSON	53.3	JPRXY	No Office	L 8:55AM	12.05PM	L 9.55PM
	8.55		72			17.8	THRIFT	46.7	P	No Office		11.35	
	9.08		30			21.0	TANWAX	43.5		No Office		11.25	
	9.20					23.0	KAPOWSIN	41.5	PW	No Office		10.40	
	10.00					31.6	EATONVILLE JUNCTION	32.9	JPWXY	No Office		10.00	8.45
	10.45					32.6	EATONVILLE	33.9	PX	7:30 AM to 4:30 PM Except Sat. & Sun.		9.45	
	11.15		92	20		39.5	NEW RELIANCE	25.0	W 2.1 Mi. W PX	No Office		8.15	
	11.30		16	30	BE	44.5	ELBE	20.0	P	8:00 AM to 5:00 PM Except Sat. & Sun.		7.45	
	11.40		35			46.9	PARK JCT.	17.6	JPXY	No Office		7.20	
	12.45		27	200	D	51.0	(Log. Co. Xing) MINERAL	13.5	BMOPWXY	7:00 AM to 4:00 PM Except Sat. & Sun.		7.00	
	12.59		54	42		55.2	DIVIDE	9.3	PX	No Office		6.45	
	1.20		15			62.4	COAL CANYON	2.1	P	No Office		6.10	
A 1.30PM			60	155	MN	64.5	MORTON	0.0	BKRPXY	7:00 AM to 10:00 PM Except Sat. & Sun.		L 6.00AM	

Trains must not exceed a maximum speed of 30 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

Rule 83(B) does not apply at Frederickson.

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

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Midland	1.5	East	Allison
Columbia Powder Co.	0.7	West	Frederickson
Lindberg & Hobi Co.	1.1	West	Mineral
Carlson Lbr. Co.	1.8	West	Mineral
Nineteen Creek	1.9	East	Coal Canyon
Clay City Spur	3.2	East	Eatonville Jct.

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

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

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

SECOND CLASS		Capacity in cars		Time Table No. 28 JAN. 15, 1953	STATIONS	Distance from Longview	See Rule 6-A	Office Hours Also see page 15	THIRD CLASS	
563	863	Sidings	Other tracks						864	564
Time Freight Daily Except Sat.	Time Freight Daily Except Sunday								Time Freight Daily Except Monday	Time Freight Daily Except Sunday
L 11.59PM	L 6.15AM	34	33	SJ	0.0	FREDERICKSON	JPRXY	No Office	A 8.55AM	A 9.55PM
			19		3.4	LOVELAND		No Office		
12.20AM	6.30	70			8.0	GREENDALE	PW	No Office	8.38	9.38
12.45	6.45	20	50		15.8	McKENNA	P	No Office	8.22	9.22
1.01	7.00	33	12		23.4	RAINIER	P	No Office	8.06	9.06
					26.3	(Weyerhaeuser Timber Co. Crossing)	M			
1.15	7.10		85		28.9	SKOOKUMCHUCK	JV	No Office	7.55	8.55
1.20	7.14			JC	30.0	WESTERN JCT.	JVP	6:30 AM to 3:30 PM Except Sat. & Sun.	7.50	8.50
1.30	7.18	30			31.2	OFFUTT LAKE	P	No Office	7.45	8.45
A 2.00AM	L 7.30AM	30	39		37.2	MAYTOWN	JPRWXY	No Office	A 7.30AM	L 8.30PM
	7.45	51			44.6	ESSEX	P	No Office	7.15	
					49.6	(N. P. Crossing) (U. P. Crossing) BLAKESLEE JCT.	MX			
	8.00	40	36	CN	50.9	CENTRALIA	PXZ	7:30 AM to 4:30 PM Except Sat. & Sun.	7.00	
					54.2	(3 N. P. Crossings)	M			
A 8.15AM		54	100	CH	54.6	CHEHALIS	KMPRVWX	6:00 AM to 6:00 PM Except Sat. & Sun.	L 6.45AM	
					55.6	(N. P. Crossing) CHEHALIS JCT.	IJVXP	7:00 AM to 4:00 PM Ex. Sun. & Mon.		
11.45AM					95.2	LONGVIEW		Via N. P. Ry.	4.30AM	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

Eastward C. M. St. P. & P. trains need not obtain Clearance Form A at Chehalis Jct. for movement on C. M. St. P. & P. tracks. At Frederickson the normal position of junction switch is for the 9th Subdivision.

Rule 83(B) does not apply at Frederickson.

Rule 83(B) does not apply at Maytown.

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

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
UPCO	2.8	West	Offutt Lake

10 WESTWARD		TENTH SUBDIVISION				EASTWARD		11			
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Maytown	Time Table No. 28 JAN. 15, 1953 STATIONS	Distance from Hoquiam	See Rule 6-A	Office Hours Also see page 15	THIRD CLASS	
563	Time Freight	Sidings	Other tracks							564	Time Freight
L 2.00AM		30	39		0.0	MAYTOWN	56.6	JPRWXY	No Office	A 8.30PM	
2.30			7		9.4	ROCHESTER (N. P. Crossing)	47.2		No Office	8.05	
A 2.40AM					11.3	HELISING JCT.	45.3	JRV	No Office	L 8.00PM	
5.15					53.0	ABERDEEN	3.6	P	Via U. P. Ry.	5.20	
5.45AM					56.6	HOQUIAM	0.0	P	Via N. P. Ry.	5.00PM	

Trains must not exceed a maximum speed of 30 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Helsing Jct. and Hoquiam. Between Helsing Jct. and Aberdeen, Union Pacific Railroad Co. time-table and rules govern. Between Aberdeen and Hoquiam, Northern Pacific Railway Co. time-table and rules govern. Rule 83(B) does not apply at Maytown and Helsing Jct.

At Maytown the normal position of junction switch is for the 9th Subdivision. At Helsing Jct. the normal position of junction switch is for the Union Pacific Railroad Co. track.

10 WESTWARD		ELEVENTH SUBDIVISION				EASTWARD		11			
THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Chehalis Jct.	Time Table No. 28 JAN. 15, 1953 STATIONS	Distance from Raymond	See Rule 6-A	Office Hours Also see page 15	THIRD CLASS	
963	Way Freight	Sidings	Other tracks							964	Way Freight
L 2.40PM					0.0	CHEHALIS JCT.	46.2	P	Via N. P. Ry.		
2.45		7			16.9	DRYAD JCT.	29.3	JRVXP	No Office	A 12.15PM	
3.00			60		17.9	DOTY	28.3	P	No Office	12.10	
3.30		10			23.1	HILDA	23.1	X	No Office	11.55	
3.40		27			31.6	MACPHAIL	14.6	PX	No Office	11.25	
3.45					34.9	SUTICO	11.3	X	No Office	11.15	
A 4.20PM		20	140	RD	36.5	FIRDALE	9.7	PWX	No Office	11.01	
					46.2	RAYMOND (N. P. Crossing)	0.0	BKORVWXP	8.00 AM to 5.00 PM Except Sundays	L 10.30AM	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

10 WESTWARD		TWELFTH SUBDIVISION				EASTWARD		11			
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Bellingham	Time Table No. 28 JAN. 15, 1953 STATIONS	Distance from Glacier	See Rule 6-A	Office Hours Also see page 15	THIRD CLASS	
97	Way Freight	Sidings	Other tracks							98	Way Freight
L 9.00PM			Yard	BM	0.0	BELLINGHAM (3 G. N. Crossings)	46.8	BKMOPRTVWXZ	8.00 AM to 10.00 PM Except Sat. & Sun.	A 4.45AM	
9.20		23			4.0	CORNWALL	42.8		No Office	4.30	
9.40		38			11.4	WAHL	35.4	P	No Office	4.11	
9.47			7		12.9	GOSHEN	33.9		No Office	4.06	
9.59		23			17.0	STRANDELL	29.8		No Office	3.55	
10.04			30		17.8	EVERSON	29.0	X	No Office	3.50	
10.15		25			19.3	HAMPTON	27.5	JPRXY	No Office	3.45	
10.25		17			22.2	CLEARBROOK	24.6		No Office	3.35	
10.35			Yard	SU	25.1	SUMAS	21.7	PVWXY	7.00 AM to 4.00 PM Except Sat. & Sun.	3.25	
					26.1	N. P. Crossing	20.7		No Office		
11.10		21			31.9	HILLTOP	14.9		No Office	2.36	
11.15		15			32.7	COLUMBIA	14.1		No Office	2.30	
11.20					33.4	LIMESTONE JCT.	13.4	Y	No Office	2.20	
11.40		12			36.3	KENDALL	10.5		No Office	1.45	
12.10AM		15			39.5	MAPLE FALLS	7.3	W-2 Mi. West	No Office	1.35	
A 12.55AM		22	55		46.8	GLACIER	0.0	Y	No Office	L 1.10AM	

Trains must not exceed a maximum speed of 25 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS			
Name	Miles	Direction	Station
Lind Spur	2.7	West	Bellingham
Cement Spur	3.3	West	Bellingham
Blair	1.8	East	Hilltop
Jacobs	0.33	East	Hilltop
Boulder Creek Spur	2.0	West	Maple Falls
Mt. Baker Mill Co.	1.8	East	Glacier

A derail is located on main track west of west wye switch at Glacier. All trains must stop before crossing Guide Meridian St. at Cornwall except westward trains may proceed at restricted speed if engineer deems it safe to do so. Rule 83(B) does not apply at Hampton or Glacier.

10 WESTWARD		THIRTEENTH SUBDIVISION				EASTWARD		11			
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Lynden	Time Table No. 28 JAN. 15, 1953 STATIONS	Distance from Lynden	See Rule 6-A	Office Hours Also see page 15	THIRD CLASS	
197	Way Freight	Sidings	Other tracks							198	Way Freight
L 10.15PM			20		0.0	HAMPTON	5.4	JPRXY	No Office	A 12.05AM	
A 10.35PM			Yard	LY	5.4	LYNDEN	0.0	PRY	8.00 AM to 5.00 PM Except Sat. & Sun.	L 11.45PM	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Port Townsend	Time Table No. 28		Distance from Disque	See Rule 6-A	Office Hours Also see page 15	SECOND CLASS	
95		Sidings	Other tracks			JAN. 15, 1953					96	
Way Freight	Daily Except Monday			STATIONS				Way Freight	Daily Except Monday			
L 9.05AM					0.0	PORT TOWNSEND	69.1	OWYX	8.00 AM to 5.00 PM Except Sat. & Sun.	As 8.05AM		
9.59		23			12.3	DISCOVERY JUNCTION	56.1	V	No Office	7.15		
			10		13.5	MAYNARD	54.7	X	No Office			
		19			24.7	BLYN	43.4		No Office			
s 11.20		34	8		31.5	SEQUIM	36.6	W	8.00 AM to 5.00 PM Except Sat. & Sun.	s 6.00		
		7			35.1	CARLSBORG	33.0	X	No Office			
		7			38.9	AGNEW	29.2		No Office			
			12		42.4	CRANE	26.2		No Office			
		23			48.0	ENNIS CREEK	20.7	X	No Office			
As 12.30PM			Yard		50.8	PORT ANGELES	18.3	BKOPRWXYZ	8.00 AM to 5.00 PM Except Sunday	L 5.00AM		
		21			55.0	JORDAN	14.1		No Office			
		5			58.6	ELWHA	10.5		No Office			
			2		62.1	COVILL	7.0		No Office			
		24			67.2	JOYCE	1.9		No Office			
					69.1	DISQUE	0.0	V	No Office			

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Bekkar	2.2	East	Blyn

Rule 83(B) does not apply at Port Townsend.

Trains must stop before crossing Laurel St., Port Angeles. Between Port Angeles and Disque, train orders will be issued by Port Angeles Western Railway Company Train Dispatcher. CMST&P Railroad Company time-table and rules will govern.

C. P. MILES,
W. H. SMITH,
R. H. KOUBE,
H. L. HITCHCOCK,
Train Dispatchers.

N. C. GROGAN,
Chief Dispatcher

F. B. CEDERHOLM,
G. A. STORMS,
J. O. IRVIN,
Trainmaster.

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

OFFICE HOURS NOT OTHERWISE SHOWN

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

OTHER STATIONS CLOSED

YARD LIMITS AT

Othello—Extend from 3496 ft. east of east switch to 5280 ft. west of west switch.

Beverly and Beverly Jct.—Extend from 3700 ft. east of east switch Beverly to 245 ft. west of junction switch Beverly Jct. on First Subdivision, and 5000 ft. west of junction switch Beverly Jct. on Fourth Subdivision.

Kittitas—Extend from 3005 ft. east of east switch to 2989 ft. west of west switch.

Cle Elum—Extend from 2613 ft. east of east switch to 4314 ft. west of west switch.

Hyak & Rockdale—Extend from 3069 ft. east of east switch Hyak to 103 ft. west of west portal of Snoqualmie Tunnel.

Cedar Falls—Extend from 2670 ft. east of east switch to 3895 ft. west of west switch on 2nd subdivision, and 2900 ft. west of west switch of Log Loading track on 5th subdivision.

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

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

Kent—Extend from 3000 ft. east of east switch to 1847 ft. west of west switch.

Auburn—Extend from 3007 ft. east of east switch to 2600 ft. west of west switch connection to Government Yard.

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

Tacoma, Tacoma Jct. & Hillsdale—Extend from 3500 ft. east of east siding switch Tacoma Jct. to Tide Flats Yard, to end of track Tacoma Passenger station and to 4721 ft. west of west switch Hillsdale on 7th subdivision.

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

Hanford—Extend from Hanford Station Sign (MP 20.79) to 3000 ft. west of west switch Hanford Yard.

North Bend—Extend from east switch to 3500 ft. west of west switch.

Snoqualmie Falls—Extend 3100 ft. east of east switch to 2692 ft. west of west switch.

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

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

Bagley Jct.—Extend from Bagley Jct. switch to 800 ft. west of switch on 6th subdivision.

Selleck—Extend from 2263 ft. east of east switch to 3120 ft. west of west switch.

Bayne—Extend from 2774 ft. east of Occidental spur switch to 2627 ft. west of Bayne Mine switch.

Enamclaw—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, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

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

G8 When using handholds and ladders or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

G9 Employees 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 Employees are prohibited from riding:

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

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

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

On ends of cars containing lading which may shift.

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

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

In the gangway of engines.

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

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

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

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

G16 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton

Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

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

Diesel power units 600 and 1000 H.P. Switchers.....4½ inches
All other Diesel engines and Gas-Electric motor cars3 inches

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

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

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

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

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

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

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

DEFINITIONS

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

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

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

CENTRALIZED TRAFFIC CONTROL

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

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

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

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

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

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

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

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

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

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication." These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

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

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

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

G25 Diesel or electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

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

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

Twelfth Subdivision.....All Stations
 Thirteenth Subdivision.....All Stations
 Fourteenth Subdivision.....All Stations

X10 Operation of trains on mountain grades. — In addition to instructions contained in Air Brake and Signal Instruction Book, Form 2697 Revised, and approved April 1936, in which reference is made to paragraph numbers, the following will govern:

- (a) When there is no helper on the rear, the rear car must be one that is equipped with a good hand brake. Conductors are responsible for having trainmen properly stationed.
- (b) When a helper is used on the rear of a freight train, it must be in advance of boarding outfits, or cars of insufficient strength to safely resist the push of such helper.
- (c) Before commencing descent of grade from Hillsdale to Tacoma, a brake pipe test as per Rule 85-A must be made and all retainers must be turned up on eastward trains between Hillsdale and Tacoma as per Rule 90-A. (See Special Instruction X11.)
- (d) Before commencing descent of grade from New Reliance to Eatonville Junction, brake pipe test as per Rule 85-A must be made at New Reliance, and retainers must be turned up between New Reliance and Eatonville Junction as per Rule 90-A. Does not apply to trains handled by diesel electric engines equipped with regenerative braking. (See Special Instruction X11.)
- (e) Before commencing descent of grade from MacPhail to Sutico, a sufficient number of retainers as determined by the conductor and engineer handling the train will be turned up to insure proper control of train speed. When engineer handling train is not familiar with this portion of the railroad, retainers must be turned up on all cars in the train.
- (f) Trainmen must watch closely for excessive heating of wheels and if any are found, the train must be brought to a stop and remain standing a sufficient length of time to allow the wheels to cool.
- (g) Paragraphs 97 and 128 (Inoperative Air Brakes) do not apply on mountain grade.
- (h) In electrified territory, the use of retaining valves and the testing of brakes before starting descent is not required providing there has been no change in position of hose cocks or double heading cocks since last test, EXCEPT when necessary to hold train with air brakes, in which case Rules 90-A, 139 and 140 will govern.
- (i) If regeneration fails descending a mountain grade, the train must be brought to a stop immediately as per Paragraph 140, all available retainers turned up and the brake pipe pressure fully restored before proceeding.
- (j) Engineers on freight trains must adjust the brake pipe feed valve pressure to 90 lbs. and have brake pipe charged to this pressure before commencing descent of mountain grade as per Rule 139. When there is no stop to be made at summit of mountain grade, engineers will adjust the brake pipe pressure to 90 lbs. four miles before reaching summit and trainmen on rear must note that pressure is being raised as indicated by caboose gauge as per Rule 104.
- (k) Whenever the engine handling a freight train is to be detached on a mountain grade, in addition to the use of hand brakes, the engineer on the helper engine will cut in the brake valve on his engine and keep the brake pipe fully charged. If two helpers are used, the one nearest the head end will cut in the brake valve on his engine. When the road engine is again attached to the train, the helper engineer will cut out the brake valve on his engine. Brake pipe test, as per Paragraphs 38 and 85-A, must be made before proceeding.
- (l) All trains descending the grade Boylston to Beverly and Rockdale to Cedar Falls with air brakes will stop at

Rye and Garcia for inspection and to permit wheels to cool.

- (m) On descending grade when power goes off the line, train must be immediately brought to a stop. If power does not come on the line again within one minute, engineer will notify trainmen who will immediately set enough hand brakes to alone hold the train. When power again comes on the line, engineer will recharge the brake pipe. Hand brakes must not be released until it is known that the air brake system has been fully recharged and the brakes operative.
- (n) All trains descending grade designated as mountain grade in the electrified territory with steam power or a power unit that will not regenerate, must turn up all available retainer valve handles just before passing over the summit of such grades and turn them down when foot of the grade has been reached. Rules 90-A and 139 governing.
- (o) With no helper at the rear of the train and a backing movement is made during the ascent of the grade, the brake pipe test, as per Paragraphs 38 and 85-A, must be made before the backing movement begins; the brake pipe pressure must be fully restored, a sufficient number of hand brakes applied on the rear of the train to properly control the slack, and a man stationed within reach of the Conductor's valve in order to stop the train promptly in case of emergency. If there is a helper in the train when the backing movement is to be made, the following will govern:

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

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

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

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

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

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

X12 In placing passenger equipment with buffers in freight trains, such cars must not be placed between freight cars equipped with top pin lifter couplers unless the top pin lifter couplers have a direct connected uncoupling rod (not a chain) and provided the coupler heights are such that the buffer will not come in contact with the lock lifter or the uncoupling rod.

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

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

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

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

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

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

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

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

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

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

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

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

4. Batteries—Under the above circumstances the trainmen will see that the use of lights is held to an absolute minimum on all cars to prevent excessive discharging of the storage batteries.

5. On cars equipped with steam jet air conditioning, no benefit is gained by running this equipment with no steam on the train line. It would be permissible, however, on that part of the train not standing in the tunnel to use the blower fans to keep the cars ventilated.

6. When the emergency is passed, trainmen will turn on all blower fans and air conditioning control switches to the setting desired and will then release the stop buttons on the engine-generator control panels by pushing the slide, locking the red stop button to the right, which will start the engine-generator. At the same time the trainline switches referred to above should be opened.

7. In the event the Diesel engine itself is clear of the tunnel, the Diesel Engines will be permitted to idle and the steam-generators will be continued in operation and the above instructions regarding Waukesha ice engines and Waukesha engine-generator sets will apply to only such cars as are actually within the tunnel. On cars standing outside of the tunnel, the equipment on the steam jet air-conditioned cars must be used at intervals only of such duration as will keep the cars reasonably comfortable. If this equipment is allowed to run continuously with lights burning, the batteries on these cars will be completely discharged in a matter of two to three hours. Similar action should be taken with Waukesha cars to conserve the fuel supply on such cars.

FIRST SUBDIVISION

X18 Speed restrictions (In addition to General Speed Restrictions)

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

SECOND SUBDIVISION

X19 Speed Restrictions (In addition to General Speed Restrictions)

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

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

X21 Seattle water shed extends from one mile east of Cedar Falls station to Landsburg, and from Cedar Falls station to one mile west of station on 5th Subdivision. All toilets must be kept locked in trains in this district and in city limits Renton and Seattle. Refuse must not be thrown from private, dining, or other cars within these limits. Conductors will be held responsible for strict observance of this rule.

X22 Trains handling logs loaded on flat cars without side stakes should not exceed a speed of 15 M.P.H. when operating over bridge FF-120, one mile west of Cedar Falls.

THIRD SUBDIVISION

X23 Speed Restrictions (In addition to General Speed Restrictions)

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

TONNAGE CHART

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

TONNAGE RATING—WEST	C-2 C-5	L-2	S-1	N-2	N-3	EP-2	EF-1	EF-2 EF-3	F-3 DE-80 6000HP
Othello to Beverly	CL	CL	CL	CL	CL	CL	CL	CL	
Beverly to Boylston	550	700	700	900	1000	980	1200	1800	2980
Boylston to Kittitas	CL	CL	CL	CL	CL	1400R	3100R	4650R	2750R
Kittitas to Cle Elum	2000	2600	3100	3300	3700	3700	5000	7000	8000
Cle Elum to Hyak	1700	2250	2600	2700	3100	3200	4000	5500	7500
Hyak to Cedar Falls	CL	CL	CL	CL	CL	1250R	2800R	4000R	2700R
Cedar Falls to Black River	CL	CL	CL	CL	CL	CL	CL	CL	
Black River to Tacoma	3000	4000	4500	CL	CL	3450	CL	CL	

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

WATCH INSPECTORS

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

In watchman's shack west of Mine Creek just west of MP 2129.
In watchman's carbody east of Change Creek about one-half mile west of MP 2130.

FOURTH SUBDIVISION:

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

SEVENTH SUBDIVISION:

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

EIGHTH SUBDIVISION:

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

ELEVENTH SUBDIVISION:

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

EMERGENCY TELEPHONES

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

EMERGENCY TELEPHONES ARE LOCATED BETWEEN STATIONS AS FOLLOWS:

SECOND SUBDIVISION:

In booth just west of bridge FF-16 one-half mile west of MP 2099.
In watchman's shack just east of Keechelus snow shed near MP 2112.
In watchman's shack just west of Windy Point one-half mile west of MP 2120.
In phone booth just west of Harris Creek and just east of MP 2125.
In phone booth just east of McClelans Butte and just east of MP 2127.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. J. F. DePree	Chief Surgeon	Seattle
Dr. P. L. Peterson	Asst. Chief Surgeon	Seattle
Dr. W. F. Hoffman	Oculist	Seattle
Dr. E. DeMar Anderson	Oculist	Seattle
Dr. D. G. Willard	District Surgeon	Tacoma
Dr. A. W. Howe	Oculist	Tacoma
Dr. S. S. Thordarson	Oculist	Tacoma
Dr. Paul B. Smith	Oculist	Tacoma
Dr. H. L. Maier	Oculist	Tacoma
Dr. Robert F. Kaiser	Oculist	Bellingham
Dr. H. D. Waltz	Oculist	Everett
Dr. W. W. Hicks	Oculist	Ellensburg

HOSPITALS

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

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

LOCATION	NAME	TITLE	OFFICE TELEPHONE	RESIDENCE TELEPHONE
Othello	Dr. G. A. Warner	Local Surgeon		
Ellensburg	*Dr. Carl W. Olander	" "	2-1461	2-4601
Cle Elum	*Dr. W. E. Nawrocki	" "	345	345
Snoqualmie	Dr. P. E. Roth	" "		
Snoqualmie	Dr. J. L. Whitaker	" "		
Fall City	Dr. W. W. Cheney	" "	A2	A1
Monroe	Dr. Minard Allison	" "	Get thru Monroe Gen. Hospital	
Everett	*Dr. A. H. Gunderson	" "		
Enumclaw	Dr. E. R. Tiffin	" "	163	175
Renton	Dr. H. H. Adams	" "		
Renton	Dr. Lloyd F. Lackie	Asst. "	3461	
Seattle	Dr. J. F. DePree	Local "	Elliott 3037	Dexter 3921
Seattle	*Dr. P. L. Peterson	" "		
Seattle	*Dr. I. M. Cohn	Asst. "	Elliott 2839	Dexter 0212
Seattle	*Dr. Wm. C. Speidel	Local "	Main 1291	RA. 0240
Kent	Dr. J. O. Taylor	" "	590	114
Auburn	Dr. John Darst	" "	199-J	354-M
Sumner	Dr. H. H. Andrews	" "		
Puyallup	Dr. E. F. McCabe	" "		
Tacoma	*Dr. D. G. Willard	Local "	Broadway 1193	Main 0630
Tacoma	*Dr. S. E. Adams	Asst. "		
Tacoma	*Dr. G. G. McBride	" "	Broadway 5385	MAin 0684
Tacoma	Dr. A. J. Hermann	" "		
So. Tacoma	Dr. Leo Annest	" "		
Eatonville	Dr. D. M. Nevitt	Local "	Garland 2182	114
National	Dr. Harry S. Holmes	" "	113	National 404
National	Dr. O. J. Fortum	" "	National 404	
Aberdeen	Dr. J. B. Kinne	" "		
Hoquiam	Dr. R. F. Ballard	" "	553	777
Chehalis	Dr. L. G. Steck	" "		
South Bend	Dr. A. C. Dalinkus	" "	320W	320R
Longview	Dr. J. L. Norris	" "		
Port Townsend	*Dr. H. G. Plut	" "	LV23	LV580
Port Angeles	*Dr. R. S. Hamilton	" "		
Port Angeles	*Dr. F. B. Wyman	Asst. "	156-W	156-W
Bellingham	*Dr. W. C. Moren	Local "		
Bellingham	Dr. W. A. Hulbush	" "	844	845
Sumas	Dr. W. J. Garre	" "		

*—Examining Surgeons