

United States Railroad Administration

W. G. McADOO, Director General of Railroads

CHICAGO, MILWAUKEE & ST. PAUL RAILROAD

COLUMBIA DIVISION

TIME TABLE No. 1

TAKING EFFECT AT 12:01 O'CLOCK A. M.

SUNDAY, SEPTEMBER 15, 1918

Superseding Time Table No. 23

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

F. G. HILL,
Superintendent.

G. F. WEST,
Asst. Superintendent Transportation.

G. L. WHIPPLE,
Superintendent Transportation.

W. B. FOSTER,
General Superintendent.

H. B. EARLING,
General Manager.

WESTWARD—BETWEEN MALDEN AND OTHELLO—SUBDIVISION—EASTWARD

| SECOND CLASS | | FIRST CLASS | | | Capacity of Siding in Cars | Yard | Distance from Malden | Time Table No. 1 | | | Distance from Othello | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 5 | FIRST CLASS | | | SECOND CLASS | |
|--------------|----------------------------|-------------------|------------|-----------|----------------------------|---------------|----------------------|------------------------------|-------|----|-----------------------|-----------------|-------------------------|------------------------------------|-------------|-------------------|--|--------------|--------------------|
| 63 | 93 | 27 | 15 | 17 | | | | In Effect September 15, 1918 | | | | | | | STATIONS | 18 | 28 | 16 | 64 | 94 |
| Time Freight | Way Freight | Passenger | Passenger | Passenger | Passing Tracks | Other Sidings | | | | | | | | | Passenger | Passenger | Passenger | Time Freight | Way Freight |
| Daily | Mon., Wed. Fri. | Daily Except Mon. | Daily | Daily | | | | | | | | | | | Daily | Daily Except Mon. | Daily | Daily | Tues., Thurs. Sat. |
| L 6.45 PM | L 7.00 AM ⁶⁴⁻²⁸ | L 12.25 AM | | | | | 0.0 | MALDEN | 103.4 | M | | | @TWBOCR | | A 6.45 AM | | A 6.30 AM | A 4.00 PM | |
| 7.00 | 7.20 | s 12.32 | | | | | 3.6 | PINE CITY | 99.8 | | No Office | | | s 6.38 | | | 6.02 | 3.45 | |
| 7.10 | 7.30 | f 12.36 | | | 70 | 30 | 5.6 | KENOVA | 97.8 | | No Office | P | | f 6.30 | | | 5.55 | 3.35 | |
| 7.30 | 7.50 | f 12.49 | | | 70 | 20 | 11.3 | PALISADE | 92.1 | | No Office | P | | f 6.18 | | | 5.30 | 3.15 | |
| 7.50 | 8.10 | f 1.00 | | | 70 | 20 | 17.0 | LAVISTA | 86.4 | | 6.00AM to 8.00PM | W | | f 6.06 | | | 5.05 | 2.50 | |
| 8.00 | 8.25 | s 1.05 | | | 10 | | 19.2 | EWAN | 84.2 | WN | 4.00PM to 6.00AM | | | s 6.01 | | | 4.55 | 2.40 | |
| 8.15 | 8.40 | f 1.15 | | | 70 | 12 | 22.7 | CASTLETON | 80.7 | | No Office | P | | f 5.50 | | | 4.30 | 2.20 | |
| 8.45 | 9.00 | s 1.25 | | | 70 | 35 | 29.6 | REVERE | 73.8 | RV | 5.00PM to 7.00AM | W | | s 5.35 | | | 4.00 | 1.50 | |
| 9.10 | 9.15 | f 1.45 | | | 70 | 16 | 33.7 | PAXTON | 69.7 | | No Office | P | | f 5.25 | | | 3.40 | 1.30 | |
| 9.55 | 9.55 | A 2.05 AM | L 11.45 AM | L 2.25 AM | 70 | 50 | 44.0 | MARENGO | 59.4 | RA | | | CKYWR | A 5.00 AM | L 5.05 AM | A 7.00 PM | 3.00 ²⁷ 2.15 ¹⁷ | 12.45 | |
| 10.15 | 10.15 | | 11.55 | 2.35 | 70 | | 49.9 | HILLCREST | 53.5 | | No Office | P | | 4.43 | | | 6.47 | 1.45 | 12.25 |
| 10.30 | 10.50 | | 12.01 PM | s 2.43 | 70 | 30 | 53.5 | RALSTON | 49.9 | AX | 6.00 PM to 8.00 AM | W | | s 4.35 | | | 6.40 | 1.25 | 12.01 PM |
| 11.00 | 11.20 | | 12.15 | 3.00 | 70 | 15 | 63.3 | VASSAR | 40.1 | | No Office | P | | 4.15 | | | 6.24 | 12.45 | 11.00 |
| 11.20 | 11.50 | | s 12.24 | s 3.09 | 70 | 30 | 68.0 | LIND | 35.4 | NE | | WK | | s 4.05 | | | s 6.15 | 12.20 | 10.40 |
| 11.50 | 12.25 PM 12.45 | | 12.38 | 3.22 | 70 | 12 | 76.0 | SERVIA | 27.4 | | No Office | P | | 3.45 | | | 5.58 | 11.50 AM | 9.50 |
| 12.15 AM | 1.15 | | 12.45 | f 3.35 | 70 | 25 | 80.9 | ROXBORO | 22.5 | | No Office | P | | f 3.35 | | | 5.51 | 11.35 | 9.30 |
| 12.55 | 2.00 | | s 12.58 | s 3.50 | 70 | 25 | 90.6 | WARDEN | 12.8 | WX | 6.00PM to 8.00AM | YW | | s 3.20 | | | 5.35 | 11.05 | 8.45 |
| 1.25 | 2.30 | | 1.10 | 4.02 | 70 | 30 | 99.4 | NOVARA | 4.0 | | No Office | P | | 3.03 | | | 5.18 | 10.20 | 7.55 |
| A 2.00 AM | A 2.45 PM | | A 1.16 PM | A 4.10 AM | Yard | | 103.4 | OTHELLO | 0.0 | SO | | | @TWOCR | L 2.55 AM | L 5.10 PM | L 10.00 PM | L 7.30 AM | | |
| 7.15 | 7.45 | 1.40 | 1.31 | 1.45 | | | | Schedule Time | | | | | | 2.5 | 1.40 | 1.50 | 8.30 | 8.30 | |
| 14.3 | 13.3 | 26.4 | 37.9 | 33.1 | | | | Average Speed per Hour | | | | | | 29.1 | 26.4 | 32.7 | 12.2 | 12.2 | |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Manual Block System is in use between Malden and Marengo. Train Order Signals will also be used as block signals. See Rule 221 B and 311. Block Signal Rule 319 A applies at Malden and Marengo. Automatic Block System is in use between Marengo and Othello. No. 27 will head in at East passing track switch at Marengo and will have no rights on the main line at that station. Nos. 93 and 94 will carry passengers. **Trains cannot meet or pass at Pine City or Ewan.**

Industrial tracks not shown as stations:

Gillespie, 8.3 miles west of Paxton.
Pizarro, 5 miles west of Ralston.

Initial Stations.

Malden for trains 27, 63 and 93.
Marengo for trains 17, 15 and 28.
Othello for trains 18, 16, 64 and 94.

Terminal Stations.

Malden for trains 28, 64 and 94.
Marengo for trains 27, 18 and 16.
Othello for trains 17, 15, 63 and 93.

Yard Limit Boards are located as follows:

2000 feet east of east switch at Othello.
2000 feet west of west switch at Malden.

W. B. FOSTER
General Superintendent.
M. B. EARLING
General Manager.

G. F. WEST
Asst. Superintendent
G. L. WHIPPLE
Superintendent

F. G. HILL
Superintendent.

WESTWARD - OTHELLO TO CLE ELUM - SUBDIVISION - EASTWARD

| SECOND CLASS | | | | FIRST CLASS | | | Capacity of Sidings in Cars | | | Time Table No. 1 In Effect September 15, 1918 | | | | FIRST CLASS | | | SECOND CLASS | | | |
|--------------------|--------------|--|--|------------------|-----------|-----------|-----------------------------|---------------|-----------------------|--|------------------------|-----------------|-------------------------|------------------------------------|------------------|------------|--------------|--------------|------------------|-------|
| 95 | 63 | | | 315 | 15 | 17 | Passing Tracks | Other Sidings | Distance from Othello | STATIONS | Distance from Cle Elum | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 5 | 316 | 16 | 18 | 64 | 96 | |
| Way Freight | Time Freight | | | Mixed | Passenger | Passenger | | | | | | | | | Mixed | Passenger | Passenger | Time Freight | Way Freight | |
| Tues., Thurs. Sat. | Daily | | | Mon., Wed., Fri. | Daily | Daily | | | | | | | | | Mon., Wed., Fri. | Daily | Daily | Daily | Mon., Wed., Fri. | |
| L 7:00 AM | L 5:00 AM | | | L 1:26 PM | L 4:20 AM | | Yard | 0.0 | 0.0 | OTHELLO | 98.7 | SO | | @TORWC | A 5:00 PM | A 2:45 AM | | A 8:00 PM | A 4:00 PM | |
| 7:20 | 5:20 | | | 1:33 | 4:28 | 70 | 10 | 5.5 | 5.5 | ANSON | 93.2 | | No Office | P | 4:51 | 2:32 | | 6:50 | 3:30 | |
| 7:35 | 5:30 | | | 1:39 | f 4:35 | 70 | 10 | 9.2 | 3.7 | TAUNTON | 89.5 | | No Office | P | 4:45 | f 2:25 | | 6:30 | 3:15 | |
| 7:55 | 5:45 | | | 1:48 | s 4:47 | 70 | 20 | 14.9 | 5.7 | CORFU | 83.8 | CF | | W | 4:35 | f 2:15 | | 6:00 | 2:45 | |
| 8:20 | 6:20 | | | 2:02 | f 5:02 | 70 | 15 | 24.6 | 9.7 | SMYRNA | 74.1 | | No Office | P | 4:18 | f 1:55 | | 5:25 | 2:02 | |
| 8:40 | 6:40 | | | 2:11 | 5:12 | 70 | 20 | 31.1 | 6.5 | JERICO | 67.6 | | No Office | P | 4:08 | f 1:45 | | 5:00 | 1:40 | |
| 9:00 | 7:00 | | | L 4:15 PM | s 2:21 | s 5:22 | 70 | 90 | 37.8 | BEVERLY | 60.9 | BV | | @OYBWCR | A 12:05 PM | s 3:58 | s 1:35 | 4:30 | 4:10 | 1:15 |
| 9:30 | 7:30 | | | A 4:20 PM | | | | 38.8 | 1.0 | BEVERLY JCT. | 59.9 | | No Office | J | L 12:01 PM | | | | | |
| | | | | | | | | 40.6 | 1.8 | COHASSETT | 58.1 | | No Office | P | | 3:47 | 1:24 | 3:55 | 3:40 | 12:20 |
| 9:55 | 8:00 | | | 2:30 | 5:32 | 70 | 10 | 44.1 | 3.5 | DORIS | 54.6 | | No Office | P | 3:38 | f 1:16 | | 3:25 | 12:05 PM | |
| 10:15 | 8:30 | | | 2:42 | f 5:45 | 42 | | 49.6 | 5.5 | RYE | 49.1 | RY | | W | 3:25 | f 1:04 | | 3:00 | 2:40 | 11:40 |
| 10:55 | 9:15 | | | 3:00 | f 6:05 | 70 | 6 | 52.9 | 3.3 | CHEVIOT | 45.8 | | No Office | P | 3:15 | 12:54 | | 2:20 | 11:00 | |
| 11:20 | 9:50 | | | 3:15 | 6:20 | 70 | 7 | 56.6 | 3.7 | BOYLSTON | 42.1 | BX | | W | s 3:00 | s 12:42 | | 2:00 | 10:40 | |
| 11:45 | 10:40 | | | s 3:29 | s 6:35 | 70 | 21 | 62.1 | 5.5 | RENSLOW | 36.6 | | No Office | P | 2:43 | 12:23 | | 1:20 | 10:10 | |
| 12:05 PM | 11:05 | | | 3:42 | 6:50 | 70 | 10 | 67.1 | 5.0 | KITTITAS | 31.6 | KY | | @BYW | s 2:32 | s 12:17 | | 12:55 | 9:45 | |
| 12:55 | 11:55 | | | s 3:55 | s 7:05 | 70 | 90 | 73.5 | 6.4 | ELLENSBURG | 25.2 | NB | 6:00 PM to 8:00 AM | | s 2:17 | s 12:02 AM | | 12:30 | 9:10 | |
| 1:25 | 12:30 PM | | | s 4:08 | s 7:20 | 70 | 50 | 80.4 | 6.9 | THORP | 18.3 | RP | 5:00 PM to 7:00 AM | | 2:02 | f 11:47 | | 12:05 PM | 8:35 | |
| 2:02 | 1:05 | | | 4:23 | f 7:38 | 70 | 20 | 88.8 | 8.4 | HORLICK | 9.9 | | No Office | P W | 1:47 | f 11:32 | | 11:35 | 7:58 | |
| 2:55 | 1:47 | | | 4:40 | f 7:58 | 70 | 5 | 98.7 | 9.9 | CLE ELUM | 0.0 | CM | | @TOWCRB | L 1:30 PM | L 11:15 PM | | L 11:00 AM | L 7:00 AM | |
| A 4:00 PM | A 3:00 PM | | | A 5:00 PM | A 8:20 AM | | Yard | | | | | | | | | | | | | |
| 9:00 | 10:0 | | | .05 | 3:34 | 4:00 | | | | Schedule Time | | | | | 0.04 | 3.30 | 3.30 | 9:00 | 9:00 | |
| 10.7 | 9.7 | | | 12.0 | 27.0 | 23.5 | | | | Average Speed per Hour | | | | | 15.0 | 27.7 | 27.7 | 10.7 | 10.7 | |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Automatic Block System is in use between Othello and Cle Elum.
On mountain grade at meeting points made by special order the ascending train will take siding, unless otherwise specified in the order.

When passenger trains meet at Beverly, west bound train will head in at cross over, about 500 feet east of depot, but will not head in until helper engine is cut off east bound train and has backed through cross over to east leg of Wye.

When passenger trains meet at Ellensburg and the west bound train finds automatic signal at East Switch at danger, they will proceed with train under absolute control to the cross over switch and take siding at west end of passing track.

Nos. 95 and 96 will carry passengers except to and from stations between Beverly and Kittitas.

Nos. 315 and 316 will lose all rights and class between Beverly and Beverly Jct. when 30 minutes or more late.

MOUNTAIN GRADE: Between Beverly and Kittitas.

Industrial tracks not shown as stations:

- Regal, 3.5 miles east of Ellensburg.
- Woldale, 3.6 miles west of Ellensburg.
- Taneum, 2.6 miles west of Thorp.
- Benson, 5.5 miles west of Horlick.

Initial Stations.

- Othello for trains 17, 15, 63 and 95.
- Beverly for trains 315.
- Beverly Jct. for trains 316.
- Cle Elum for trains 16, 18, 64 and 96.

Terminal Stations.

- Cle Elum for trains 17, 15, 63 and 95.
- Beverly Jct. for train 315.
- Beverly for train 316.
- Othello for trains 16, 18, 64 and 96.

Yard Limit Boards are Located as follows:

- 2000 feet east of east switch at Cle Elum.
- 2000 feet west of west switch at Othello.

4 WESTWARD—BETWEEN WARDEN AND MARCELLUS—SUBDIVISION—EASTWARD

| SECOND CLASS | | Capacity of Sidings in Cars | | Time Table No. 1 | | | | SECOND CLASS | | | |
|--------------------|----------|-----------------------------|---------------|------------------------------|------------------------|-------------------------|-----------------|-------------------------|---------------------------------|--------------------|---------|
| 115 | | | | In Effect September 15, 1918 | | | | 116 | | | |
| Mixed | | | | | | | | Mixed | | | |
| Tues., Thur., Sat. | | Passing Tracks | Other Sidings | Distance from Warden | STATIONS | Distance from Marcellus | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 5 | Tues., Thur., Sat. | |
| L | 7:00 AM | | | 0.0 | WARDEN | 46.9 | WX | | YWRJ | A | 4:25 PM |
| | 7:25 | 30 | 15 | 8.2 | TIFLIS | 38.7 | | | P JRY | | 3:55 |
| | 9:45 | | | | | | | | | | |
| | 10:15 | 31 | | 16.2 | RUFF | 30.7 | RU | | W | | 3:25 |
| | 10:35 | 30 | 15 | 22.0 | MOODY | 24.9 | | | P | | 2:55 |
| | 10:55 | 30 | 15 | 27.0 | BATUM | 19.9 | | | P | | 2:35 |
| | 11:10 | | 20 | 30.9 | LAUER | 16.0 | | | P | | 2:20 |
| | 11:35 | 30 | 12 | 37.7 | SCHOONOVER | 9.2 | | | P | | 1:55 |
| | 11:55 | | 18 | 42.1 | PACKARD | 4.8 | | | P | | 1:35 |
| A | 12:15 PM | 32 | 13 | 46.9 | MARCELLUS | 0.0 | MR | | YWR | L | 1:15 PM |
| | 2:55 | | | | Schedule Time | | | | | | 3:10 |
| | 16.2 | | | | Average Speed per Hour | | | | | | 14.8 |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
 Except that No. 116 will wait at Marcellus for No. 115.

Initial Stations.
 Warden for train 115.
 Marcellus for train 116.

Terminal Stations.
 Marcellus for train 115.
 Neppel for train 116.

WESTWARD—BETWEEN TIFLIS AND NEPPEL—SUBDIVISION—EASTWARD

| SECOND CLASS | | Capacity of Sidings in Cars | | Time Table No. 1 | | | | SECOND CLASS | | | |
|--------------------|---------|-----------------------------|---------------|------------------------------|------------------------|----------------------|-----------------|-------------------------|---------------------------------|--------------------|---------|
| 215 | | | | In Effect September 15, 1918 | | | | 216 | | | |
| Mixed | | | | | | | | Mixed | | | |
| Tues., Thur., Sat. | | Passing Tracks | Other Sidings | Distance from Tiflis | STATIONS | Distance from Neppel | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 5 | Tues., Thur., Sat. | |
| L | 7:25 AM | | 15 | 0.0 | TIFLIS | 15.0 | | | P JYR | A | 9:45 AM |
| | 7:50 | 25 | | 6.0 | SIELER | 9.0 | | | | | 9:20 |
| A | 8:25 AM | 30 | 40 | 15.0 | NEPPEL | 0.0 | NP | | YWR | L | 8:40 AM |
| | 1:0 | | | | Schedule Time | | | | | | 1:5 |
| | 15.0 | | | | Average Speed per Hour | | | | | | 13.9 |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
 Except that No. 216 will wait at Neppel for No. 215.

Initial Stations.
 Tiflis for train 215.
 Neppel for train 216.

Terminal Stations.
 Tiflis for train 216.
 Neppel for train 215.

WESTWARD—BETWEEN BEVERLEY JCT. AND HANFORD—SUB.—EASTWARD

| SECOND CLASS | | Capacity of Sidings in Cars | | Time Table No. 1 | | | | SECOND CLASS | | | |
|------------------|---------|-----------------------------|---------------|---------------------------------|------------------------|-----------------------|-----------------|-------------------------|---------------------------------|------------------|----------|
| 315 | | | | In Effect September 15, 1918 | | | | 316 | | | |
| Mixed | | | | | | | | Mixed | | | |
| Mon., Wed., Fri. | | Passing Tracks | Other Sidings | Distance from Beverley Junction | STATIONS | Distance from Hanford | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 5 | Mon., Wed., Fri. | |
| L | 4:20 PM | | | 0.0 | BEVERLY JUNCTION | 45.2 | | | P JR | A | 12:01 PM |
| | 4:35 | | 6 | 4.0 | LEVERING | 41.2 | | | | | 11:35 |
| | 5:10 | | 28 | 14.4 | PRIEST RAPIDS | 30.8 | | | P W | | 11:00 |
| | 5:37 | | 9 | 21.3 | VERNITA | 23.9 | | | | | 10:30 |
| | 5:55 | | 5 | 27.4 | HAVEN | 17.8 | | | | | 10:05 |
| | 6:03 | | 12 | 30.7 | ALLARD | 14.5 | | | | | 9:50 |
| | 6:25 | 25 | 75 | 37.4 | WHITE BLUFFS | 7.8 | WB | | | | 9:30 |
| A | 6:45 PM | 10 | 30 | 45.2 | HANFORD | 0.0 | HN | | YWR | L | 9:00 AM |
| | 2:25 | | | | Schedule Time | | | | | | 3:01 |
| | 18.0 | | | | Average Speed per Hour | | | | | | 15.0 |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Trains cannot meet or pass at Levering, Vernita, Haven or Allard.

Initial Stations.
 Beverly Jct. for train 315.
 Hanford for train 316.

Terminal Stations.
 Hanford for train 315.
 Beverly Jct. for train 316.

Industrial tracks not shown as stations:
 Laing, 4.6 miles west of Tiflis.
 Jantz, 4.2 miles west of Lauer.
 Schafer, 2 miles west of Packard.
 McDonalds, 5.5 miles east of Neppel.

**R. C. PETERSON,
 W. A. MONROE,
 E. E. KILBOURN,**
 Dispatchers.

**C. E. MOLANDER,
 Chief Dispatcher.
 T. McFARLANE,**
 Trainmaster.

SPECIAL RULES AND INSTRUCTIONS REGARDING THE OPERATION OF TRAINS ON MOUNTAIN GRADES.

LOCATION WILL BE SPECIFIED ON TIME-TABLES.

"That part of Rules 19 and D-19 in the book of Rules and Regulations prescribing the kind of markers to be displayed by day is changed to read: 'By day green flags (or marker lamps not lighted).'"

| STATION | SUNDAY HOURS | STATION | SUNDAY HOURS |
|---------------|---------------------|------------------|--------------------|
| Lavista | 12.00 mn to 6.00 am | Ralston | 8.00 am to 6.00 pm |
| Evan | 8.00 pm to 12.00 mn | Warden | 8.00 am to 6.00 pm |
| Revere | 6.00 am to 4.00 pm | Ellensburg | 8.00 am to 6.00 pm |
| | 7.00 am to 5.00 pm | Thorp | Closed on Sunday. |

All offices between Warden and Marcellus, Beverly Jct. and Hanford, and Tiflis and Neppel closed on Sunday.

ASCENDING.

1. When no helper power on rear, the last car must be one that is equipped with a good hand brake and a trainman stationed upon it at all times. Conductors are responsible for having trainmen properly stationed.
2. When helper power is to accompany the train beyond the summit, it will be used to double-head the train down grade.
3. When power is used on rear of freight trains, it must be in advance of boarding outfits, empty flat cars or cars of insufficient strength to safely resist the push of such engines.

DESCENDING.

4. Before commencing descent, engineers and conductors will be held responsible for thoroughly ascertaining condition of brakes and train and determining the method that will be followed in controlling its descent. They will not start until it is positively known that the train can be handled safely. To afford the engineer an opportunity to recharge and retain maximum air pressure at all times, conductors will confer with engineers as to the number of retaining valves to be turned up and will be responsible for the number required in service. When retainers are used, they will be turned up, commencing at the head end of the train. As a rule, all available retainers should be used on freight trains. On passenger trains every other retainer should be used, alternating them to avoid heating of wheels.

5. An air brake test will be made before commencing descent, which must be carefully supervised by the conductor. Such tests shall be made by setting the brakes and leaving them set while a trainman walks from each end of the train toward the middle, who must observe that the piston travel is properly adjusted, not less than four inches nor more than eight inches, that retainers are in good condition and that hand brakes are ready for operation. If any of the air brake apparatus is out of order, the air will be cut out on such cars. Conductor must notify engineer when air is cut out on a car, or any change made in the brake equipment, and see that proper test is made after every such change.

6. Same rule to apply before commencing ascent.

7. Approach and commence descent at slow speed, applying retainers before starting and keep them applied until the actual foot of grade is reached.

8. **Brake resistance decreases as speed increases; speed, therefore, must be controlled from the start.**

9. Immediately after starting, engineers will apply air, ascertaining at once, and while speed is slow, as to the holding power of the brakes. Speed of trains will be governed by local conditions and must in no instance exceed that at which they can be quickly brought to a stop.

10. Should air hose burst while descending, sand must be used and train stopped as quickly as possible. When stopped the engineer will reverse his engine and use steam enough to hold it against the train, and trainmen will set a sufficient number of hand brakes to insure holding the train should the air release. Hand brakes must remain set until the train is again fully charged with air. The engineer will notice by the air gauge that train pipe is empty and occasionally move the handle of engineer's valve quickly from "lap" to full release and back to "lap" to show trainmen by escape of air the location of damaged hose or pipe. While an air hose is being changed train pipe cocks must not be closed on account of danger of forward brakes releasing.

11. Use air brake facilities to full extent, supplementing them with hand brakes only when necessary for the safe handling of the train. When necessary to use hand brakes, do so with judgment, avoid flattening wheels and make full use of them when called for by signal from the engineer.

12. 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 them to cool.

13. Pushing cars ahead of engines on descending grades is prohibited.

14. **COLUMBIA DIVISION:** East bound freight trains between Boylston and Beverly will stop at Rye for trainmen to inspect trains and to permit wheels to cool. Passenger trains will stop for trainmen to inspect trains.

15. Brakemen are required to ride on top of freight trains on descending grades between Beverly and Kittitas.

GENERAL.

16. Air will be operated from the leading engine, and will, if continuous be cut through to helper and include such air cars as may be in the rear of it, making air continuous from leading engine as far back as conditions will permit.

17. When two or more locomotives are handling a train, the cut-out cock in brake pipe underneath the engineer's brake valve must be closed and the brake valve handle carried in running and straight air in release position on all locomotives except the one from which the brakes are operated.

18. If for any reason it becomes necessary to cut off road engine from train, it shall be known positively before doing so that the train is properly secured with hand brakes or blocks. The engine shall not be uncoupled until the conductor so directs. This is a matter that must be handled personally by the conductor and engineer, who will be held equally responsible for safety of train.

19. When cars are placed on sidings on mountain or maximum grades, they shall be left on the down hill end of same as near derail as practicable, the air released, hand brakes securely applied and wheels blocked before detaching engine from cars.

20. When a freight train is to stop, all trainmen will remain on the train until it comes to a stop and has been properly secured by hand brakes. In the case of a descending train the air should be released after the train is secured by hand brakes, to enable the engineer to recharge the train before starting.

On descending or ascending mountain grades, passenger trains must not exceed twenty-five (25) miles per hour. Where track is rough or view obstructed, on mountain grades or at other points, speed must be reduced to a limit that will insure safety.

All trains will be under control approaching bluffs and rock cuts where slides and rock are liable to obstruct track, and will cross all high bridges slowly.

All trains must obtain Clearance Card Form A or A-1 before leaving initial station on each subdivision.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of train dispatcher to register by card.

SYMBOLS.

| | | |
|-------------------|---------------------------------|-------------------|
| ⊙—Standard Clock. | T—Turntable. | B—Bulletin Board. |
| W—Water. | Y—Wye. | J—Junction. |
| C—Coal. | P—Dispatchers' Telephone. | Z—Track Scales. |
| O—Oil. | I—Interlocker. | ☯—Refreshments. |
| R—Register. | K—Connection with Foreign Road. | |

Passenger trains will not exceed fifty (50) miles per hour at any point, nor twenty-five (25) miles per hour around curves between Taunton and Smyrna, nor thirty-five (35) miles per hour around other curves between Othello and Cle Elum, and will not exceed thirty (30) miles per hour on descending mountain grades.

Class K-1 engines in passenger service and equipped with swing motion trucks will not exceed thirty-five (35) miles per hour; when equipped with rigid trucks will not exceed twenty-five (25) miles per hour.

Passenger trains will reduce speed to fifteen (15) miles per hour and freight trains ten (10) miles per hour through Boylston tunnel. A speed of twenty-five (25) miles per hour may be maintained through other tunnels.

Freight trains will not exceed twenty (20) miles per hour, and on descending mountain grades will reduce speed to fifteen (15) miles per hour.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as in the judgment of the conductor and engineer in charge of the train, may be safe and prudent, due consideration being always given to condition of track, comfort of passengers and all the circumstances.

The maximum speed of all special passenger trains between Marengo and Malden will be thirty (30) miles per hour.

Where track is rough or view obstructed, speed of all trains will be reduced to a limit that will insure safety.

Passenger trains will not exceed fifty (50) miles per hour at any point, nor thirty-five (35) miles per hour around curves between Malden and Othello.

Class K-1 engines in passenger service and equipped with swing motion trucks will not exceed thirty-five (35) miles per hour; when equipped with rigid trucks will not exceed twenty-five (25) miles per hour.

Freight trains will not exceed twenty (20) miles per hour.

Trains will not exceed twenty-five (25) miles per hour through tunnels and over Cow Creek viaduct.

Trains will not exceed ten (10) miles per hour between east switch at Ewan and road crossing just west of depot.

Trains will not exceed twenty (20) miles per hour on all branch lines.

TONNAGE RATING.

| | EASTBOUND OUT OF | | | | | | N |
|------------------|------------------|-------|-------|------------|------------------------|----------------|------|
| | K-1 | 2K-1 | L-1 | K-1 L-1 | K-1-2 L-1 K-1N-1 | 2L-1 or 1-N | |
| Cle Elum | 2500 | ..... | ..... | ..... | ..... | ..... | 4000 |
| Kittitas | 550 | 1200 | 800 | 1400 | 2000 | 1600 | 1400 |
| Beverly | 2200 | 2200 | 2800 | 2800 | ..... | ..... | 4000 |
| Othello | 2200 | 2200 | 2800 | 2800 | ..... | ..... | 4000 |
| WESTBOUND OUT OF | | | | | | | |
| Malden | 2400 | 2400 | 2600 | 2600 | ..... | ..... | 3500 |
| Hillcrest | 3500 | 3500 | 3500 | 3500 | ..... | ..... | 4000 |
| Othello | 3000 | 3000 | 3000 | 3000 | ..... | ..... | 4000 |
| Beverly | 375 | 800 | 600 | 1000 | 1500 | 1200 | 1000 |
| Kittitas | 1600 | 1600 | 2200 | 2200 | ..... | ..... | 3500 |

TONNAGE DEDUCTION FOR WEATHER CONDITIONS.

| | |
|------------------------|---------------------|
| 10 to 20 above | Reduce 10 per cent. |
| Zero to 10 above | Reduce 15 per cent. |
| Zero to 10 below | Reduce 20 per cent. |
| 10 to 20 below | Reduce 30 per cent. |

WATCH INSPECTORS.

| | | | |
|------------------------|----------------|--------------------|-----------------|
| L. R. Dillingham | Malden, Wash. | M. W. Davies | Cle Elum, Wash. |
| A. B. Crawford | Othello, Wash. | | |

SPEED TABLE.

| |
|--|
| 60 miles per hour is equivalent to one mile in 1 minute and 0 seconds. |
| 55 miles per hour is equivalent to one mile in 1 minute and 5 seconds. |
| 50 miles per hour is equivalent to one mile in 1 minute and 12 seconds. |
| 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds. |
| 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds. |
| 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds. |
| 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds. |
| 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds. |
| 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds. |
| 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds. |

MILWAUKEE HOSPITAL ASSOCIATION.

COMPANY SURGEONS.

| | | | |
|-------------------------|---------------------------------------|---------------------|-------------------------------|
| Seattle, Wash. | Dr. A. I. Bouffleur, Chief Surgeon. | Spokane, Wash. | { Dr. S. D. Brazeau, Oculist. |
| St. Maries, Idaho | Dr. D. E. Cornwall, District Surgeon. | | { Dr. Carroll Smith, Oculist. |

LOCAL SURGEONS.

| | | | |
|---------------------|-------------------|------------------------|---------------------|
| Malden, Wash. | Dr. John Darst. | Kittitas, Wash. | Dr. A. H. Winkel. |
| Lind, Wash. | Dr. C. Henderson. | Ellensburg, Wash. | Dr. W. A. Taylor. |
| Othello, Wash. | Dr. J. W. Tulles. | Cle Elum, Wash. | Dr. F. W. McKnight. |

HOSPITALS.

| | | | |
|-------------------------|--------------------------|------------------------|------------------------------|
| St. Maries, Idaho | St. Maries Hospital. | Ellensburg, Wash. | Ellensburg General Hospital. |
| Spokane, Wash. | { Sacred Heart Hospital. | Cle Elum, Wash. | Roslyn-Cle Elum Hospital. |
| | { Deaconess Hospital. | | |

LOCATION OF STRETCHERS.

| | | |
|----------------|-----------------|--------------------|
| No. 21—Malden. | No. 23—Othello. | No. 77—Ellensburg. |
| No. 22—Lind. | No. 24—Beverly. | No. 26—Cle Elum. |