TABLE OF TRAIN SPEEDS			
Minutes/ Seconds Per Mile	Miles per Hour	Minutes/ Seconds Per Mile	Miles per Hour
1-30	40	3-30	17
1-35	38	4-00	15
1-43	35	4-36	13
1-50	33	5-00	12
2-00	30	5-27	11
2-13	27	6-00	10
2-24	25	7-30	8
2-36	23	8-30	7
2-51	21	10-00	6
3-00	20	12-00	5

TRAIN DISPATCHER'S OFFICE TACOMA
(206) 383-2626 (24 hrs)
(206) 383-2628 (Telecopier)

RADIO BASE STATIONS

Tacoma Dispatcher	8:00 am - 4:00 pm, Monday - Friday and other hours as specified by general order or track bulletins.
Western Junction	Unattended - Remote from Tacoma

TE Road Channel 1 and TE Switching Channel 2 in service on all subdivisions.

PROFILE - RULING GRADES IN EXCESS OF 1% BETWEEN:

Tacoma-Hillsdale	A3.3%	Elbe-Divide	A1.8%
Frederickson-Thrift	A2.2%	Divide-Coal Canyon	D2.2%
Thrift-Kapowsin	D1.5%	Park Jct.-National	A1.8%
Clay City-New Reliance	A2.2%	Frederickson-Loveland	A1.8%

Engineers: Moving Westward, these grades are (A) ascending (D) descending.

D.A. GRAY
Trainmaster-Road Foreman of Engines

M.L. NEALE
Chief Dispatcher

W.W. CAHILL
Engineering Consultant

D.T. SPRAU
Operating Practice Consultant

006

TACOMA EASTERN RAILWAY COMPANY

System Lines

TIME TABLE 1

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

Wednesday
February 1, 1995

For the government and information of employees only

E. M. Berntsen
President & General Manager

G. W. Emmons
Superintendent

2 **WESTWARD** | **FIRST SUBDIVISION** (Mountain Line) | **EASTWARD**

Capacity in Feet		Distance from Tacoma Jct.	Milepost	Station Symbols	Time Table No. 1 Feb. 1, 1995 Stations	Distance from Morton	Station Numbers	Rule 4.3 Signs
Other Tracks	Siding							
Conn.		0.0	2192.0	JN	TACOMA JCT.	66.0	090	C
					1.1			
	915	1.1	2193.1	CY	COACH YARD	64.9	099	Y
					0.7			
		1.8	2193.8 / 0.0	A	TACOMA	64.2	100	BKPQY
					0.5			
		2.3	0.5	NF	FORSTER	63.7	101	Y
					2.6			
SE-290	1578	4.9	3.1	B	HILLSDALE	61.1	103	
					0.9			
	3860	5.8	4.0	WE	WEST HILLSDALE	60.2	104	
					1.5			
SW-453		7.3	5.5	MD	MIDLAND	58.7	106	
					1.9			
	5064	9.2	7.4	S	ALLISON	56.8	107	
					3.8			
Yard	1710	13.0	11.2	SJ	FREDERICKSON	53.0	111	BJKPTY
					2.9			
SE-265		15.9	14.1	RV	VENEER	50.1	114	Y
					1.7			
		17.6	15.8	GR	GRAHAM	48.4	116	
					1.7			
	3990	19.3	17.5	FT	THRIFT	46.7	118	
					3.5			
		22.8	21.0	NX	TANWAX	43.2	121	
					1.9			
		24.7	22.9	RE	KAPOWSIN	41.3	123	
					1.5			
		26.2	24.4	CR	OHOP CREEK	39.8	124	
					3.4			
		29.6	27.8	YC	CLAY CITY	36.4	128	
					3.8			
	2495	33.4	31.6	V	EATONVILLE JCT.	32.6	131	Y
					0.7			
		34.1	32.3	YN	LYNCH CREEK	31.9	132	Y
					7.2			
	2622	41.3	39.5	RA	NEW RELIANCE	24.7	139	
					5.0			
Yard	305	46.3	44.5	BE	ELBE	19.7	144	BKPY
					2.0			
	1987	48.3	46.5	PJ	PARK JCT.	17.7	146	JTY
					3.3			
SE-Yard		51.6	49.8	OS	SHOPS	14.4	149	BKY
					0.7			
Yard	1660	52.3	50.5	D	MINERAL	13.7	150	TY
					4.5			
	3170	56.8	55.0	VI	DIVIDE	9.2	155	
					5.3			
		62.1	60.3	NK	NINETEEN CREEK	3.9	160	
					1.7			
		63.8	62.0	CA	COAL CANYON	2.2	162	
					2.2			
Yard	5743	66.0	64.2	MN	MORTON	0.0	164	TY

EASTWARD REGULAR TRAINS ARE SUPERIOR TO WESTWARD REGULAR TRAINS

Rule 14.1 Track Warrant Control in effect on this subdivision.

At Frederickson and Park Jct. normal position of junction switch is for First Subdivision.

Time applies: Elbe, at Passenger Station
Park Jct., at Junction (East Wye) Switch
Mineral, at East Switch.

SECOND SUBDIVISION
(National Park Line)

WESTWARD — EASTWARD

Capacity in Feet		Distance from Park Jct.	Milepost	Station Symbols	Time Table No. 1 Feb. 1, 1995 Stations	Distance from National	Station Numbers	Rule 4.3 Signs
Other Tracks	Siding							
	1987	0.0	0.0	PJ	PARK JCT.	3.5	146	JTY
					3.5			
2720		3.5	3.5	NP	NATIONAL	0.0	204	

EASTWARD REGULAR TRAINS ARE SUPERIOR TO WESTWARD REGULAR TRAINS

Rule 14.1 Track Warrant Control in effect on this subdivision.

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

THIRD SUBDIVISION
(Prairie Line)

WESTWARD — EASTWARD

Capacity in Feet		Distance from Frederickson	Milepost	Station Symbols	Time Table No. 1 Feb. 1, 1995 Stations	Distance from Chehalis	Station Numbers	Rule 4.3 Signs
Other Tracks	Siding							
Yard	750	0.0	0.0	SJ	FREDERICKSON	54.3	111	BJKPTY
					3.4			
		3.4	3.4	L	LOVELAND	50.9	303	
					4.6			
	3066	8.0	8.0	GN	GREENDALE	46.3	308	
					2.8			
		10.8	10.8	RY	ROY	43.5	311	
					4.7			
	1294	15.5	15.5	MC	McKENNA	38.8	315	
					7.5			
	1941	23.0	23.0	R	RAINIER	31.3	323	
					5.5			
Yard	3500	28.5	28.5	SK	SKOOKUMCHUCK	25.8	329	CY
					1.1			
Yard		29.6	29.6	JC	WESTERN JCT.	24.7	330	CPQTY
					1.3			
	1830	30.9	30.9	AK	OFFUTT LAKE	23.4	331	
					1.4			
SE-Conn.		32.3	32.3	SG	MUD LAKE	22.0	332	
					4.5			
Yard	1842	36.8	36.8 / 0.2	MT	MAYTOWN	17.5	337	Y
					7.2			
	2631	44.0	7.4	SX	ESSEX	10.3	344	
					4.6			
	1885	48.6	12.0	LS	LAKESLEE	5.7	349	
					0.8			
		49.4	12.8	BJ	(BN/UP Crossings) BLAKESLEE JCT.	4.9	350	ACJ
					1.2			
1228	2171	50.6	14.0	CN	CENTRALIA	3.7	351	
					3.7			
Yard	1775	54.3	17.7	CH	(BN Crossings) CHEHALIS	0.0	355	BCKPJY

EASTWARD REGULAR TRAINS ARE SUPERIOR TO WESTWARD REGULAR TRAINS.

Rule 14.1 Track Warrant Control in effect on this subdivision.

At Frederickson normal position of junction switch is for First Subdivision.

SPECIAL INSTRUCTIONS
All Subdivisions

1. TE OPERATIONS are effective 1201 am, Feb. 1, 1995, and are governed by the following operating rules, as modified by timetable special instructions, general orders, track bulletins and track warrants; employees whose duties are affected thereby must have a copy readily available for reference while on duty:

(a) General Code of Operating Rules, Third Edition, dated April 10, 1994;
(b) Burlington Northern Air Brake and Train Handling Rules, effective 10/89, revised 10/90;
(c) Burlington Northern Safety Rules and Procedures/ Transportation, and General Rules, dated Sept. 1, 1994.
(d) U. S. Department of Transportation 1993 Emergency Response Guidebook;

2. GLOSSARY.

The following terms are added to the glossary:

Regular Train. A train identified by a timetable schedule. Regular trains must not leave their initial station on any subdivision without a track warrant; they have precedence over opposing unscheduled trains. (Unscheduled trains are those outlined by GCOR Rule 5.11.)

Train Register. A book or form used at designated stations for registering time of arrival and/or departure of trains and such other information as may be prescribed.

3. SAFETY RULES, AIR BRAKE AND TRAIN HANDLING RULES, AND RELATED INSTRUCTIONS:

(a) Burlington Northern, Central Puget Sound Regional Transit Authority (RTA), or Union Pacific crews operating over TE trackage will be governed by the Safety Rules and Air Brake and Train Handling rules provided by their employing railroad. TE crews, and crews of tenant companies other than listed above will be governed by Safety Rules, Air Brake and Train Handling Rules in effect on Tacoma Eastern Railway.

(b) BN Core Safety Rule 6 (Page 11) not applicable to TE Employees.

4. RULE 1.17: HOURS OF SERVICE LAW: Employees whose duties subject them to coverage by the federal Hours of Service Act must record their "covered" service on the forms provided:

Train and Engine service: Train Log or Delay Report.
Train Dispatchers: Record of Movement of Trains.
Station employees, Signalmen: Daily Time Report.

BN and UP crews complying with Hours of Service reporting requirements of their employing railroad will be considered in compliance with these instructions.

5. RULE 3.3: TIME COMPARISON: Standard Clocks displaying time received from an authorized source will be made available to TE, MRSR, Rail Link and CCRA personnel. Crews having access to National Institute of Standards WWV Coordinated Universal Time signal are also authorized to use this source. BN, RTA and UP crews operating on TE trackage who have fulfilled time comparison rules on their employing railroad will be considered in compliance with these instructions.

6. RULE 3.1.1: TIME: Tacoma Eastern Railway will use twelve-hour, Ante Meridian (AM) and Post Meridian (PM) time.

7. RULE 4.1.1: TIMETABLES: At the moment a new timetable goes into effect, all schedules in the previous timetable become void; trains using these schedules may only proceed as unscheduled trains under authority of a new track warrant; schedules in the new timetable which are overdue to depart their initial station on any subdivision are also void and cannot be utilized on any subdivision on that calendar date.

8. RULE 4.3: TIMETABLE CHARACTERS:

(a) The following symbols, placed in column on timetable subdivision pages, indicate facilities are available as follows:

A	Automatic Interlocking (approach-activated)
B	General Orders
C	Track connection with foreign road
J	Junction
K	Standard Clock
P	Company-provided telephone
R	Train Register
Q	Radio base station
T	Turntable, Wye or Balloon track
U	Railroad Crossing at grade, not protected by signals; may be protected by gates
Y	Yard limits

(b) Within timetable schedule columns, letter symbols indicate the following:

A	Arrive
s	Stop
f	Conditional passenger stop (flag stop)

(c) Within Track Capacity columns:

SE	spur with switch on East end
SW	spur with switch on West end.

9. RULE 4.4: TRAIN REGISTERS: The prescribed information must be entered by conductor, or engineer of trains without conductor, upon train registers at locations where they are in use. Care must be taken to insure register pages are properly dated and entries made upon the correct page. Where registers are provided, trains must register at originating and terminating stations and will register at intermediate points as directed by track bulletin.

10. RULE 4.5 TIMETABLE REQUIREMENTS:

(a) Schedules of trains authorized in timetables are, unless fulfilled, annulled, or abolished, in effect for twelve hours after their time at each station. Schedules date from their initial station on each subdivision. Schedules are fulfilled on each subdivision when the train operating on them arrives at the final station on that subdivision. Schedules may be annulled by track bulletin.

Schedules may be abolished by General Order for the life of the timetable in which they appear.

(b) Regular trains more than twelve hours late on either scheduled arriving or leaving time at any station lose their operating authority and may proceed thereafter only as unscheduled trains, when authorized to do so by new track warrant.

(c) Where two times are given for a train at any station, they are arriving and leaving times. Except at terminating stations, a single time figure shown at a station is the scheduled leaving time; regular trains may arrive prior to scheduled arrival times but must not leave a station in advance of the scheduled leaving time.

(d) Unless otherwise specified, timetable schedule times, or waiting times for any train specified in track warrants or track bulletins, apply at point where opposing train or other movement will clear main track. Where there is no siding, the time applies at milepost location corresponding to station name in timetable.

11. RULE 5.4.4: TRACK FLAGS. Is in effect on all subdivisions.

12. RULES 5.6 AND 5.7: Fusees and torpedoes are dangerous devices if misused; they must be secured against theft or unauthorized use and all possible caution with regard to their use must be exercised, particularly in populated areas. After torpedoes have been placed, whenever practicable notify the train dispatcher, who, if it can be determined the torpedo protection is no longer necessary, will make arrangements for their removal.

13. RULE 5.11: ENGINE IDENTIFYING NUMBER: This rule refers to unscheduled trains; regular trains will be referred to by schedule number; this does not preclude responding to radio inquiries addressed to the engine of a regular train.

14. RULE 6.19: FLAG PROTECTION: The specified flagging distance on TE is modified as follows:

Freight Speed limit in zone:	Flagging distance:
1-12 MPH	**0.5 Mile**
13-25 MPH	**1.0 Mile**
26 MPH and over	**1.5 Miles.**

Note: When the area traversed by the flagman encompasses more than one speed zone, use the distance figure for the higher speed zone.

15. RULE 14.0.1: TRACK WARRANTS: Printed forms on TE bear the sub-title "Clearance" and may be referred to as such.

16. RULE 14.4.1: AUTHORIZING FOLLOWING MOVEMENTS: Train dispatcher may authorize, within the same limits, a single following movement behind a train authorized to move in the same direction and excused from providing rear end protection. It must be ascertained by train dispatcher, before authorizing the following movement, that the preceding movement has left the point where the following movement begins using the main track. The preceding movement must first be notified verbally or in writing that a following movement has been authorized; preceding movement will then afford rear-end protection to the extent practicable. The following movement will be given written instruction by track warrant or track bulletin in the following form: "Proceed _____ to _____ prepared to stop short of train ahead." The preceding train must not be passed by the following train, responsibility for same resting with the following train. When notified by the preceding train that the limits have been cleared in the form"_____ is beyond (station) _____", or advised of this by the train dispatcher, the restrictive instructions to the following train may be considered void.

17. RULE 14.10 TRACK WARRANT OR TRACK BULLETIN IN EFFECT (Disposition): When a track warrant or track bulletin has been fulfilled, is made void by the train dispatcher, or becomes void through application of rule 4.5, it is of no further effect and must be destroyed, except when a portion of multiple track warrants or track bulletins stapled or otherwise fastened together becomes void, the individual documents may be marked "void" and left together until such time as the entire group are void or otherwise fulfilled and of no further operating use, at which time they must be destroyed. Exception: Crews tied up at outlying points under unusual or emergency conditions may retain slow and cautionary track bulletins for possible use on a subsequent trip after recalled to service.

18. RULE 15.0.1: TRACK BULLETINS: Printed forms on TE bear the sub-title "Train Order" and may be referred to as such.

19. RULE 15.12: RELIEF OF ENGINEER OR CONDUCTOR DURING TRIP: If track warrants, bulletins and other instructions cannot be delivered personally to the relieving crew, certain uniform procedures must be followed. These instructions may be issued by General Order or may be provided to conductors and engineers by the company officer to whom they report, enforced uniformly and consistently as company policy.

20. BLOCK AND INTERLOCKING SIGNALS:

Rule No.	Color Light or Semaphore signals displaying aspect	Name	Indication
9.1.3	Green Color, blade at 90 degrees (Vertical)	Clear	Proceed
9.1.1	Same as above, with "D" Marker	Distant Signal Clear	Proceed (Rules 9.9 & 9.91 apply)
9.1.8	Yellow Color, blade at 45 degrees	Approach	Proceed prepared to stop at next signal
9.1.2	Same as above, with "D" Marker	Distant Signal Approach	Same as above See Note 1
9.1.13	Lunar white color.	Restricted Proceed	Proceed at restricted speed.
9.1.14	Red Color, blade at zero degrees, (Horizontal), with or without number plate.	Stop	Stop. (See individual Subdivision special instructions)

Note 1: The maximum speed in interlocking limits for which a "Distant approach" indication is displayed, is 20 MPH. In addition, these signals do not afford protection against opposing or following movements between the limits encompassed.

21. HELPER ENGINE OPERATION: Helper engines must consist of fewest propulsion units necessary to handle their trailing tonnage; and except in cases of assisting stalled trains, must be cut in rather than shoving on rear of any train where the grade is or will be in excess of one percent. See also individual instructions under each subdivision.

22. HEAVY CARS AND SPECIAL EQUIPMENT: Cars in excess of 132 tons gross weight, wrecking derricks, flangers, snowplows, and equipment moving under special FRA exception, or dimensional shipments bearing waybill restrictions, may be handled only as authorized by train dispatcher.

23. MAXIMUM SPEED through turnouts, sidings and yard tracks is 10 mph, unless otherwise specified.

24. YARD LIMITS AT:

First Subdivision:

Tacoma - Between MP 2192.9 (500 feet east of east switch Coach Yard) and MP 0.5 Forster.
Frederickson-Veneer - Between MP 10.5 and MP 14.5, and between MP 0.0 and MP 1.5 on Third Sub.
Eatonville Jct.-Lynch Creek - Between MP 30.5 and MP 33.
Elbe - Between MP 44.0 and MP 45.0
Park Jct. - Between MP 46.3 and MP 47.0 and between MP 0.0 and MP 0.4 on Second Sub.
Shops-Mineral - Between MP 49.5 and MP 51.5.
Morton - Between MP 63.5 and end of track.

Second Subdivision:

Park Jct. - See First Subdivision

Third Subdivision:

Frederickson - See First Subdivision.
Skookumchuck-Western Jct. - Between MP 28.0 and MP 30.0
Maytown - Between MP 35.5 and MP 1.5.
Chehalis - Between MP 17.0 and MP 18.2.

FIRST SUBDIVISION:

101.	Maximum Speed	Psgr.	Frt.
	Tacoma Jct.-Tacoma (D St.)	20	20
	Tacoma (D St.) - Forster	12	12
	Forster - Hillsdale		
	(Eastward-descending)	12	12
	(Westward-ascending)	20	20
	Hillsdale - Frederickson	30	25
	Frederickson - Morton	15	10
	At Frederickson		
	over junction/spring switch	20	20
	At Elbe - over SR7 highway		
	crossing just west of psgr. station	8	8
	At Morton - within corp. limits	15	10

102. PASSENGER DISTRICT BETWEEN TACOMA JCT. AND FORSTER:

(a) "Depot Zone" portion of this territory, identified by roadway signs, extends between MP 2193.3, (east end of bridge FF- 282/ S-curve trestle) and MP 0.1, (east side of "C" street). Passenger trains occupying Depot Zone may make reverse or forward movements inside this zone to facilitate passenger handling, as the way is seen to be clear, without further authority.

(b) When passenger trains are operated, yard limits will be suspended by track bulletin, track warrant authority will be required to enter this district, and not more than two passenger trains may operate in this district at the same time.

(c) When more than one passenger train is authorized, track warrant for each train must contain information identifying other train operating in the Passenger District, in following form on line 17:

> "25 west follow and do not pass 20 west. Proceed prepared to stop short of 20 west and do not enter Depot Zone until advised by 20 west or train dispatcher that it is safe to do so."

(d) Under (b) herein, Tacoma yard limits for exclusive use of passenger equipment are conditionally reinstated for switching empty equipment, provided this equipment has arrived or will depart Depot Zone under track warrant authority. The conditional yard limits become effective:

(1) After westward revenue movements including other movements prescribed on line 17 of track warrant for such movement(s) have arrived Depot Zone or Forster and track warrant(s) authorizing their movement is released. If switching movements required at completion of westward revenue trip are not completed within time specified on line 17, track warrant will not be released until completion, bearing in mind this may cause undesired delay to other train movements.

(2) For empty or deadhead equipment being handled for spotting in Depot Zone, the limits are in effect until the time stated on line 5 of track warrant authorizing eastward revenue movement. If additional train movements are indicated on line 17 of this track warrant, any uncompleted switching movements after the time stated on line 5 of track warrant must be made under flag protection.

(e) Train dispatcher will not void track bulletin which suspends Tacoma yard limits until all passenger equipment, or trains, have left this territory or have advised switching is completed and they have cleared the main track.

103. BETWEEN HILLSDALE AND TACOMA except passenger operations originating or terminating between Tacoma and Forster:

(a) In addition to observing air brake rules and requirements for mountain grade territory, eastward trains will make a running brake test before passing MP 4 at West Hillsdale and ascertain that braking system is operating properly. If train crew has any reason to believe otherwise after completion of test, and before passing MP 3, train must be stopped at once and the condition fully corrected to the satisfaction of engineer before proceeding.

(b) Trainline pressure must be 100 PSI, adjusted 5 minutes before running tests are made. No train may operate with insufficient air in trainline to stop using a service application at any time; "cycle" or any form of braking which would require or permit the air brakes on a moving eastward train to be released at any time is prohibited.

(c) Retainers must be set (turned up) to high pressure position on alternate cars of trains in excess of 100 tons per operative brake. This is a precautionary measure only, not intended to circumvent or modify paragraph (b).

(d) Air brakes must be cut in and operative on all cars unless otherwise authorized by Superintendent.

(e) Diesel locomotives must be equipped with operative dynamic brakes. Exception: Locomotives running light, or as authorized by Superintendent.

(f) Inspection must be made of freight trains prior to operating through this territory. Eastward trains must make inspection within 25 miles of West Hillsdale; additional inspection is required if trainline subsequently is parted. Any exceptions noted which would interfere with safe operation must be promptly reported to train dispatcher or superintendent and be governed by their instructions before proceeding. If there is any question regarding advisability of proceeding, train must not be operated through this territory until safe to do so.

(g) Helper engines within this territory, except on stalled trains, must be cut into train; and in all cases must not work any more power than necessary, in the judgment of the helper engineer, to pull the trailing tonnage. If shoving the rear of a stalled train, a minimal throttle setting keeping lateral thrust on rail and equipment to an absolute minimum must be used. If any doubt as to advisability of proceeding, the train should be doubled rather than shoved by helper on rear. Not less than five cars of shorter length must separate the helper engine from any freight car eighty feet or longer, empty flatcars, or other empty cars of light or questionable construction. (See paragraph 104b.)

104. TRAINS HANDLING EMPTY FLATCARS, OR LOGS ON FLATCARS:

(a) Loaded log trains must not pass over bridge FF-276B at MP 2192.7 between Tacoma Jct. and Coach Yard when trains are passing underneath.

(b) Westward trains handling empty flatcars between Tacoma Jct. and Hillsdale must place these cars in the rear third portion of train and in no case may more than five loaded cars be placed behind them.

105. FAILED EQUIPMENT DETECTORS: White lights mounted on poles at MP 1.2, MP 2.0, and MP 2.6 between Forster and Hillsdale. Inspect train when lamps are dark.

106. AT FREDERICKSON: Spring mechanism on junction switch out of service; switch must be hand thrown.

107. AT SHOPS AND MINERAL: Main track switches may be left in either position. At Mineral, east switch of balloon track equipped with spring switch; normal position for main track.

108. AT MORTON: TE main track ends at MP 64.5, Main Avenue crossing. Two-mile industrial track extending beyond this point serving Morton Forest Products plant, is out of service.

SECOND SUBDIVISION

201. Maximum Speed	**Psgr.**	**Frt.**
Park Jct. - National	**10**	**10**

202. OUT OF SERVICE: All track between MP 0.4 Park Jct. and end of track at National is out of service.

203. At PARK JCT.: siding blocked with cars.

THIRD SUBDIVISION

301. Maximum Speed	**Psgr.**	**Frt.**
At Frederickson - Chehalis	**30**	**25**
At Frederickson - Jct. switch	**20**	**20**
At Maytown - over former Jct. switch MP 0.15	**20**	**20**
At Blakeslee Jct. - over crossing diamonds	**20**	**20**
At Chehalis over crossing diamonds	**10**	**10**

302. AT FREDERICKSON: Spring mechanism on junction switch out of service; switch must be hand thrown.

303. AT BLAKESLEE JCT.: Automatic interlocking: If governing signal does not change to a favorable indication on approach and no conflicting movement is evident, the release box referred to in rule 9.12.3 is lettered "CW". Notify TE train dispatcher of the malfunction.

304. AT CHEHALIS: TE main track ends at MP 18.2, west side of Main Street crossing. Movement west of this point must not be made without proper authority.

305. LOCATIONS NOT SHOWN AS STATIONS:

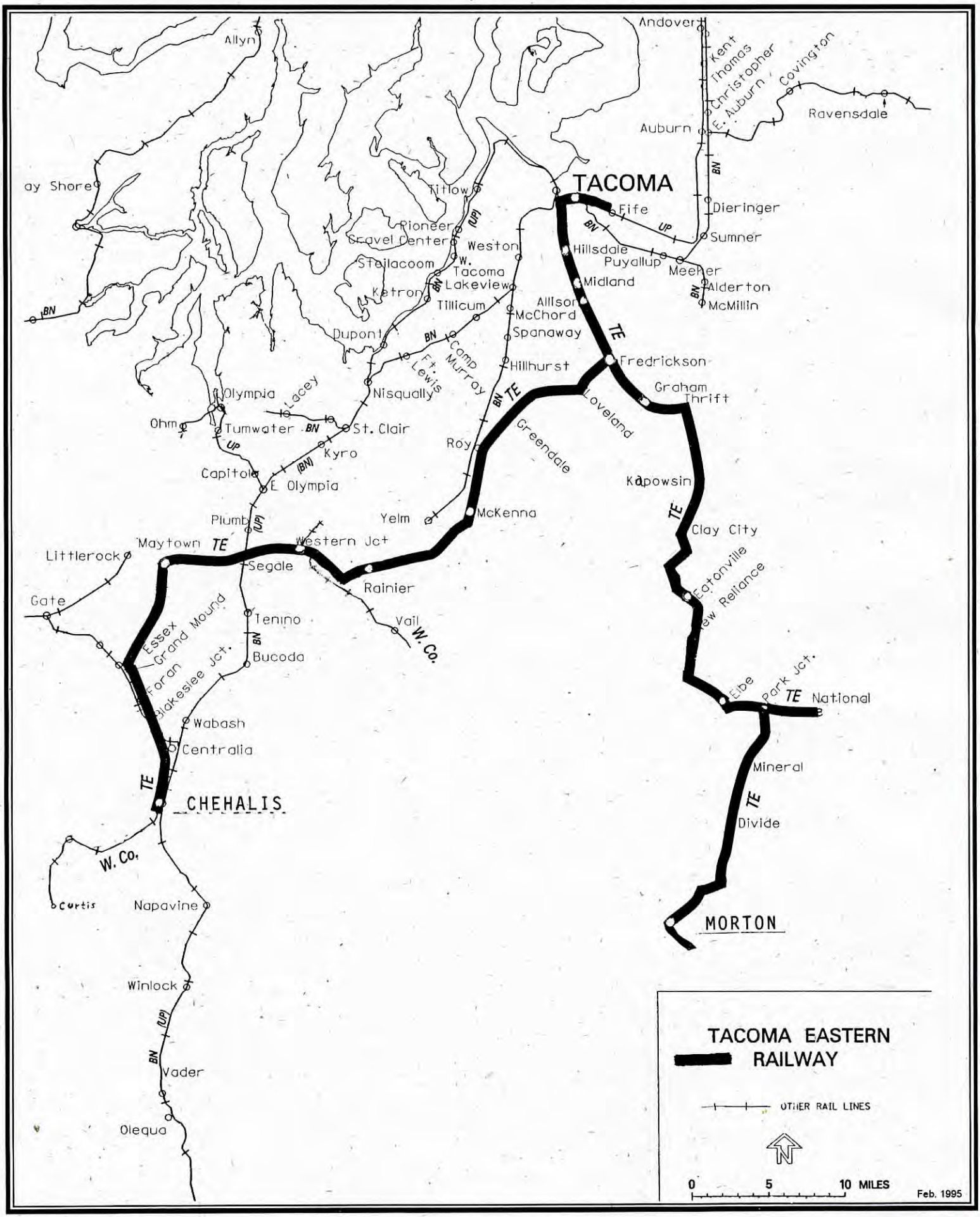
Name	MP Location	Capacity	Switch Opens
Between Offutt Lake and Maytown:			
(Former) Hercules Powder	33.3	Conn	East
(Former) Universal Powder	33.8	Conn	East

FRITZ BERNTSEN
Utility Liaison Engineer

J. M. FREDRICKSON
Transportation Consultant

A.G. EMMONS
Supt. Telegraph

C.J. EMMONS
Graphics/Publishing Consultant


Allyn
Andover
Kent
Thomas
Christopher
E. Auburn
Covington
Ravensdale
Auburn
BN
ay Shore
TACOMA
Titlow
Fife
UP
Dieringer
Sumner
Pioneer
Gravel Center
Weston
W. Tacoma
Hillsdale
Puyallup
Meeker
Steilacoom
Lakeview
Midland
Alderton
McMillin
Ketron
Tillicum
Allison
McChord
Spanaway
Dupont
Camp Murray
Ft. Lewis
Hillhurst
Fredrickson
TE
Graham
Thrift
Olympia
Lacey
Nisqually
Ohm
Tumwater
St. Clair
Loveland
Roy
Greendale
Kyro
Capitol
E Olympia
Kapowsin
Plumb
Yelm
McKenna
Clay City
Maytown
Western Jct
Littlerock
Segale
Eatonville
New Reliance
Rainier
Gate
Essex
Grand Mound
Tenino
Vail
W. Co.
Foran
Lakeside Jct.
Bucoda
Elbe
Park Jct.
National
Wabash
Centralia
Mineral
CHEHALIS
Divide
W. Co.
Curtis
Napavine
Winlock
Vader
Olequa
MORTON
TACOMA EASTERN RAILWAY
OTHER RAIL LINES
0
5
10 MILES
Feb. 1995