

# United States Railroad Administration

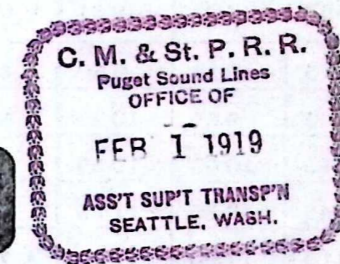
W. D. HINES, Director General of Railroads

## CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD

### COAST DIVISION

AND

## TACOMA EASTERN RAILROAD



# TIME TABLE No. 3

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

PACIFIC OR 120th MERIDIAN TIME

## SUNDAY, FEBRUARY 2, 1919

SUPERSEDING TIME TABLE NO. 2, COAST DIVISION AND TACOMA EASTERN R. R.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

F. C. DOW,  
Superintendent.

J. L. BROWN,  
Assistant Superintendent of Transportation

W. B. FOSTER,  
General Superintendent.

G. L. WHIPPLE,  
Superintendent of Transportation

H. B. EARLING,  
General Manager.



SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Distance from Cle Elum	Time Table No. 3				Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	FIRST CLASS			SECOND CLASS		
63	263	91	15	43	17			STATIONS	16	44	18					64	92	74			
Time Freight	Time Freight	Way Freight	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight	Way Freight	Time Freight								
Daily	Daily	Sun., Thurs. and Sat.	Daily	Daily	Daily	Passing Tracks	Other Sidings	Daily	Daily	Daily	Daily	Mon., Wed. and Fri.	Daily								
L 8.00PM	L 6.00PM	L 7.00AM	L 5.25PM		L 8.30AM		Yard	0.0	.....CLE ELUM.....	90.3	CM		WCORTB	As 1.20PM		As 11.05PM	A 9.10AM	A 4.45PM	A 10.00PM		
8.30	6.30	7.30	5.40		8.44	70	28	7.5	.....7.5 LAVENDER.....	82.8		No. Office	P	1.03		10.48	8.44	4.00	9.15		
8.47	6.45	7.50	5.48		8.54	65	30	11.7	.....4.2 EASTON.....	78.6	EA		YK	12.55		10.38	7.50	3.40	8.47		
9.20	7.25	8.40	6.04		9.10	70	15	20.2	.....8.5 WHITTIER.....	70.1		No. Office	P W5ME	12.38		10.18	7.05	3.00	7.25		
			6.16		9.21			21.5	.....4.3 KEECHELUS.....	65.8		No. Office	P W	12.29		10.07					
9.57	8.05	17(9.21 9.44	6.28		9.34	E75 W80	24	29.1	.....4.6 HYAK.....	61.2	HY			12.20		9.57	6.30	2.25	6.53		
10.15	8.25	9.59	6.38		9.44	E85 W75	60	31.7	.....2.6 ROCKDALE.....	58.6	KD		WTI	12.12PM		9.48	6.15	2.10	6.38		
10.45	9.30	10.30	6.51		9.57	70	10	36.8	.....5.1 BANDERA.....	53.5		No. Office	P	11.57		9.30	5.40	1.30	6.05		
11.15	10.00	10.55	7.04		10.10	70	22	42.1	.....5.3 GARCIA.....	42.8	GC		W	11.43		9.11	5.05	1.00	5.30		
11.45	10.30	11.29	7.15		10.23	70	16	47.7	.....5.6 RAGNAR.....	46.6		No. Office	P	11.29		8.52	4.25	12.35	4.50		
12.15AM	11.00	92(11.50 1.00PM	7.25		10.00AM	E80 W70	Yard	50.9	.....3.2 CEDAR FALLS.....	39.4	MY		WORYB@JZ	11.20	As 7.20PM	8.42	4.00	16(12.15PM 11.00	4.30		
								55.0	.....4.1 BAGLEY JCT.....	35.3		No. Office	JP								
12.50	11.25	1.25	7.33		10.10	70		55.8	.....0.8 BARNESTON.....	31.5		No. Office	P	11.00		7.05	8.26	3.20	10.43	4.00	
1.20	11.40	1.45	7.40		10.17	70		59.7	.....3.9 TRUDE.....	30.6		No. Office	P	10.53		6.57	8.18	3.00	10.17	3.35	
					10.22			62.3	.....2.6 LANDSBURG.....	28.0		No. Office	P			6.50					
1.55	12.05AM	2.10	7.49		10.26	70	18	64.6	.....2.3 NOBLE.....	25.		No. Office	P	10.43		6.45	8.07	2.35	9.40	3.05	
A 2.20AM	A 12.25AM	A 2.30PM	A 7.58PM		A 10.35AM	85	14	68.1	.....3.5 MAPLE VALLEY.....	22.2	MV		WJR	L 10.35AM	L 6.38PM	L 7.58PM	L 2.20AM	L 9.20AM	L 2.45PM		
								71.9	.....3.8 CEDAR MOUNTAIN.....	18.4											
								73.4	.....1.5 INDIAN.....	16.9											
								74.9	.....1.5 ELLIOTT.....	15.4											
								76.2	.....1.3 MAPLEWOOD FARM.....	14.1											
								78.3	.....2.1 Northern Pacific Crossing RENTON.....	12.0	RN										
								80.7	.....2.4 BLACK RIVER O-W R & N R.R. Crossing.....	9.6	BI										
								85.0	.....4.3 VAN ASSELT.....	5.3											
		A 3.45PM						86.9	.....1.9 ARGO N. P. & O-W. R. & N. Crossing.....	3.4											
A 5.00AM	A 2.00AM		A 8.45PM		A 11.30AM			90.3	.....4.0 SEATTLE.....	0.0	OW FC			L 9.45AM	L 5.40PM	L 7.00PM	L 12.10AM	L 7.00AM	L 1.00PM		
9.	8.	8.45	3.20	1.40	3.50				Schedule Time					3.35	1.40	4.5	9.	9.45	9.		
10.	11.2	9.9	27.	23.	23.5				Average Speed Per Hour					25.2	23.6	22.1	10.	9.4	10.		

**SPECIAL RULES**

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

All trains in both directions between Hyak and Rockdale will be handled by Train Staff System. See Rules 303 and 831. Passenger trains will use 8 and freight trains 15 minutes through Snoqualmie Tunnel.

Automatic Block System is in use between Maple Valley and Rockdale and between Hyak and Cle Elum. See Rules 221-B, 311, 362 and 505-B.

MOUNTAIN GRADE: Between Rockdale and Cedar Falls.

When meeting points are made by Train Order at Ragnar, Garcia or Bandera, the ascending trains will take siding.

Nos. 16 and 18 stop at Renton for passengers.

Westward freight trains will stop at Garcia for trainmen to inspect trains and to permit wheels to cool.

Head lights and Tail lights must be lighted both day and night while passing through Snoqualmie Tunnel between Hyak and Rockdale.

Hand cars, motor cars, or track velocipedes must not be run through tunnel between Hyak and Rockdale unless person in charge receives staff from the operator in accordance with the rules.

No. 44 will take siding at Cedar Falls for No. 15.

Between Maple Valley and Seattle, Pacific Coast Railroad and O-W. R. & N. Time Tables and Rules govern.

Double track at Rockdale extends from East Switch, near tunnel to a point 1200 feet west, and trains will use the left hand track moving in either direction. Staff section for the westward trains begins at West switch, Hyak, and ends at signal at west end double track, Rockdale. Staff section for eastward trains begins opposite Staff signal, Rockdale, and ends at West passing track switch, Hyak.

All closets must be kept locked in trains between east switch Cedar Falls and Landsburg and in city limits Renton. Refuse must not be thrown from private, dining or other cars within these limits. Conductors will be held responsible for a strict observance of this rule.



SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars	Distance from Seattle	Time Table No. 3 In effect Feb. 2, 1919				Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	FIRST CLASS				SECOND CLASS		
691	93	63	563	15	117	561	564			16	118	562	692					94	64	692	94	64		
O-W. R. & N. Time Freight	Time Freight	Time Freight	O-W. R. & N. Passenger	Passenger	Passenger	O-W. R. & N. Passenger	O-W. R. & N. Passenger	Passenger	Passenger	O-W. R. & N. Passenger	O-W. R. & N. Time Freight	Way Freight	Time Freight	O-W. R. & N. Time Freight	Way Freight	Time Freight								
Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily								
	L 5.00PM			L 9.00PM	L12.45PM					0.0	SEATTLE	38.9					A 9.30AM	A 6.40PM			A 3.30PM			
										3.4	3.4 ARGO N. P. O.-W. R. & N. Crossing	35.4												
										5.3	1.9 VAN ASSELT	33.5												
	L10.30PM	L 6.18PM	L 3.15AM	L11.35PM	L 9.23PM	Lf 1.05PM	L10.25AM		Yard	9.6	4.3 BLACK RIVER Northern Pacific Crossing	29.2	BI		YWRIKJ		A 5.50AM	A 9.08AM	A f 6.18PM	A10.30PM	A 8.00AM	A 1.05PM	A12.12AM	
	10.50	6.42	3.33	11.47	9.34	f 1.17	10.37	68	86	16.4	6.8 KENT	22.4	K		2.00AM to 8.00AM		5.38	8.57	f 6.06	10.16	7.41	12.40	11.47	
	11.22	7.02	3.51	11.58	9.42	f 1.26	10.48	E73 W85	75	21.5	5.1 AUBURN	17.3	BR				5.27	8.47	f 5.57	10.05	7.26	12.05PM	11.22	
	11.35	7.22	4.03	12.06AM	9.48	1.33	10.57	84		26.1	4.6 BENROY	12.7			No Office	P	5.19	8.40	5.50	9.58	7.14	11.30	11.06	
	11.42	7.37	4.12	12.14	9.54	f 1.39	11.04	35	50	28.6	2.5 SUMNER	10.2	UX		6.00PM to 8.00AM	W	5.15	8.35	f 5.46	9.54	7.06	11.04	10.43	
	11.52	7.47	4.22	12.18	10.00	f 1.44	11.08	79	32	30.4	1.8 NORTH PUYALLUP	8.4	PX		2.00AM to 8.00AM		5.11	8.31	f 5.42	9.47	6.58	10.30	10.35	
	A12.10AM	A 8.15PM	A 4.40AM	A12.29AM	A10.10PM	A 1.55PM	A11.20AM			35.9	5.5 TACOMA JCT.	2.9	JN			RJ@KB	L 5.01AM	L 8.22AM	L 5.33PM	L 9.35PM	L 6.40AM	L10.00AM	L10.10PM	
										37.0	1.1 RESERVATION	1.8												
					A10.25PM	A 2.10PM				38.9	1.8 TACOMA (Union Depot)	0.0	WR					L 8.10AM	L 5.20PM					
	1.40	3.15	1.25	.54	1.25	1.25	.55				Schedule Time						.49	1.20	1.20	.55	1.20	5.30	2.10	
	15.7	11.	18.5	28.5	27.8	27.8	28.6				Average Speed Per Hour						32.2	29.2	29.2	28.6	19.7	6.5	12.2	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

RULES GOVERNING INTERLOCKING PLANT, NORTHERN PACIFIC CROSSING, BLACK RIVER.

All movements are governed by distant and home semaphore signals located as follows:

For Eastward Trains:

Distant signal located...2300 feet west of tower  
Home signal located.... 800 feet west of tower

For Westward Trains from Seattle:

Distant signal located...1500 feet east of tower  
Home signal located.... 800 feet east of tower

For Westward Trains from Black River Yard via Wye:

Distant signal located.....1200 feet east of tower  
Home signal located..... 800 feet east of tower

INDICATIONS.

Distant signals have one arm. Its normal position is CAUTION, or arm inclined upward 45 degrees and showing green light. Trains passing distant signals in caution position must proceed prepared to stop before passing home signal. A distant signal in the clear position, arm vertical or white light, indicates that top arm of home signal in advance is in the clear position, and a train may proceed at normal rate of speed.

Home signals have two arms. Their normal positions are horizontal and lights red, which indicates stop until authorized to proceed. Upper arm vertical or white light, lower arm horizontal or red light, indicates train may proceed at normal speed. Upper arm horizontal or red light, lower arm inclined upward 45 degrees or green light, indicates proceed with caution, and that switches are set for diverging route.

Trains approaching interlocking plant, desiring to use main line to Tacoma or Seattle will sound one long blast of the whistle. Trains desiring to use wye, will sound four long blasts of the whistle.

RULES GOVERNING O.-W. R. & N. INTERLOCKING PLANT, BLACK RIVER

Train order semaphore is in front of Interlocking tower. The following whistle signals will be used:

- O.-W. R. & N. Trains Tacoma to Argo—1 long.
- O.-W. R. & N. Trains Argo to Tacoma—1 long.
- P. C. R. R. Trains Renton to Argo—1 long.
- P. C. R. R. Trains Argo to Renton—1 long.
- P. C. R. R. Trains to O.-W. R. & N. Interchange track—1 long 1 short.
- C. M. & St. P. Trains Tacoma to Argo—1 long, 1 short, 1 long.
- C. M. & St. P. Trains Argo to Tacoma—1 long, 1 short, 1 long.
- C. M. & St. P. Trains Argo to Renton—1 long.
- C. M. & St. P. Trains Renton to Argo—1 long

The upper semaphore arms and lights control for the through P. C. R. R. Tracks and the second semaphore arms control for the diverging routes to the C. M. & St. P. Tacoma line and O.-W. R. & N. Lower semaphore arm controls switching movement. Backup movements are controlled by dwarf signals.

Double track in use between Tacoma Jct. and Tide Flats.

Between Black River and Seattle, Pacific Coast Railroad and O.-W. R. & N. time tables and rules govern

Manual Block System is in use between Black River and Tacoma Jct. See Rules 221-B and 311

No. 16 stops on signal North Puyallup, Sumner, Auburn and Kent for passengers, destined to Seattle and points east only.

No. 16 stops at Sumner for express.

No. 15 will stop at Kent, Auburn, Sumner and North Puyallup to let off passengers from Seattle and east.

Nos. 563, 564, 562 and 561 will stop at Kent, Auburn, Sumner and North Puyallup only to receive and discharge passengers to and from points beyond Tacoma or Seattle and will not stop for passengers from Tacoma or Seattle.

The movement of all freight trains, transfer trains and yard engines between Tacoma Jct. and east end Coach Yard at L Street will be governed by Automatic Signals.

Yard conductor will be held responsible for knowing that movement from N. P. Transfer Track to Tide Flats Yard against current of Traffic is fully Protected.

Between Tacoma Jct. and Union Depot, Tacoma, O. W. R. & N. and N. P. time tables and rules govern.



**4 WESTWARD BET. BAGLEY JCT. AND ENUMCLAW—SUBDIVISION EASTWARD**

THIRD CLASS	Capacity of Sidings in Cars			Time Table No. 3 In Effect Feb. 2, 1919	Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	THIRD CLASS
	495	Passing Trucks	Other Sidings						
Mixed				STATIONS					Mixed
Tuesdays, Thursdays & Saturdays									
L 6.30AM	17		0.0	BAGLEY JCT.	17.8		No Office	R J	A 12.10PM
" 6.55	37	13	2.3	2.3 SELLECK Northern Pac. Ry. Crossing	15.5		No Office	W 1 Mi. E	" 11.55
" 7.20	19		7.	4.7 PALMER Northern Pac. Ry. Crossing	10.8		No Office		" 11.10
" 7.30	15	46	8.4	1.4 BAYNE	9.4		No Office		" 11.00
" 7.40		7	10.1	1.7 CUMBERLAND Northern Pac. Ry. Crossing	7.9		No Office		" 10.45
" 7.50		6	12.4	2.3 VEAZIE	5.4		No Office		" 10.30
" 8.00			15.3	2.9 ENUMCLAW JCT.	2.5		No Office	Y J	" 10.15
As 8.10AM	28	55	17.8	2.5 ENUMCLAW	0.0	CW	6.00PM to 8.00AM	W R	L 10.00AM
1.40				Schedule Time					2.10
10.6				Average Speed Per Hour					8.2

**SPECIAL RULES**

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

**EXCEPT No. 495 IS SUPERIOR TO No. 496.**

Wye switches at Enumclaw Jct. must be left set for the track of the White River Lumber Company.

Trains need not obtain Clearance at Bagley Jct.

**WESTWARD BETWEEN CEDAR FALLS AND DELTA—SUBDIVISION EASTWARD**

THIRD CLASS	FIRST CLASS		Capacity of Sidings in Cars			Time Table No. 3 In effect Feb. 2, 1919	Distance from Delta	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	FIRST CLASS		THIRD CLASS
	297	215	Passing Trucks	Other Sidings	Distance from Cedar Falls						216	298	
Way Freight Daily Except Mon.		Passenger Daily				STATIONS				See Special Rule Page 7	Passenger Daily	Way Freight Daily Except Sun.	
L 7.00AM	L 7.25PM				0.0	CEDAR FALLS	55.6	MY		YOYZ WRB	As 9.55AM	A 1.50PM	
f 7.30	f 7.40				5.8	5.8 TANNER Northern Pac. Ry. Crossing	49.8		No Office	K	f 9.36	f 1.20	
f 8.00	" 7.45	25	9	7.9	2.1	NORTH BEND	47.7	BE	5.30PM to 7.30AM	WY	" 9.31	f 1.10	
f 8.40	" 7.53	35		11.4	3.5	SNOQUALMIE FALLS	44.2	Q	6.00PM to 8.00AM		" 9.23	f 12.50	
f 9.20	f 7.57	20		12.4	1.0	TOKUL	43.2		No Office		f 9.20	f 12.20PM	
f 9.45	" 8.07	11		17.0	4.6	FALL CITY	38.6		No Office		" 9.08	f 11.55	
f 10.05	" 8.20	35	12	22.3	5.3	CARNATION	33.3	J	6.00PM to 8.00AM	W	" 8.54	f 11.30	
f 10.15	" 8.28	32	30	25.5	3.2	STILLWATER	30.1		No Office		" 8.46	f 11.10	
f 10.35	" 8.42	30	75	31.0	5.5	DUVAL	24.6	VA	5.45PM to 7.45AM		" 8.32	f 10.35	
f 11.00	f 8.57	11	120	37.1	6.1	HIGH ROCK	18.5		No Office		f 8.16	f 9.55	
f 11.30	" 9.07	29	130	40.8	3.7	MONROE	14.8	MO	9.00PM to 7.30AM	WYK	" 8.06	f 9.35	
				41.4	0.6	G. N. RY. CROSSING	14.2		No Office				
f 12.01PM	f 9.12	15	7	42.7	1.3	WOODRUFF Three Lakes Log Co's. Crossing	12.9		No Office	K	8.00	f 8.45	
f 12.30	" 9.25	40	30	47.8	5.1	SNOHOMISH	7.8	HIO	5.15PM to 7.15AM		" 7.47	f 8.20	
f 12.50	f 9.30		75	50.0	2.2	RIVERVIEW	5.6		No Office		" 7.42	f 8.05	
				52.9	2.9	N. P. RY. CROSSING	2.7		No Office				
f 1.00	9.40		Yard	53.3	0.4	BELT YARD	2.3		No Office		7.34	f 7.55	
A 1.10PM	As 9.45PM			54.3	1.0	EVERETT (N. P. Depot)	1.3			RBK	L 7.30AM	L 7.40AM	
A 1.20PM			Yard	55.6	1.3	DELTA	0.0			OBTVRZ		L 7.30AM	
6.20	2.20					Schedule Time					2.25	6.20	
8.8	23.2					Average Speed Per Hour					22.4	8.8	

**SPECIAL RULES**

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

Nos. 297 and 298 will carry passengers.

First class trains will stop at Edgewick, Novelty, Swanstrail and Homeacres for passengers and express.

Trains of all classes will approach Yard Limit boards east and west of Stillwater and Snoqualmie Falls under control expecting to find main line occupied. Trains will reduce speed to six miles per hour at Yard Limit boards and will not increase this speed in yard limits unless track is clear.

Between Everett and Delta, Northern Pacific and G. N. time tables and rules govern.



THIRD CLASS				SECOND CLASS	FIRST CLASS			Time Table No. 3				FIRST CLASS		THIRD CLASS			
				193	161		117	In effect Feb. 2, 1919					118		194	162	
				Way Freight	Time Freight		Passenger	Capacity of Sidings in Cars	STATIONS	Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	Passenger	Way Freight	Time Freight	
				Daily Except Sun.	Daily Except Sat.		Daily	Passing Tracks						Other Sidings	Distance from Tacoma	Daily	Daily Except Sun.
				L 8:00AM	L 11:30PM		Lr 2:50PM	90	11.3	SALSICH JCT.	SJ		YR	As 4:30PM	A 3:30PM	A 12:55AM	
				8:20	11:44		r 2:58	12	15.0	3.7 LOVELAND		No Office		f 4:22	3:20	12:25	
				8:40	12:01AM		f 3:07	48	19.0	4.0 GREENDALE		No Office	W	f 4:13	3:07	12:01AM	
									22.7	3.7 ROY		No Office					
				9:30	12:40		s 3:23	41	27.2	4.5 McKENNA	MC	5:15PM to 7:15AM	Y	s 3:55	2:25	11:25	
				10:10	1:10		s 3:41	42	31.6	7.4 RAINIER	RN	6:00PM to 8:00AM		s 3:41	1:40	10:55	
				10:50	1:40		f 3:57	39	42.1	7.8 OFFUTT LAKE		No Office	W	s 3:22	1:05	10:30	
				A 11:30AM	2:05		s 4:12	36	49.3	6.9 MAYTOWN	MT	6:00PM to 8:00AM	RYJ	s 3:07	L 12:30PM	10:10	
					2:15		f 4:24	26	52.5	3.2 MUNBY		No Office		f 2:53		9:55	
					2:35		s 4:36	7	59.1	5.6 ROCHESTER N. P. Crossing	RH	No Office		f 2:39		9:35	
					A 2:43AM		As 4:40PM		60.0	1.9 HELSEING JCT.		No Office	K	La 2:35PM		L 9:30PM	
									61.5	1.5 INDEPENDENCE			R				
									66.1	4.6 BALCH							
									70.0	3.9 CEDARVILLE							
									74.3	4.3 LANKNER							
									76.6	2.3 RONY							
									78.7	2.1 SAGINAW							
									80.3	1.6 SOUTH ELMA							
									84.1	3.8 FULLERS							
									90.3	6.2 SOUTH MONTESANO							
									91.8	1.5 MONTESANO							
									94.7	2.9 MELBOURNE							
									97.8	3.1 PREACHERS SLOUGH							
									100.9	3.1 NORTH RIVER JCT.							
									102.1	1.2 COSMOPOLIS							
									104.	1.9 SOUTH ABERDEEN							
									105.	1.0 ABERDEEN							
					A 6:00AM		A 6:50PM		108.5	3.5 HOQUIAM				L 12:30PM		L 6:00PM	
				3:30	6:30		4.			Schedule Time				4.	3:00	6:55	
				10.9	14.5		24.4			Average Speed Per Hour				24.4	12.9	13.6	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

EXCEPT NO. 193 IS SUPERIOR TO NO. 194

Between Helsing Jct. and Aberdeen, O.-W. R. & N. Time Table and Rules govern. Between Aberdeen & Hoquiam N. P. Time Table and Rules govern. Junction switch at Helsing Junction must be left set for O.-W. R. & N. tracks leading to Centralia.

Trains Nos. 193 and 194 only, will register at Maytown. Train 118 will stop at Hubbard Spur 2 miles west of Loveland on Saturday nights and 117 on Sunday nights to handle passengers. Train Register for Helsing Junction is located at Independence for convenience of Conductors.



THIRD CLASS				SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 3				FIRST CLASS		THIRD CLASS								
91	193	161	117	3	Passing Tracks	Other Sidings	Distance from 25th Street	STATIONS				Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rules Page 7	4	118	162	92	194			
Way Freight Daily Except Sun.	Way Freight Daily Except Sun.	Time Freight Daily Except Sat.	Passenger Daily	Passenger Daily Except Sun.				Passenger Daily Except Sun.	Passenger Daily Except Sun.	Passenger Daily Except Sun.	Passenger Daily Except Sun.					Passenger Daily Except Sun.	Passenger Daily Except Sun.	Passenger Daily Except Sun.	Passenger Daily Except Sun.	Time Freight Daily Except Mon.	Way Freight Daily Except Mon.	Way Freight Daily Except Sun.	
			L 2.20PM	L 3.00PM				TACOMA (Union Depot)				68.1	WR			A 11.15AM	A 5.05PM						
			L 2.22PM	L 3.02PM				N. P. JUNCTION				67.7		No Office			A 11.10AM	A 5.00PM					
			L 9.05AM	L 6.55AM	L 10.30PM			0.0	25th STREET				67.2	TC		⊕RB	Via Low Line	Via Low Line	A 2.00AM	A 3.00PM	A 4.35PM		
			9.10	7.00	10.35			.3	30th STREET				66.9		No Office			11.08	4.58	1.55	2.55	4.30	
			9.40	7.20	10.59	f 2.33	s 3.15	16	25	3.1	2.8 HILLSDALE				64.1	B	6.00PM to 8.00AM	Z	s 10.55	f 4.48	1.30	2.33	4.10
						f 2.37	f 3.19			30	2.4 MIDLAND				61.7		No Office		f 10.49	f 4.42			
			10.00	7.35	11.12	f 2.40	f 3.22	52		6.9	1.4 ALLISON				60.3		No Office		f 10.45	f 4.38	1.10	1.45	3.45
			10.37	A 7.55AM	A 11.30PM	Af 2.50PM	s 3.31	40	90	11.3	4.4 SALSICH JCT.				55.9	SJ		YR W 3/4 ME	s 10.37	Lf 4.30PM	L 12.55AM	1.25	L 3.31PM
			10.50				f 3.35	32		12.7	1.4 BERKELEY				54.5		No Office		f 10.32			1.10	
			10.58				s 3.40	60	15.0	15.0	2.3 HARDING Wheeler Reese Lbr. Co. Crossing				52.2		No Office		s 10.27			12.45	
			11.05				s 3.43	9	16.0	16.0	1.0 GRAHAM				51.2		No Office		s 10.24			12.30	
			11.15				f 3.48	20	17.4	17.4	1.4 THRIFT				49.8		No Office		f 10.20			12.25PM	
			11.55				f 3.57			21.0	3.6 TANWAX JCT.				46.2	W	6.00PM to 8.00AM	Y	s 10.13			11.55	
			12.30PM				s 4.06	21	75	23.0	2.0 KAPOWSIN				44.2	K	6.00PM to 8.00AM	WO	s 10.08			11.30	
			1.00				s 4.20	8	28.3	28.3	5.5 CLAY CITY				38.9		No Office		s 9.55			10.50	
			1.45				s 4.35	21	30	32.6	4.3 EATONVILLE				34.6	V	6.00PM to 8.00AM	W	s 9.45			10.30	
			2.15				s 4.44	19	36.6	36.6	4. LA GRANDE				30.6		No Office		s 9.35			10.11	
			3.00				s 4.59	32	40	41.2	4.6 ALDER				26.0	AD	6.00PM to 8.00AM		s 9.19			9.41	
			3.20				f 5.06	48		43.3	2.1 RELIANCE				23.9		No Office		f 9.14			9.33	
			3.32				f 5.13	25	15	46.2	2.9 WILLIAMSON				21.		No Office		f 9.06			9.21	
			3.52				s 5.20	24	30	47.2	1.0 ELBE				20.0	II	6.00PM to 8.00AM	W	s 9.02			9.15	
			4.30				s 5.28 s 6.16			49.6	2.4 PARK JCT.				17.6		No Office	RYJ	s 8.55 s 8.05			9.02	
			A 5.05PM				s 6.34	35	40	53.7	4.1 MINERAL				13.5	D	10.30PM to 6.00AM	WORB	s 7.54			L 8.40AM	
							f 6.38			54.4	0.7 EAST CREEK JCT.				12.8		No Office	Y	f 7.46				
							f 6.55			59.6	5.2 COWLITZ JCT.				7.6		No Office		f 7.28				
							f 7.12	50	63.9	63.9	4.3 EAST FORKS				3.3		No Office	W 1 Mi E	f 7.13				
							f 7.18	15	64.8	64.8	0.9 LINDBERG				2.4		No Office		f 7.09				
							A 7.30PM			67.2	2.4 MORTON				0.0	MO	6.00PM to 8.00AM	YR	L 7.00AM				
			8.00	.55	.55	.30	4.30				Schedule Time								4.15	.35	1.5	6.20	1.05
			6.7	12.3	12.3	21.0	15.1				Average Speed Per Hour								16.	23.3	10.	10.6	19.0

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Double track in use between Tacoma Jct. and Tide Flats.

Between N. P. Jct. and Union Depot at Tacoma, N. P. time table and rules govern.

Trains running into Tacoma Union Depot will register on Tacoma Eastern Register at that depot. This register to show arrival and departure at N. P. Junction.

Trains running via 25th Street will register at 25th Street in Dispatcher's office.

No. 3 and 4 will stop at Holz, 2 miles east Clay City, on flag.

The movement of all freight trains, transfer trains and yard engines between Tacoma Junction and east end of coach yard at "L" Street will be governed by Automatic Block Signals.

Trains and yard engines moving from Tide Flats yard to 25th Street station, must stop trains east of Automatic Block 111-1 which is located just east of Tacoma Junction telegraph office and be governed by indication of this signal.

Trains, or engines, on the double track between Tacoma Junction and the Tide Flats will use the RIGHT HAND track moving in either direction. Such trains, or engines, will have the right to move on the properly assigned track without trains orders, or clearance card.

No trains, or engines, will exceed a speed of eight (8) miles per hour and the movement must be made under complete control at all times, so as to enable the engineer to stop within his vision at any point within these limits, 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.



**WESTWARD TACOMA EASTERN---BETWEEN PARK JCT. AND ASHFORD SUBDIVISION EASTWARD**

FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 3				FIRST CLASS		
3	5	Passing Tracks	Other Sidings	Distance from Park Jct.	Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rules Page 7	4	6
Passenger Daily Except Sun.	Passenger Daily Except Sun.								Passenger Daily Except Sun.	Passenger Daily Except Sun.
L 5.28PM	L 8.05AM			0.0			No Office	YR	As 8.55AM	As 6.16PM
f 5.38	f 8.18		15	3.5		NA	6.00PM to 8.00AM		f 8.45	f 6.01
f 5.42	f 8.23		25	4.5			No Office		f 8.40	f 5.56
As 5.48PM	As 8.30AM		16	5.5		F	6.00PM to 8.00AM	R	L 8.35AM	L 5.51PM
.20	.25								.20	.25
16.	13.2								17.	13.2

**SPECIAL RULES**

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

Except No. 5 is superior to No. 4 and No. 3 is superior to No. 6. Trains need not get Clearance card at Park Jct.

All trains must obtain Clearance Card Form A or A1 before leaving initial on each Sub-Division. 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 Boards
W—Water	Y—Wye	J—Junction
C—Coal	P—Dispatchers Telephone	Z—Track Scales
O—Oil	I—Interlocked	☞—Refreshments
R—Register	K—Connection with a Foreign Road	

The following hours of duty will be observed at train order stations Sunday, subject to change by bulletin. When so changed all concerned will note change in pencil on their copy of time table.

SUNDAY HOURS		SUNDAY HOURS	
25th Street	Continuous	Elbe	Closed
Hillsdale	8.30am to 9.30am	Mineral	Closed
Salsich Jct.	2.00pm to 5.00pm	Morton	Closed
Tanwax Jct.	Continuous	Ashford	Closed
Kapowsin	Closed	McKenna	3.15pm to 4.15pm
Eatonville	Closed	Rainier	3.15pm to 4.15pm
Alder	Closed	Maytown	2.30pm to 4.30pm
Cle Elum	Continuous	Tacoma Jct.	Continuous
Easton	"	North Bend	7.30 am to 9.30 am
Hyak	"	Snoqualmie Falls	8.00 am to 10. am
Rockdale	"	Carnation	8.00 am to 10 am
Garcia	"	Duval	7.45 am to 10.45 am
Cedar Falls	"		7.30 am to 8.30 am
Maple Valley	"	Monroe	11.30 am to 12.30 pm
Black River	"		8.50 pm to 9.30 pm
Kent	8.00 am to 2.00 am	Snohomish	Closed
Auburn	Continuous	Everett, N. P.	Continuous
Sumner	10.45 am to 1.45 pm	Delta	"
Nor. Puyallup	8.00 am to 2.00 pm	Enumclaw	Closed

**SPEED TABLE**

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

**SPEED RESTRICTIONS**

Between Hillsdale and Tacoma, Eastward passenger trains will not exceed fifteen (15) miles an hour, and freight trains will not exceed twelve (12) miles an hour. Passenger and freight trains will not exceed ten (10) miles an hour between LaGrande and 3 1/2 miles west. Trains approaching street crossing at Midland reduce speed to ten (10) miles an hour, 400 feet before reaching the crossing, and sound railway crossing whistle. Passenger trains will not exceed 35 miles per hour and on maximum grade between Tacoma and two miles west will not exceed schedule time. Freight trains will not exceed 20 miles per hour and when hauling logs will not exceed 15 miles per hour. This line or other lines. Reduce speed to 6 miles per hour over Nisqually bridge and to 3 miles per hour over Mineral Creek bridge between Mineral and Park Junction. Reduce speed to 6 miles per hour over trestles at slides between Eatonville and two miles west. All trains will run carefully on Ashford line and particularly when making back-up movements. Reduce speed to 8 miles per hour over culvert 171 just east Cowlitz Jct. Culvert 159, one mile east Cowlitz Jct. and Culvert 149 one-fourth mile east of Divide. K-1 engines will slow to ten (10) miles an hour over Howe truss bridge 39-C between South Montesano and Fullers. Freight trains will not exceed fifteen (15) miles an hour, and passenger trains will not exceed twenty-five (25) miles an hour from Mumbly to three (3) miles west of Mumbly.

On descending or ascending mountain grades, passenger trains must not exceed twenty-five (25) miles per hour. When 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.

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 an hour.

Passenger trains will not exceed twenty-five (25) miles per hour and freight trains fifteen (15) miles per hour through tunnels.

Trains will reduce speed to twenty (20) miles an hour over Bridge FF 16, 1.7 miles west of Easton.

Mallet engines must not be run to exceed twenty-five (25) miles per hour, and at any point where conditions require it, a reduction of speed must be made to meet the requirements.

Freight trains reduce speed to 15 miles and passenger trains to 20 miles per hour around curve at Sumner.

Do not exceed 15 miles an hour over Tokul Creek Bridge F. F. 842, West Tokul.

On grades between Cedar Falls and Tanner and between Selleck and Bagley Junction, passenger trains must not exceed twenty-five miles per hour.

Freight trains on Enumclaw line will not exceed 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 judgement of the conductor and engineman 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.

Trains handling special equipment will not exceed the following speeds:

Rotary Snow Plows, twenty-five (25) miles per hour.

Lidgerwood Unloaders, fifteen (15) miles per hour.

Steam Shovels and Steam Ditchers, twenty (20) miles per hour.

Passenger trains will not exceed sixty (60) miles per hour at any point.

No train or engine will exceed eight (8) miles an hour between Tacoma Junction and Tide Flats yard.

Trains will not exceed six (6) miles an hour through Coach Yard, Tacoma, and 10 miles per hour over Puyallup River bridge east of Tacoma Coach Yard.

Trains will not exceed eight (8) miles an hour through city limits of Auburn and Kent.

Local excursion or special trains will not exceed twenty-five (25) miles an hour. Through excursion or special trains will not exceed time card time of carded passenger trains.

Trains run for the special purpose of handling steam wrecking derrick will observe the following speed restrictions: (Does not restrict trains handling Tacoma Eastern Derrick.)

Tacoma to Seattle—Thirty (30) miles an hour, except over long bridges, where speed will be reduced to twenty (20) miles an hour, unless otherwise directed by slow orders.

Seattle to Cedar Falls—Hyak to Cle Elum—Thirty (30) miles an hour. Reduce to fifteen (15) miles an hour over long bridges.

Cedar Falls to Rockdale—Twenty (20) miles an hour. Reduce to fifteen (15) miles an hour around sharp curves.

Everett line, Cedar Falls to Carnation—Fifteen (15) miles an hour.

Carnation to Everett—Twenty (20) miles an hour. Reduce to fifteen (15) miles an hour over bridges.

Enumclaw Line—Fifteen (15) miles an hour.

Trains having mail for Keechelus and other stations where they do not stop, will slow up to 15 miles an hour for dispatching this mail. No excuse received for failure to do this. This applies especially in the snow district.

Class "L" engines on passenger trains must not exceed 35 miles per hour. Passenger trains will reduce to 30 miles per hour around curve at Nelson east of Lavender.

Passenger trains reduce to 20 miles and freight trains to 15 miles per hour through snow sheds.

Passenger trains reduce speed to 15 miles per hour passing staff office at Hyak.

**Special Regulation**

Trains at night come to full stop before crossing avenue D, Snohomish, and brakeman go to crossing and flag train across, acting in place of regular flagman.

The following ruling by Interstate Commerce Commission.

"In long distance movements, and in handling of cuts of cars over main line tracks where opposition to regular schedule trains may require emergency stops, switching, or transfer, trains must have the percentage of air required by law, which is 85 per cent."

All trains moving between Tacoma Junction and Hillsdale must comply with these instructions. Also trains between Everett station and Belt Yard and also when using main line at any time in Seattle terminals.

Yardmaster will personally know that this rule is being enforced.

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

**Location will be Specified on Time-Tables**

**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 enginemen 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 enginemen an opportunity to recharge and retain maximum air pressure at all times, conductors, will confer with enginemen 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



**SPECIAL INSTRUCTIONS**

car. Conductors must notify engineman when air is cut out on a car, or any charge 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, engineman 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 engineman 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 engineman will notice by the air gauge that train pipe is empty and occasionally move the handle of engineman'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 and 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 engineman.
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. Brakemen are required to ride on top of freight trains on descending grades between Rockdale and Cedar Falls.

**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 engineman'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 engineman, 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 engineman to recharge the train before starting.

**TONNAGE RATING**

EASTWARD OUT OF	K	L	N	K & N	L & N	2 N
Seattle	1000	1600	2250			
Cedar Falls	500	700	1200	1400	1800	2200
WESTWARD OUT OF						
Cle Elum	1100	1600	2500			

The rating shown above may be increased or decreased by order of the Chief Dispatcher according to conditions.

**TONNAGE REDUCTION 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.

Yard limit boards are located as follows:

West Cle Elum	East and West Riverview
East and West Easton	East and West Hillsdale
East and West Cedar Falls	East and West Salsich Jct.
East Maple Valley	East and West Tanwax Jct.
East and West Kent	East and West Kapowsin
East and West Auburn	East and West Eatonville
East and West Sumner	East and West Elbe
East Tacoma Jct.	East and West Camp 17
East and West Snoqualmie Falls	East and West Mineral, Including East Creek Jct.
East and West Stillwater	East Morton
East and West Monroe	East and West McKenna
East and West Snohomish	East and West Rainier
East and West High Rock	East and West Maytown
Yard Limits extend from Yard Limit Board West of Rockdale to Staff Signal.	
Yard Limits extend from Yard Limit Board East Belt Yard to End of Riverside Line.	
Yard Limits extend from Yard Limit Board 3000 feet East of Tacoma Jct. to End of Track on 25th St. Line.	

**MILWAUKEE HOSPITAL ASSOCIATION**

**ASSOCIATION SURGEONS**

- Dr. A. I. Bouffleur, Chief Surgeon, Seattle, Wash. Office, 505 Cobb Bldg. Hours 2 to 4 p. m. Elliott 3314. Always reachable through Providence Hospital, East 3140.
- Dr. W. A. Hibbs, Asst. Surgeon, Seattle. Office, 505 Cobb Bldg. Hours 2 to 4 p. m. Elliott 3314.
- Dr. W. C. Speidel, Local Surgeon, Seattle. Office, Cobb Bldg. Hours 2 to 4:30 p. m. Elliott 3491. Always reachable through residence, Beacon 210.
- Dr. A. W. Hawley, Oculist, Seattle. Office, Leary Bldg. Office: 503 Jones Bldg. (Pantages Theatre), 9th and Broadway. Hours, 1 to 4 and Monday, Wednesday, Friday, 7 to 8 p. m. Main 369. Always reachable through St. Joseph's Hospital, Main 1569.
- Dr. R. C. Schaeffer and Assistants Tacoma
- Dr. Wm. B. McCreery Tacoma
- Dr. W. H. Holmes Tacoma
- Office: 1124 Fidelity Bldg. Hours, 2 to 5:30 p. m. Main 7620. Always reachable through residence, Main 5264.
- Office: 1124 Fidelity Bldg. Hours, 11 to 12, 2 to 5:30 and Tuesday, Thursday, Saturday 7 to 8 p. m. Main 7620. Always reachable through residence, Proctor 318.

Orders for treatment should be issued on Form H. A. 2 to the Local Surgeons jointly, "Dr. Schaeffer, Pantages Theatre Building or Dr. McCreery, Fidelity Building, Tacoma."

- Dr. D. H. Bell, Office 1004 Natl. Realty Bldg., Tacoma, Hours 9 to 12, 2 to 5, Main 1222.
- Dr. C. C. Hills, Local Surgeon, So. Tacoma.
- Dr. R. C. Morse, Puyallup.
- Dr. C. E. Judd, Sumner.
- Dr. B. E. Hoye, Auburn.
- Dr. C. B. Hoffman, Kent.
- Dr. F. J. Shadd, Selleck.
- Dr. F. G. Ulman, Enumclaw.
- Dr. W. W. Cheney, Fall City.
- Dr. W. W. Goodrich, Monroe.
- Dr. E. A. Stafford, Snohomish.
- Dr. F. R. Hedges, Everett.
- Dr. F. W. McKnight, Cle Elum.
- Dr. A. H. Winkel, Kittitas.
- Dr. W. L. Ludlow, Kapowsin.
- Dr. A. W. Bridge, Eatonville.
- Dr. F. P. Pratt, Mineral.
- Dr. Harry Feagles, Morton.
- Dr. G. E. Chamberlain, Aberdeen.
- Dr. A. J. McIntyre, Hoquiam.

**ASSOCIATION HOSPITALS**

- Providence Hospital, Seattle, District Hospital. Roslyn-Cle Elum Hospital, Cle Elum.
- Lakeside Hospital, Seattle, District Hospital. Everett Hospital, Everett.
- St. Joseph's Hospital, Tacoma. Monroe Hospital, Monroe.
- Stretchers at Cle Elum, Rockdale, Cedar Falls, 25th St., McKenna, Ashford and Mineral.

**COMMERCIAL TRACKS**

**Cle Elum- Seattle Line**

Bruff	3. Miles east of Whittier
Meadow Creek	2.5 miles west of Whittier.
Flanigan	Keechelus.
Kittitas Lbr. Co.	0.5 miles west of Keechelus.
Carter Creek	0.3 miles west of Badern.
Kent Lumber Co.	1.1 miles east of Bagley Jet.

**Everett Line**

N. Bend Lumber Co. Lumber	716 ft.	1-4 mile east of Tanner.
Meadow Brook	250 ft.	1.6 miles west of North Bend.
Horrocks	120 ft.	2.0 miles east of Carnation.
Carew		3.5 mile East Monroe.
Stuart	570 ft.	.8 miles west of Stillwater.
Riverview	Log dump..3000 ft.	1.9 miles west of Snohomish.

**Enumclaw Line**

Durham Coal Co.	Coal	310 ft.	2.5 miles west of Selleck.
Bayne Mine Track	Coal	3500 ft.	0.7 miles west of Bayne.
Cumberland	Industry	150 ft.	Cumberland.
Naez	Coal	600 ft.	0.8 miles west of Cumberland.
Viezic	Industry	150 ft.	2.8 miles east of Enumclaw Jct.
Ingle	Logs	400 ft.	1. mile east of Enumclaw Jct.

**Tacoma-Seattle Line**

Hughes	Industry	500 ft.	1.4 miles west north Puyallup.
Inter County	Industry	327 ft.	.3 miles east of Benroy.
Thomas	Industry	300 ft.	1.7 miles west of Kent.
O'Brien	Industry	300 ft.	2.3 miles east of Kent.
Orillia	Industry	300 ft.	2.5 miles west of Black River.
Holstein	Industry	491 ft.	1.2 miles west of Black River.

**WATCH INSPECTORS**

- So. Cle Elum, W. A. Seibel  
Tacoma, Syman Jewelry Co.  
Hoquiam, Fred. Straut  
Everett, H. N. Skinner  
Seattle, Max Kuner Co.

**Grays Harbor Line**

Cuyler	Logs	0.5 miles east of Loveland.
Haskins	Industry	1.0 mile west of Loveland.
Harrison Bros. No. 2	Wood	2.0 miles west of Loveland.
Hubbard	Logs	1.8 miles east of Greendale.
Betchard	Logs	0.7 miles east of Roy.
Arkley	Mill	3.0 miles east of Ranier.
Johnson Creek	Mill	0.9 miles east of Ranier.
Gregory	Mill	2.8 miles east of Offut Lake.
Patske Spur	Logs	2.8 miles east of Offut Lake.
Des Chutes	Mill	0.5 miles west of Gregory.
Churchill	Logs	1.0 miles west of Offut Lake.
Beaver Creek	Mill	2.0 miles east of Maytown.
Nulty	Logs	1.5 miles west of Maytown.
Bordeaux	Mill	at Mumby.
Ninemire & Morgan	Mill	at Helsing Jet.
Nat. Lb. & Mfg. Co.	Logs	at Cedarville.

**Tacoma Eastern**

Harrison Bros. No. 1	Gravel	1.0 miles west of Tacoma.
Harvard	Mill	1.3 miles west of Hillsdale.
Kirby	Wood	0.6 miles east of Harding.
Judith	Logs	0.5 miles east of Harding.
Camp 21	Logs	1.0 mile west of Thrift.
Morgan Lake	Logs	1.5 miles east of Tanwax Jet.
Electron	Industry	0.3 miles west Kapowsin.
Lynch Creek	Gravel	1.4 miles east of Eatonville.
Wheeler-Reese	Logs	1 mile east of Eatonville.
Epler	Mill	at Eatonville.
Fairview	Industry	1.7 miles west of Eatonville.
Nisqually S. M. Co.	Mills	1.2 miles east of Alder.
Camp 25	Logs	0.8 miles west of Park Jet.
Selle	Logs	1.3 miles west of Park Jet.
Ladd	Mine	Off Wye at East Creek Jct.
Miller & Wilson	Mill	1.5 from East Creek Jct. on Ladd mine track.
Carlson	Mill	1.3 miles west of East Creek Jct.
Divide	Coal	1.0 miles west of East Creek Jct.
Camp 16	Logs	0.3 miles west of East Creek Jct.
Lundeen	Logs	0.7 miles east of West Forks.
Inland	Logs	5.0 miles east of Morton.
West Forks	Logs	1.0 miles east of East Forks.

**E. G. FOWLER,  
K. N. ELDRIDGE,  
W. A. ALLEN,  
H. E. PETERSON,  
S. C. WHITEMORE,  
J. N. MITCHELL,**

**Train Dispatchers.**

**D. W. BOH,  
Train Dispatcher Enumclaw and Encumclaw Jct.**

**G. H. HILL,  
Chief Dispatcher.**

**J. S. ECCLES,  
Assistant Trainmaster.**

**W. S. JOHNSON,  
H. L. WILTROUT.**

**Trainmasters.**