

# United States Railroad Administration

WALKER D. HINES, Director General of Railroads

**CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD**

**COAST DIVISION**

AND

**TACOMA EASTERN RAILROAD**

**TIME TABLE No. 4**

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

PACIFIC OR 120th MERIDIAN TIME

**SUNDAY, APRIL 13, 1919**

**SUPERSEDING TIME TABLE NO. 3, COAST DIVISION AND TACOMA EASTERN R. R.**

**FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES 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		Time Table No. 4			FIRST CLASS			SECOND CLASS					
63	263	91	15	43	17	Passing Tracks	Other Sidings	Distance from Cle Elum	STATIONS	Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	16	44	18	64	92	74
Time Freight Daily	Time Freight Daily	Way Freight Tues., Thurs. and Sat.	Passenger Daily	Passenger Daily	Passenger Daily									Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger 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	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	EASTON	78.6	EA	12.01AM to 8.00AM	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	WHITTIER	70.1		No. Office	P W5ME	12.38		10.18	7.05	3.00	7.25
			6.16		9.21			24.5	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	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	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	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	GARCIA	48.2	GC	10.30PM to 6.30AM	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	RAGNAR	42.6		No Office	P	11.29		8.52	4.25	12.35	4.50
12.15AM	11.00	92(11.50 1.00PM)	* 7.25	L 10.00AM	* 10.35	E80 W70	Yard	50.9	CEDAR FALLS	39.4	MY		WORYB@JZ	* 11.20	As 7.05PM	* 8.42	4.00	16(12.15PM 11.00)	4.30
								55.0	BAGLEY JCT.	35.3		No Office	JP						
12.50	11.25	1.25	7.33	10.10	10.43	70		55.8	BARNESTON	34.5		No Office	P	11.00	1 6.52	8.26	3.20	10.43	4.00
1.20	11.40	1.45	7.40	10.17	10.53	70		59.7	TRUDE	30.6	RD	12.01AM to 8.00AM	I'	10.53	1 6.44	8.18	3.00	10.17	3.35
				10.22			10	62.3	LANDSBURG	28.0		No Office	P		1 6.37				
1.55	12.05AM	2.10	7.49	10.26	11.04	70	18	64.6	NOBLE	25.7		No Office	P	10.43	1 6.32	8.07	2.35	9.40	3.05
A 2.20AM	A 12.25AM	A 2.30PM	A 7.58PM	As 10.35AM	A 11.15AM	85	14	68.1	MAPLE VALLEY	22.2	MV		WJR	L 10.35AM	L 6.25PM	L 7.58PM	L 2.20AM	L 9.20AM	L 2.45PM
								71.9	CEDAR MOUNTAIN	18.4									
								73.4	INDIAN	16.9									
								74.9	ELLIOTT	15.4									
								76.2	MAPLEWOOD FARM	14.1									
								78.3	Northern Pacific Crossing RENTON	12.0	RN								
								80.7	BLACK RIVER O-W R & N R.R. Crossing	9.6	BI								
								85.0	VAN ASSELT	5.3									
		A 3.45PM						86.9	ARGO N. P. & O-W. R. & N. Crossing	3.4									
A 5.00AM	A 2.00AM		A 8.45PM	A 11.30AM	A 12.20PM			90.3	SEATTLE	0.0	OW FC			L 9.45AM	L 5.25PM	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	1.50	4.5	9.	9.45	9.
10.	11.2	9.9	27.	23.	23.5				Average Speed Per Hour					25.2	21.5	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 Cedar Falls and Rockdale. See Rules 221-B, 311, 362 and 505-B. Manual Block System in effect between Maple Valley and Cedar Falls and between Hyak and Cle Elum. Train Order Signals will also be used as Block Signal. See Rule 221B and 311. Block Signal Rule 319A applies at Maple Valley, Cedar Falls and Cle Elum. 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. 4 In effect April 13, 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	Passing Tracks			Other Sidings	STATIONS	564	16					118	562	692	94	64	O-W. R. & N. Passenger	O-W. R. & N. Passenger	O-W. R. & N. Passenger
	O-W. R. & N. Time Freight	Time Freight	Time Freight	O-W. R. & N. Passenger	Passenger	Passenger	O-W. R. & N. Passenger																		
	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily																		
		L 5.00PM			L 9.00PM	L 12.45PM			0.0	SEATTLE															
									3.4	ARGO N. P. O.-W. R. & N. Crossing															
									5.3	VAN ASSELT															
	L 10.30PM	L 6.18PM	L 3.15AM	L 11.35PM	L 9.23PM	L 1.05PM	L 10.25AM	Yard	9.6	BLACK RIVER Northern Pacific Crossing		BI		YWRIKJ	A 5.50AM	A 9.08AM	A 6.18PM	A 10.30PM	A 8.00AM	A 1.05PM	A 12.12AM				
	10.50	6.42	3.33	11.47	9.34	f 1.17	10.37	68 86	16.4	KENT		K	11.30PM to 7.30AM		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	AUBURN		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	BENROY			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	SUMNER		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	NORTH PUYALLUP		PX	12.01AM to 8.00AM		5.11	8.31	f 5.42	9.47	6.58	10.30	10.35				
	A 12.10AM	A 8.15PM	A 4.40AM	A 12.29AM	A 10.10PM	A 1.55PM	A 11.20AM		35.9	TACOMA JCT.		JN		RJ⊕KB	L 5.01AM	L 8.22AM	L 5.33PM	L 9.35PM	L 6.40AM	L 10.00AM	L 10.10PM				
									37.0	RESERVATION															
					A 10.25PM	A 2.10PM			38.8	TACOMA (Union Depot)		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:

Trains to O.-W. R. & N. Interchange track—1 long 1 short.

Trains Tacoma to Argo—1 long, 1 short, 1 long.

Trains Argo to Tacoma—1 long, 1 short, 1 long.

Trains Argo to Renton—1 long.

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 or 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. Train Order Signal will also be used as Block Signal. See Rules 221-B and 311. Block Signal Rule 319 applies to Black River and Tacoma Jct.

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. 16 will make regular stop at Sumner, Sundays.

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.

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. 4 In Effect April 13, 1919	Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	THIRD CLASS
	Passing Trains	Other Sidings						
495								496
Mixed								Mixed
Tuesdays, Thursdays & Saturdays								Tuesdays, Thursdays & Saturdays
STATIONS								
L 6.30AM	17		0.0			No Office	R J	A 12.10PM
" 6.55	37	13	2.3			No Office	W 1 Mi. E	" 11.55
" 7.20	19		7.			No Office		" 11.10
" 7.30	15	46	8.4			No Office		" 11.00
" 7.40		7	10.1			No Office		" 10.45
" 7.50		6	12.4			No Office		" 10.30
" 8.00			15.3			No Office	Y J	" 10.15
As 8.10AM	28	55	17.8		CW	6.00PM to 8.00AM	W R	L 10.00AM
1.40								2.10
10.6								8.2
Schedule Time								
Average Speed Per Hour								

**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. 4 In effect April 13, 1919	Distance from Delta	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	FIRST CLASS		THIRD CLASS
	297	215	Passing Track	Other Sidings						216	298	
Way Freight		Passenger								Passenger		Way Freight
Daily Except Mon.		Daily								Daily		Daily Except Sun.
STATIONS												
L 7.00AM		L 7.25PM			0.0		MY		ⓄOYZ WRB	As 9.55AM		A 1.50PM
f 7.30		f 7.40			5.8			No Office	K	f 9.36		f 1.20
f 8.00		" 7.45	25	9	7.9		BE	5.00PM to 8.00AM	WY	" 9.31		f 1.10
f 8.40		" 7.53	35		11.4		Q	5.00PM to 8.00AM		" 9.23		f 12.50
f 9.20		f 7.57	20		12.4			No Office		f 9.20		f 12.20PM
f 9.45		" 8.07	11		17.0			No Office		" 9.08		f 11.55
f 10.05		" 8.20	35	12	22.3		J	5.00PM to 8.00AM	W	" 8.54		f 11.30
f 10.15		" 8.28	32	30	25.5			No Office		" 8.46		f 11.10
f 10.35		" 8.42	30	75	31.0		VA	5.00PM to 8.00AM		" 8.32		f 10.35
f 11.00		f 8.57	11	120	37.1			No Office		f 8.16		f 9.55
f 11.30		" 9.07	29	130	40.8		MO	9.30PM to 7.30AM	WYK	" 8.06		f 9.35
					41.4			No Office				
f 12.01PM		f 9.12	15	7	42.7			No Office	K	8.00		f 8.45
f 12.30		" 9.25	40	30	47.8		HO	4.30PM to 7.30AM		" 7.47		f 8.20
f 12.50		f 9.30		75	50.0			No Office		" 7.42		f 8.05
					52.9			No Office				
f 1.00		9.40		Yard	53.3			No Office		7.34		f 7.55
A 1.10PM		As 9.45PM			54.3			No Office	RBK	L 7.30AM		L 7.40AM
A 1.20PM				Yard	55.6			No Office	ⓄOBTWRZ			L 7.30AM
6.20		2.20								2.25		6.20
8.8		23.2								22.4		8.8
Schedule Time												
Average Speed Per Hour												

**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. 4							FIRST CLASS		THIRD CLASS						
				193	161		117	In effect April 13, 1919							118		194	162				
				Way Freight	Time Freight		Passenger	Capacity of Sidings in Cars	Distance from 25th Street	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 Trucks	Other Sidings	Daily	Daily	Daily Except Sun.	Daily Except Sun.		
				L 8.00AM	L 11.30PM		Lf 2.50PM	90	11.3	SALSICH JCT.	97.2	SJ		YR	As 4.30PM	A 3.30PM	A 12.55AM					
				8.20	11.38		f 2.58	12	15.0	3.7 LOVELAND	93.5		No Office		f 4.22	3.20	12.25AM					
				8.40	11.55		f 3.07	48	19.0	4.0 GREENDALE	89.5		No Office	W	f 4.13	3.07	11.55					
									22.7	3.7 ROY	85.8		No Office									
				9.30	12.15AM		s 3.23	41	50	4.5 MCKENNA	81.3	MC	5.15PM to 7.15AM	Y	s 3.55	2.25	11.25					
				10.10	12.40		s 3.41	42		7.4 RAINIER	73.9	RN	5.00PM to 8.00AM		s 3.41	1.40	10.55					
				10.50	1.05		f 3.57	39		7.8 OFFUTT LAKE	66.1		No Office	W	s 3.22	1.05	10.30					
				A 11.30AM	1.50		s 4.12	36	60	6.9 MAYTOWN	59.2	MT	5.00PM to 8.00AM	RYJ	s 3.07	L 12.30PM	10.10					
					2.01		f 4.24	26	20	3.2 MUMBY	56.0		No Office		f 2.53		9.55					
					2.20		s 4.36	7		5.6 ROCHESTER N. P. Crossing	50.4	RH	5.00PM to 8.00AM		f 2.39		9.35					
				A 2.43AM			As 4.40PM			1.9 HELSING JCT.	48.5		No Office	K	La 2.35PM		L 9.30PM					
										1.5 INDEPENDENCE	47.0			R								
										4.6 BALCH	42.4											
										3.9 CEDARVILLE	38.5											
										4.3 LANKNER	34.2											
										2.3 RONY	31.9											
										2.1 SAGINAW	29.8											
										1.6 SOUTH ELMA	28.2											
										3.8 FULLERS	24.4											
										6.2 SOUTH MONTESANO	18.2											
										1.5 MONTESANO	16.7											
										2.9 MELBOURNE	13.8											
										3.1 PREACHERS SLOUGH	10.7											
										3.1 NORTH RIVER JCT.	7.6											
										1.2 COSMOPOLIS	6.4											
										1.9 SOUTH ABERDEEN	4.5											
										1.0 ABERDEEN	3.5											
					A 6.00AM		A 6.50PM			3.5 HOQUIAM	0.0				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		Time Table No. 4 In effect April 13, 1919					FIRST CLASS		THIRD CLASS		
91	193	161	117	1									2	118	162	92	194
Way Freight	Way Freight	Time Freight	Passenger	Passenger	Capacity of Sidings in Cars	Capacity of Sidings in Cars	Distance from 25th Street	STATIONS	Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	Passenger	Passenger	Time Freight	Way Freight	Way Freight
Daily Except Sun.	Daily Except Sun.	Daily Except Sat.	Daily	Daily	Passing Trucks	Other Sidings							Daily	Daily	Daily Except Mon.	Daily Except Mon.	Daily Except Sun.
			L 2.20PM	L 8.40AM			TACOMA (Union Depot)	69.1	WR				A 6.15PM	A 5.05PM			
			L 2.22PM	L 8.42AM			N. P. JUNCTION	67.7		No Office			A 6.10PM	A 5.00PM			
L 9.05AM	L 6.55AM	L 10.30PM	Via Low Line	Via Low Line			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	2.24	8.44		.3	30th STREET	66.9		No Office			6.08	4.58	1.55	2.55	4.30
9.40	7.20	10.59	f 2.33	s 8.55	16	25	HILLSDALE	64.1	B	6.00PM to 8.00AM	Z	s 5.55	f 4.48	1.30	2.33	4.10	
			f 2.37	f 8.59		30	MIDLAND	61.7		No Office			f 5.49	f 4.42			
10.00	7.35	11.12	f 2.40	f 9.02	52		ALLISON	60.3		No Office			f 5.45	f 4.38	1.10	1.45	3.45
10.37	A 7.55AM	A 11.30PM	Af 2.50PM	s 9.11	40	90	SALSICH JCT.	55.9	SJ			YR W 1/2 ME	s 5.37	Lf 4.30PM	L 12.55AM	1.25	L 3.31PM
10.50				f 9.15	32		BERKELEY	54.5		No Office			f 5.32			1.10	
10.58				s 9.20	60		HARDING Wheeler Reese Lbr. Co. Crossing	52.2		No Office			s 5.27			12.45	
11.05				s 9.23	9		GRAHAM	51.2		No Office			s 5.24			12.30	
11.15				f 9.28	20		THRIFT	49.8		No Office			f 5.20			12.25PM	
11.55				f 9.37			TANWAX JCT.	46.2	W	5.15PM to 8.00AM	Y	s 5.13			11.55		
12.30PM				s 9.46	21	75	KAPOWSIN	44.2	K	5.15PM to 8.00AM	WO	s 5.08			11.30		
1.00				s 10.00	8		CLAY CITY	38.9		No Office			s 4.55			10.50	
1.45				s 10.15	21	30	EATONVILLE	34.6	V	5.00PM to 8.00AM	W	s 4.45			10.15		
2.15				s 10.24	19		LA GRANDE	30.6		No Office			s 4.35			9.55	
3.00				s 10.39	32	40	ALDER	26.0	AD	5.00PM to 8.00AM		s 4.19			9.31		
3.20				f 10.46	48		RELiance	23.9		No Office		f 4.14			9.23		
3.32				f 10.53	25	15	WILLIAMSON	21.		No Office		f 4.06			9.11		
4.02				s 11.00	24	30	ELBE	20.0	II	5.00PM to 8.00AM	W	s 4.02			9.05		
4.30				s 11.08 s 11.56			PARK JCT.	17.6		No Office		RYJ	s 3.55 s 3.05			8.52	
A 5.05PM				s 12.14PM	35	40	MINERAL	13.5	D	10.30PM to 6.00AM	WORB	s 2.54			L 8.30AM		
				f 12.18			EAST CREEK JCT.	12.8		No Office		Y	f 2.46				
				f 12.35			COWLITZ JCT.	7.6		No Office			f 2.28				
				f 12.52	50	63.9	EAST FORKS	3.3		No Office		W 1 Mi E	f 2.13				
				f 12.58	15	64.8	LINDBERG	2.4		No Office			f 2.09				
				A 1.10PM			MORTON	0.0	MO	5.00PM to 8.00AM	YR	L 2.00PM					
8.00	.55	.55	.30	4.30			Schedule Time					4.15	.35	1.5	6.30	1.05	
6.7	12.3	12.3	24.0	17.6			Average Speed Per Hour					18.6	23.3	10.	10.3	10.0	

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. 1 and 2 will stop at Holz, 2 miles east Clay City, on flag.

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 engineman 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	Distance from Park Jct.	Time Table No. 4				Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	FIRST CLASS	
3	1			In effect April 13, 1919								4	2
Passenger	Passenger	Passing Tracks	Other Sidings	STATIONS				Passenger	Passenger	Daily	Daily	Daily	Daily
Daily	Daily												
L 3:05 PM	L 11:08 AM			0.0	PARK JCT.	5.5		No Office	YR	As 11:56 AM	As 3:55 PM		
f 3:18	f 11:18	15		3.5	NATIONAL	2.0	NA	No Office		f 11:45	f 3:45		
f 11:23	f 11:22	25		4.5	CAMP 17	1.0		No Office		f 11:40	f 3:40		
As 3:30 PM	As 11:28 AM	16		5.5	ASHFORD	0.0	F	6:00 PM to 8:00 AM	R	L 11:35 AM	L 3:35 PM		
.20	.25				Schedule Time					.21	.20		
16.	13.2				Average Speed Per Hour					16.1	16.		

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Except No. 1 is superior to No. 4 and No. 3 is superior to No. 2.  
Trains need not get Clearance card at Park Jct.

Trains of all classes will approach yard limit boards East and West of Camp 17, under control expecting to find Main line occupied. Trains will reduce speed to 6 miles per hour on yard limit boards and will not increase this speed in yard limits unless track is clear.

That part of Rule 19 and D-19 in the Book of Rules and Regulations pertaining to the kind of marker to be displayed is changed to read "By day a green flag or marker lamps not lighted."

All trains must obtain Clearance Card Form A or A1 before leaving initial station 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  
W—Water  
C—Coal  
O—Oil  
R—Register

T—Turntable  
Y—Wye  
P—Dispatchers Telephone  
I—Interlocked  
K—Connection with a Foreign Road

B—Bulletin Boards  
J—Junction  
Z—Track Scales  
☞—Refreshments

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

Cle Elum	Continuous
Easton	8:30am to 1:00pm
Hyak	Continuous
Rockdale	Continuous
Garcia	Closed
Cedar Falls	Continuous
Maple Valley	"
Black River	"
Kent	1:00pm to 2:00pm
Auburn	5:30pm to 6:30pm
Sumner	Continuous
North Puyallup	1:00pm to 2:00pm
Tacoma Junction	5:00pm to 6:00pm
North Bend	1:00pm to 2:00pm
Snoqualmie Falls	5:00pm to 6:00pm
Carnation	Continuous
Duval	9:00am to 10:00am
Monroe	9:00am to 10:00am
Snohomish	3:30am to 9:30am
	7:30am to 8:30am

SUNDAY HOURS

McKenna	3:00pm to 4:15pm
Rainier	3:00pm to 4:00pm
Maytown	2:30pm to 4:30pm
Rochester	Closed
25th Street	Continuous
Hillsdale	8:00am to 9:00am
	2:00pm to 6:00pm
Salsich Junction	8:30am to 9:30am
Tanwax	2:45pm to 5:45pm
Kapowsin	Closed
Eatonville	9:15am to 10:15am
	4:30pm to 5:30pm
Alder	9:45am to 10:45am
Elbe	4:15pm to 5:15pm
Mineral	10:00am to 11:00am
Morton	3:45pm to 4:45pm
Ashford	10:30am to 11:30am
	3:30pm to 4:30pm
	8:00am to 9:00am
	12:01pm to 3:00pm
	1:00pm to 2:00pm
	11:00am to 12:01pm
	3:00pm to 4:00pm

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 8 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 Mumby to three (3) miles west of Mumby.

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.

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 car. Conductors must notify engineman 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, 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 enginemen'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.

- Dr. G. N. McLoughlin, District Surgeon, Seattle. Office, 505 Cobb Bldg. Hours 2 to 4 p. m. Elliott 3814. 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 3814.
- Dr. W. C. Speidel, Local Surgeon, Seattle. Office, Cobb Bldg. Hours 2 to 4:30 p. m. Elliott 3404. Always reachable through residence, Beacon 240.
- Dr. A. W. Hawley, Oculist, Seattle. Office, Leary Bldg.
- Dr. R. C. Schaeffer and Assistants Tacoma { 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. Wm. B. McCreery Tacoma { Office: 1124 Fidelity Bldg. Hours, 2 to 5:30 p. m. Main 7620. Always reachable through residence, Main 5264.
- Dr. W. H. Holmes Tacoma { 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 848.

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, Oculist, Office 1004 Natl. Realty Bldg., Tacoma, Hours 9 to 12, 2 to 5, Main 1222.
- Dr. R. S. Van Pelt, Oculist, Office 1107 Fidelity Bldg., Tacoma, Hours 10 to 12, 1 to 5, Main 41.
- 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. Adolph Bronson, Renton.
- Dr. F. J. Shadd, Sellick.
- 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, Mineral and Black River.



## COMMERCIAL TRACKS

## Cle Elum- Seattle Line

Bruff.....	U. S. R. S.	770 ft.	3. Miles east of Whittier
Meadow Creek.....	Logs	104 ft.	2.5 miles west of Whittier.
Flanigan.....	Logs	950 ft.	Keechelus.
Kittitas Lbr. Co.....	Logs	200 ft.	0.5 miles west of Keechelus.
Carter Creek.....	Logs	200 ft.	0.3 miles west of Bandera.
Kent Lumber Co.....	Mill	1130 ft.	1.1 miles east of Bagley Jct.

## Everett Line

N. Bend Lumber Co. Lumber.....	716 ft.	1-4 mile east of Tanner.
Meadow Brook.....	Industry 250 ft.	1.6 miles west of North Bend.
Horrocks.....	Industry 120 ft.	2.0 miles east of Carnation.
Carew.....	Industry	3.5 mile East Monroe.
Stuart.....	Industry 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.
Naco.....	Coal 600 ft.	0.8 miles west of Cumberland.
Viezie.....	Industry 150 ft.	2.8 miles east of Enumclaw Jct.

## Tacoma-Seattle Line

Hughes.....	Industry 500 ft.	1.4 miles west north Payallup.
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.
Hasking.....	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.....	Mill	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 Jct.
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 24.....	Logs	1.0 mile west of Thrift.
Morgan Lake.....	Logs	1.5 miles east of Tapwax Jct.
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 Jct.
Selle.....	Logs	1.3 miles west of Park Jct.
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	4.0 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.

G. H. HILL,  
Chief Dispatcher.

J. S. ECCLES,  
Assistant Trainmaster.

W. T. EMERSON,  
Asst. Trainmaster and Traveling Engr.

H. L. WILTROUT,  
Trainmaster.

W. C. ENNIS,  
Asst. Supt.

E. G. FOWLER,  
K. N. ELDRIDGE,  
W. A. ALLEN,  
H. E. PETERSON  
S. C. WHITTEMORE,  
J. N. MITCHELL,  
Train Dispatchers.

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