

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 29A TABLE

In Effect at 12:01 A. M. Pacific or 120th Meridian Time.

(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, NOVEMBER 1st, 1908.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

H. C. NUTT,
General Manager.

B. E. PALMER,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

F. E. WEYMOUTH,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

WEST BOUND.

EAST BOUND.

Time Table No. 29A. November 1, 1908. Succeeding No. 29. Table with columns for Third Class Trains (47, 25, 45, 43, 41), Second Class (19), First Class Trains (5, 7, 1, 3), Stations (Seattle Yard, King Street Station, etc.), and Third Class Trains (6, 4, 2, 8, 42, 44, 46, 48, 26). Includes telegraph offices and calls, distance from Sumas, and capacity of sidings.

REGISTER STATIONS—Seattle, Woodinville, Snohomish, Sedro-Woolley, Wickersham and Sumas. STANDARD CLOCKS—Seattle Yard, King St. Station, Everett and Sedro-Woolley. PITCHBUCK AND EHRLICH regular stop for Nos. 3, 4, 7 and 8. Days regular stop for No. 8. HARTFORD, Arlington, Sedro-Woolley, Wickersham and Sumas expecting to find main line occupied.

WEST BOUND.

EVERETT BRANCH.

EAST BOUND.

SECOND CLASS TRAINS.				FIRST CLASS TRAINS.				STATIONS.		SECOND CLASS.		FIRST CLASS TRAINS.				SECOND CLASS TRAINS.	
715	401	278	272	274	276	Time Table No. 29A. Nov. 1, 1908. Succeeding No. 29.		18	275	277	273	271	402	716			
G. N. Freight	G. N. Freight	G. N. Passenger	G. N. Passenger	G. N. Passenger	G. N. Passenger	STATIONS.		Mixed	G. N. Passenger	G. N. Passenger	G. N. Passenger	G. N. Passenger	G. N. Freight	G. N. Freight			
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Telegraph Offices and Calls		EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
						W Y S C	CF 69	0.0	OM	SNOHOMISH	N	11.5	150	See 19, p. 1 9.25AM			
							PI 1	0.7		GRAVEL PIT		10.5	10 Spur				
							PI 5	5.5		EBEY JCT.		6.0	5.50				
							PI 6	6.2	W	LOWELL	N	5.3	16	8.55		4.50AM 8.00AM	
2.35PM	1.45AM					W C Y	PI 8	7.7	EV	EVERETT	N	3.8	100	8.50AM	5.28AM 10.04AM	2.17PM 8.28PM	
2.45	1.55	7.09PM	5.44PM	9.54AM	1.14AM		PI 9	8.9	PG	G. N. JUNCTION	N	2.6	40		5.28AM 10.00AM	2.12PM 8.24PM	
2.55PM	2.05AM	7.22PM	5.55PM	10.00AM	1.25AM			10.7		G. N. CROSSING		0.8			4.30AM 7.40AM		
							PI 12	11.5		SMELTER		0.0	175				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY									EXCEPT SUNDAY	DAILY	DAILY	
Time Over District														.35			
Average Speed per Hour														13.2			

SEE FOOT NOTES ON PAGE 3

WEST BOUND.

SNOQUALMIE BRANCH

EAST BOUND.

THIRD CLASS.	FIRST CLASS.	Time Table No. 29 A. Nov. 1, 1908. Succeeding No. 29.				FIRST CLASS.	THIRD CLASS.						
45	5	STATIONS.				6	46						
Way Freight	Passenger	Telegraph Offices and Calls				Passenger	Way Freight						
Mon., Wed., Fri.	DAILY					DAILY	Tues., Thur., Sat.						
See page 3	See page 3					See page 3	See page 3						
1.00PM	6.25PM	C T W	CF 55	0.0	CJ	WOODINVILLE	D	39.6	100	8.20AM	12.30PM		
			PG 4	3.9		WILLOWS		35.7					
1.45	6.45		PG 7	6.6	RM	REDMOND	D	33.0	43	8.05	11.35AM		
				7.9		PARADISE LOGG. RY. CRSG.		31.7					
			PG 9	8.7		ADELAIDE		30.9	3 Spur				
			PG 11	11.1		SAMAMISH		28.5	6 Spur				
			PG 12	11.5		INGLEWOOD		28.1					
2.30	7.12		PG 15	15.1		MONOHON		24.5	33	7.40	10.30		
3.00	7.27	W	PG 19	19.1	G	ISSAQUAH	D	20.5	100	7.30	10.00		
4.00	7.52		PG 26	26.2		PRESTON		13.4	18	7.05	9.15		
4.20	8.05	W	PG 29	29.5	W	FALLS CITY	D	10.1	12	6.53	8.15		
			PG 32	32.2		SNOQUALMIE FALLS		7.4	4 Spur				
4.40	8.19		PG 33	33.3	SO	SNOQUALMIE	D	6.3	36	6.40	7.45		
5.00PM	8.30PM	Y C	PG 36	36.3	BN	NORTH BEND	D	3.3	18	6.30AM	7.30AM		
				39.6		SALLAL		0.0					
Mon. Wed. Fri.	DAILY					DAILY	Tues., Thur., Sat.						
4.00	2.05					1.50	5.00						
9.0	17.4					19.8	7.2						
Time Over District													
Average Speed per Hour													

WEST BOUND.

MONTE CRISTO BRANCH.

EAST BOUND.

SECOND CLASS TRAINS.		Time Table No. 29 A. Nov. 1, 1908. Succeeding No. 29.				SECOND CLASS TRAINS.							
21	19	STATIONS.				22	20						
Mixed	Mixed	Telegraph Offices and Calls				Mixed	Mixed						
Mon., Wed., Fri.	Tues., Thur., Sat.					Tues., Thur., Sat.	Mon., Wed., Fri.						
See 19, p. 1	See page 1					See 19, p. 1	See page 1						
10.50AM	10.50AM	CF 77	0.0	FD	HARTFORD	D	42.0	60	1.10PM 3.10PM				
		PK 3	3.0		LOCHLOY		39.0	25 Spur					
		PK 5	5.0		SOBEY		37.0	20 Spur					
11.50AM	11.25AM	Y	PK 6	6.2	GF	GRANITE FALLS	D	35.8	70 Spur				
		W	PK 10	10.0		TUNNEL No. 1		32.0	10				
			PK 12	12.0		TUNNEL No. 2		30.0	10				
12.50PM		W	PK 14	13.8		ROBE		28.2	10				
		Wye	PK 19	19.0		GRAVEL PIT		23.0	5 Spur				
			PK 20	20.0		GOLD BASIN		22.0	6 Spur				
		W	PK 29	28.8		SILVERTON		13.2	16				
			PK 30	29.8		BONANZA QUEEN		12.2	3 Spur				
			PK 37	37.0		BARLOW PASS		5.0	1 Spur				
		W C T	PK 42	42.0		MONTE CRISTO		0.0	100				
Mon. Wed. Fri.	Tues. Thur. Sat.					Tues. Thur. Sat.	Mon. Wed. Fri.						
2.00	.35					.45	1.30						
6.9	10.6					8.2	9.2						
Time Over District													
Average Speed per Hour													

REGISTER STATIONS—Woodinville and North Bend. Trains will keep under control within yard limits at Woodinville and Issaquah. The maximum rate of speed over truss bridges and high trestles must not exceed 20 miles per hour. Trains must not exceed schedule time descending Preston and Fall City grades, and must be kept under control where view of switches is obstructed. Freight trains will not leave Preston when following passenger train until 15 minutes after departure of same. Passing track at Preston located one-half mile east of station. All trains will reduce speed to 10 miles per hour crossing Raging River Bridge, and 4 miles per hour between Bridge 49 and Snoqualmie Falls. North Bend yard limits extend to Sallal. West "Y" switch at North Bend will be lined for "Y."

REGISTER STATION—Hartford. Trains must not exceed five miles per hour around 18 and 24 degree curves on Shoofly, two miles west of Gold Basin. Mountain grades descending Monte Cristo to Sauk River Bridge, Barlow Pass to Bonanza Queen and from Robe to Tunnel No. 1. East bound trains must not exceed schedule within above limits. Trains will approach all bluffs, where slides are liable to occur, under full control. While switching at concentrator at Monte Cristo, air brakes of all cars must be coupled with engine. Nos. 19 and 21 will wait at Hartford for No. 3's and 4's connection, unless otherwise instructed. DERAILING SWITCH—Siding at Tunnel No. 2. No. 19 has right over No. 22, Hartford to Granite Falls. No. 21 has right over No. 20. Nos. 20 and 22 will be run extra Hartford to Everett. No. 19 will be run through to Silvertown and return as an extra commencing Saturday, November 14th and every second Saturday thereafter.

WEST BOUND. LAKE WASHINGTON BELT LINE BRANCH. EAST BOUND.

Table with columns for Third Class (45), First Class (5), and Third Class (44, 46). Includes station names like Black River, Renton, and Woodinville. Time Table No. 29A, Nov. 1, 1908.

WEST BOUND. BELLINGHAM BRANCH. EAST BOUND.

Table with columns for Third Class (25), First Class (7, 3), and Third Class (4, 8, 26). Includes station names like Wickersham, Mirror Lake, and Bellingham. Time Table No. 29A, Nov. 1, 1908.

Register Stations—Woodinville and Black River. Reduce speed to 6 miles per hour over bridges 19 and 20. Engines must not use glass works spur at Renton.

Register Stations—Wickersham and Bellingham. Bulletin Station—Bellingham. Trains will be kept under control between Towanda and Blue Canyon and at all other points where slides are liable to occur.

WEST BOUND. DARRINGTON BRANCH. EAST BOUND.

Table with columns for Second Class Trains (23) and Second Class Trains (24). Includes station names like Arlington, Cooper, and Darrington. Time Table No. 29A, Nov. 1, 1908.

Register Stations—Arlington and Darrington. Bulletin Station—Arlington. Trains will keep under control where landslides or washouts are liable to occur.

SPECIAL RULES COVERING TRAINS ON EVERETT BRANCH

Register Stations—Snohomish and Everett. Bulletin Station—Everett. All trains will keep under full control in yard limits at Everett, Lowell and Snohomish, expecting to find trains occupying main track.

COMMERCIAL SPURS.

MAIN LINE.

Distance from Yesler Way.

STATIONS.	Miles	How Connected	Cars Capacity	STATIONS.	Miles	How Connected	Cars Capacity
Edgewater	6.1	1 E	8	Springfield	62.1	1 E	4
Latona	7.4	1 E	4	Milldale	64.9	1 E	20
Brooklyn, F 3, 4, 7 & 8	8.0	1 E	4	Pilchuck	65.4	1 E	88
Wood Spur	9.9	1 E	6	Day's Camp, F 3, 7 & 4	67.6	1 W	13
Pontiac, F 3, 4, 7 & 8	12.7	1 E	4	Ehrlich	73.0	1 W	20
Lavilla, F 3, 4, 7 & 8	14.0	.....	.....	Buxton	75.1	1 E	29
Kenmore, F 3, 4, 7 & 8	18.4	1 E	7	Nookechamp	78.6	1 E	5
Wayne, F 3, 4, 7 & 8	21.0	.....	.....	Heather	81.0	1 E	5
Hannan	21.8	1 E	14	Sedro Quarry	84.0	1 E	7
Stockton	23.0	1 E	8	Daniels	91.0	1 E	6
Bear Creek	24.8	1 E	17	Lomond	92.0	1 W	20
Sand Spur	25.3	1 E	12	Cogshall	92.4	1 E	32
Grace, F 3, 4, 7 & 8	25.9	1 E	25	Prairie, F 3, 4, 7 & 8	93.6	Siding	10
Brace	28.5	1 E	3	Kane, F 3, 4, 7 & 8	94.0	1 W	4
XL Spur	29.5	1 E	4	Brannain	95.2	1 E	2
Cathcart, F 3, 4, 7 & 8	33.1	1 W	12	Doran	99.5	1 W	4
Sinnett's	43.5	1 E	69	Canedy	100.5	1 W	5
Riverside Spur	43.9	1 E	4	Green's Spur, F 1 & 2	104.0	1 E	20
Lake Cassidy	49.3	1 W	3	McDonald's, F 1 & 2	105.1	1 W	4
Kelmire	50.0	1 E	6	Coyne	107.0	1 E	7
Ryton	51.2	1 E	3	Van Zant's, F 1 & 2	107.2	1 W	8
Harvey	54.4	1 E	4	Case's Spur	108.3	1 E	5
Sisco, F 3, 4, 7 & 8	55.0	1 E	15	Eliton	112.1	1 E	13
M. & A. Tfr.	58.3	1 E	6	Lawrence, F 1 & 2	113.2	1 E	6
Kelly's Spur	59.0	1 W	4	McKee's	116.9	1 W	14
				Crescent	121.4	1 W	5

SNOQUALMIE BRANCH.

Distance from Woodinville.

Derby, F 6	1.3	.....	.....	Wescott	24.8	1 E	9
Ohio Spur	8.6	1 E	6	Lovegreen	27.6	1 E	5
Bush, F 5 & 6	16.3	1 E	3	Niblock	32.4	1 W	.....
Grand Ridge	21.7	1 W	18	Tanners	38.2	1 E	15
High Point, F 5 & 6	23.1	1 E	4	Weeks	38.3	1 E	100

MONTE CRISTO BRANCH.

Distance from Hartford.

Johnson	2.0	1 E	65	Enos Quarry	7.3	1 E	30
Denmark	2.5	1 E	5	Wayside, F 19 & 22	8.3	1 E	5
Brilecom	2.6	1 E	25	Bridge 12, F 19 & 22	9.0	1 E	8
Beechwood	2.7	1 E	7	Tyree	23.2	1 E	21
Difley	4.0	1 E	10	Weiden Creek, F 19 & 22	39.0	.....	0

BELLINGHAM BRANCH.

Distance from Wickersham.

Gale	1.7	1 E	5	Anderson	14.5	1 W	7
Roxbury	3.6	1 W	7	Mogul Log. Co.	14.5	1 E	24

DARRINGTON BRANCH.

Distance from Arlington.

STATIONS.	Miles	How Connected	Cars Capacity	STATIONS.	Miles	How Connected	Cars Capacity
Kinyon, F 23 & 24	9.5	1 E	12	Gorlock	18.4	Siding	25
Etonia	10.4	1 W	10	Welton	18.8	1 E	32
Halterman, F 23 & 24	13.1	1 E	33	Fortson, F 23 & 24	21.2	1 E	26

LAKE WASHINGTON BELT LINE.

Distance from Black River.

Lauderback, F 5	22.1	1 W	4	Pines, F 5 & 6	6.9	1 E	6
Jones, F 5 & 6	20.3	1 E	5	May Creek, F 5 & 6	6.6	1 E	4
Firloch, F 5 & 6	19.8	1 E	4	Sanford, F 5 & 6	4.1	1 E	2
Feriton	16.6	1 E	2				

EVERETT BRANCH.

Distance from Snohomish.

Sherwood	4.1	1 E	4				
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WEST BOUND.

BALLARD BRANCH.

EAST BOUND.

Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Interbay	Time Table No. 29 A. Nov. 1, 1908. Succeeding No. 29.		Distance from Ballard	Capacity of Sidings
			STATIONS.	STATIONS.		
			Telegraph Offices and Calls			
S	CF 35	0.0	BA.....INTERBAY.....D 1.1		1.1	300
	B 5	1.1	BD.....BALLARD.....D		0.0	50

AUTHORIZED SURGEONS.

LOCATION OF STRETCHERS (S).

DR. S. W. MOWERS, Chief Surgeon, Western Division, Tacoma.
CLINTON T. COOK, Oculist, Seattle.

P. W. WILLIS, King St. Sta. (S)	N. S. McCREADY, Snohomish. (S)
R. M. STITH, Seattle Yard Office. (S)	W. C. COX, Everett. (S)
Seattle Tool Car. (S)	W. E. GIBSON, Issaquah. (S)
M. B. MATTICE, Sedro-Woolley. (S)	E. D. CLARK, Sumas. (S)
E. M. ADAMS, Arlington. (S)	A. M. SMITH, Bellingham. (S)

NOTE.

SURGEONS will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

RAILWAY OFFICIALS are required to call on the nearest authorized surgeons, whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical service rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge; and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railroad Company or of the Association after such surgeon is able to assume charge of the case.

BOARDING AND NURSING are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless especially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

MISCELLANEOUS INSTRUCTIONS.

RAILROAD CROSSINGS AT GRADE.

C. & P. S. crossing at Argo. C. & P. S. crossing at Renton. C. & P. S. crossing two miles west of Renton. Campbell Lumber Co. crossing at Ohio Spur. C. & P. S. crossing at Atlantic St., Seattle. G. N. crossing at Washington St., Seattle. G. N. crossing at Bell St., Seattle. G. N. crossing at Seattle Lumber Co., Seattle. G. N. crossing at Field tracks just east of Interbay. G. N. crossing at Ballard. M. & N. Ry. crossing at Bryant. Two G. N. crossings at Sedro-Woolley. P. S. & B. R. crossing west end yard, Sedro-Woolley. G. N. crossing at E. K. Wood Mill, Bellingham. B. B. & B. C. crossing just east of Sumas.

Extra trains will run ahead of third class trains without authority of train order.

In double heading, no power heavier than Class "C" engines must cross Snohomish and Skagit river bridges coupled together.

F 1 or heavier engines must not use Eclipse log rollway at Everett.

F 1 or heavier engines must not be used on Snoqualmie Branch, or Monte Cristo Branch west of Granite Falls "Y" on Bellingham Branch or north of Wickersham.

Engines 923, 924, 1158 and heavier or long connected engines must not be used to switch piers on water front, Seattle. Class L-9 engines must not go north of Washington St., Seattle.

Helper power on freight trains will be cut in just ahead of or behind cabo-se. On three engine trains, second will be cut in fifteen cars behind train engine.

CROSSING GATE SITUATED WHERE G. N. MAIN LINE CROSSES FIELD ONE INTERBAY YARD.

Normal position blocks N. P. track. When N. P. trains or engines use this crossing, gate must be unlocked and swung to block G. N. Main Line and locked in that position while crossing is in use, after which gate will be locked to normal position across N. P. tracks.

CROSSING GATE SITUATED AT G. N. CROSSING, NEAR E. K. WOOD MILL, SO. BELLINGHAM.

Normal position blocks N. P. tracks. Same procedure to govern as at Interbay.

CROSSING GATE SITUATED WHERE PUGET SOUND & BAKER RIVER R. R. CO.'S TRACK CROSSES N. P. TRACKS AT SEDRO-WOOLLEY.

Normal position blocks P. S. & B. R. R. Co.'s track. Same procedure to govern as at Interbay.

Trains using transfer track between Seattle and Interbay will not exceed four miles per hour over G. N. crossing at Clay St. This also applies to switch engines.

Look out for trolley wires between tell-tales at Snohomish and Ebey Slough bridges on Everett Branch. Wires will not clear man on box car.

Do not exceed five miles per hour over scales in passing track at Interbay.

All trains occupying track between Seattle and Black River will provide themselves with copy of current Pacific Division Time Card. This track, however, is operated by and is under jurisdiction of Seattle Division.

The double track between Seattle and Black River is operated by telegraph block system. Conductors and Engineers will provide themselves with copy of telegraph block rules. Extra trains do not require running orders on the double track.

On receipt of block clearance from operators at King St. Sta., Argo or Black River, such trains may proceed, clearing superior trains as per Rule 288.

Trains must procure Colorado St. Line card, Forms "A" or "B," before using Colorado St. Line between Argo and Seattle Yard.

King St. Station yard limits extend from Bell St. to Massachusetts St. Trains in this district will be governed by instructions issued by Superintendent King St. Station.

Location of Draw Spans—Snohomish river bridge, just east of Snohomish; Skagit river bridge, between Sedro-Woolley and Clear Lake; Ebey Slough and Snohomish river bridges on Everett Branch, between Snohomish and Lowell. All trains come to full stop before crossing, giving whistle signal required by rule before proceeding.

All trains will reduce speed to six miles per hour at Public Road Crossing leading to G. N. Docks at Smith's Cove and engineers will keep vigilant lookout for teams and pedestrians at this point.

All East Bound freight trains will come to full stop at Public Road Crossing just east of Hartford Station, to clear Monte Cristo Branch switch and ascertain that track is clear before proceeding.

Joint switches at Argo are the first on the east and the first on the west side of Valley St. They have been fitted with special targets. Green target by day and green light at night indicate set for C. P. S. track. Red target by day and red light at night indicate set for N. P. track. Normal position of these switches must be set for C. P. S. Tracks. N. P. trains going out or coming in via Colorado St. Line will come to full stop 100 feet from nearest joint switch, send man ahead to line up both switches for N. P. track. Train then pull through and rear brakeman or conductor line switches back for the C. P. S. track. Conductors will be required to personally see that these switches are lined for C. P. S. tracks after using.

All freight trains will test air before commencing descent of Maltby, Preston, Getchell, Thornwood, Larson and Monte Cristo mountain grades and will not exceed twenty (20) miles per hour descending. Brakemen must ride on top of descending freight trains.

E. W. MASON,
Trainmaster.

RULES GOVERNING USE OF INTERLOCKING PLANT AT SOUTH PORTAL OF TUNNEL.

Signals are of the dwarf type (low semaphores) and are located to right of track governed; where two arms are on one post, higher arm governs trains along main tracks and lower arm trains diverging from main track.

Signal arm in horizontal position indicates "Stop."

Signal arm in diagonal position 60° below horizontal indicates "Proceed."

By night, signal indications will be given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

RULES GOVERNING INTERLOCKING PLANT AT NORTH PORTAL OF TUNNEL.

All signals located at right hand side of tracks they govern.

Train movements to Main Line controlled by semaphore signals, about 25 feet in height.

Train movements to sidings or to main tracks against current of traffic controlled by dwarf semaphores, about two feet in height.

The home signal is the semaphore arm with a square end, which in a horizontal position indicates "Stop" and 60° below horizontal indicates "Proceed."

The distant signal is the semaphore arm with a forked end, which in a horizontal position indicates "Caution, proceed with Caution," and 60° below horizontal indicates "Proceed."

By night signal indications are given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

West bound N. P. trains from tunnel are governed by upper arm of semaphore, located about 150 feet east of tower building.

East bound N. P. trains to the tunnel and to the water front are governed by dwarf signal, located about 350 feet west of the tower.

West bound N. P. trains from the water front are governed by semaphore, located about 300 feet east of the tower. The dwarf signal, at the base of this semaphore, governs G. N. trains.

Trains will not proceed 15 miles per hour between Battery St., 400 feet east of tower and King Street Station.

At night and during foggy weather, east bound trains will give one long blast of whistle for tunnel and two shorter blasts for water front.

West bound trains from water front will give one long blast of whistle for N. P. Main Line.

Hand signals must not be taken against interlocking signals, except when given by the towerman from the center of the track, with a yellow flag by day and a yellow light by night.

RULES GOVERNING TUNNEL BLOCK SEMAPHORES AND MOVEMENTS OF TRAINS THROUGH TUNNEL.

West bound trains are governed by the semaphore block signal located about 50 feet south of the south portal of the tunnel.

East bound trains are governed by the semaphore block signal located 250 feet north of the north portal of the tunnel.

A semaphore arm in the horizontal position indicates "Stop."

A semaphore arm 60° below horizontal indicates "Proceed."

By night indications are given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Block signal rules do not modify train rules nor relieve trainmen from protecting as per Rule 299.

C. J. CHALLAR,
Chief Dispatcher.

