NORTHERN PACIFIC FINALWAY COMPANY.

SEATTLE DIVISION

TIME

TAB

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

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

WEDNESDAY, JUNE 9th, 1909.

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.

п	

			THIRD C	LASS TRAINS.			<u> </u>		_		SECOND	CLASS	90	₩ay	Time Table No. 30.				FIRST	CLASS T	RAINS.	
				47	25	41	43	51	45	49	19		Siding	Yesler 1	June 9, 1909. Succeeding No. 29A.	bers	s	3	1	7	5	.9
		_ ,.		Way Freight	Way Freight	Way Freight	Freight	Way Freight	Greight	Way Freight	Mixed	-	of o	e from	STATIONS.	Station Numbers	Coal, Tables	Passenger	Passenger	Passenger	Passenger	Passen
				EXCEPT	EXCEPT SUNDAY	EXCEPT SUNDAY	Daily	EXCEPT SUNDAY	XCEPT JNDAY		EXCEPT SUNDAY		Capacity	Distanc	Telegraph Offices and Calls	tation	Water, Scales, and W	DAILY	DAILY	DAILY	DAILY	DAIL
				SUNDAT		JONDAT		8.15AM	1		SONDAT		1250		YDSEATTLE YARDN						2	DAIL
									7.00						UDKING STREET STATIONN		10.1	7.50AM	9.30AM	4.20PM	4.25PM	6 3
														0.0	0.3 Yesler Way 1.6							
								Runs via			i			1.6							Runs via	
							11:15	Argo. Black River and	7.25	1.25			300	4.0	BAD	CF	w	f 8.05	* 9.45	* 4.35	Argo, Black River and Lake	f 64
							11.25	Lake Wash. Belt Line.	7.30	1.35		-	80	5.9	FRD 2.1	CF		8.10	* 9.50	4.40	Wash. Belt Line.	6 5
														8.0		CF		8 15	9 55	4 46		6 5
		_					11.59PM		7.50	2.00			50	11.1		CF		f 8.22	* 10,05	* 4.56		f 7 0
-							12.20AM	-	8.20 8.423	2.15			60	15.1	LAKE	CF	w	f 8,32	* 10.15	* 5.08		f 71
							12.50		9.30 9.4510				50	21.9	6.8 BD	CF		8.50	* 10.31	5.25		7 3
			_				1,05		9.4510 9.55AM			·	100	23.6	CJN	ÇF	WC	8.55	10.35	5.30		7 4
			_				3.20		See page 3	3.55			80	29.5	5.9 MBN	55 CF		9,15	* 10 55	5.50		8 0
						8.48 AM	4.10 49		Shoq Branch	4.20AM	9.05AM 41~10		150	38.0	8.5 OMSNOHOMISHN	60 CF	W C S Y	9.35	11.15	6.10		8 2 50
						9.15	4.25	,		See page 3 Everett Branch	9.30		45	43.2	5.2 MAD	CF		9.50	11.28	6.25		8 4
						9.30 10.10 19-3-4	4.40			Everett Branch	9.45AM 41-3-4		102	46.3	3.1 FDD 4.4	74 CF		10 00 4-41-19	* 11.35	6.35		8 5
	-					19-3-4 10.30 10.45 2	5.00			-	See			50.7	GETCHELL	CF 82			* 11.46	f 6.47		9 0
			_			10.45 2 11.15	5.15				page 3 (To Monte		24	56.9	6.2EDGECOMB	CF 88	w	f 10.26	* 11,50AM	f 7.02		9 2
						4211.30 11.50AN	5.30				Cristo Bh)	-	132	<u>.</u> 59.9	AARLINGTONN		Y S M E	10,35	12.10PM			9. 8
						12.10PM 12.30 1							40	63.7	3.8 {M. & N. CROSSING}	CF 95	10 M E	10.45	* 12.20	7.20		See pag
:	-														0.3			11.02	12.33	7.35		
						1.10	6.05								MUD 5.6	101	- W	11.17		7.50		
-						1.40	6.25			_					MONTBORNE	CF 107				7.58		
						2.05	6.30								BGD 5.4				* 12.48			
						2.35	6.45								CAD 3.2	114		11.87		8.05		
				1 :30PM	9 ₂ 10A	3.00PM	7.00AN						290	85.9	$ \left\{ \begin{array}{ll} \text{WL} & \text{SEDRO-WOOLLEY} & \text{N} \\ 2 & \text{G. N. CROSSING} \\ 0.4 \end{array} \right\} $	CF 117	W C	11.5UAM	1.10	8.15		
							! ======	-						86.3	P. S. & B. R. CROSSING							
				2.10	9.50								45	91.4	THORNWOOD 5.8	CF 122		f 12.05PM	* 1.25	f 8.30		
				2.30	10.10AN	1									WKD		Y W	12.20PM	1.40	8.45PM		
				2.40	See page 4										SAXON			See page 4	* 1.45	See page 4		
		•		2.50	To Bham Bch									102.2		CF 133	W	To Bham Bch	1.50	To Bham Bch	:	
				8.30			i i						20	110.1	DMDEMINGD	CF 141			2.10			
				3.31											ABBOTT			,	* 2.11			
				4.15											NCNOOKSACKD				2.35	-		
					-									125.0								
				4.45PM									110	$\frac{1}{125.9}$	SUD	CF 157	W C S T		2.50PM			
			-			EX. SUN.		EX.(SUN.)		EX. MON.								DAILY	DAILY	DAILY	DAILY	DAIL
			_	3.15	1.00	7.7	8.30		7.4	3.20	$\frac{0.40}{12.4}$				'Time Over District		.	$\frac{4.30}{21.6}$	$\begin{bmatrix} -5.20 \\ -23.6 \end{bmatrix}$	$\frac{4.25}{22.0}$	<u> </u>	3.0

All trains doing station work at Fremont and Brooklyn must stop to clear these unless board is red.

Street car crossings at these points

Stations East of Arlington will be carried through to destination.

No. 2 will register by ticket.

No. 3 and 7 when meeting 4 and 8 at Hartford will head in on M. C.

Branch and do station, Everett and Sedro-Woolley, Station, Everett and Sedro-Woolley, Woolley.

Trains will not be required to examine registers except at initial ton, Sedro-Woolley, Station, Everett and Sedro-Woolley, Woolley.

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Standard when meeting 4 and 8 at Hartford will head in on M. C.

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Standard when meeting 4 and 8 at Hartfo

																								EAS	ST BOU	JND.
	FIRST	CLASS T	RAINS.				Time Table No. 30		SS					-			THIRD (CLASS 1	RAINS.							
8	2	4	10	6	es.	pers	June 9, 1909 Succeeding No. 29A.	from	Sidings	46	52	42	50	44	48	26		-								
Passenger	Passenger	Passenger	Passenger	Passenger	Coa Tabl	Num	STATIONS.		ity of	Way Freight	Way Freight	Way Freight	Way Freight	Freight	Way Freight	Way Freight										
DAILY	DAILY	DAILY	DAILY	DAILY	afe d ⊗	tation	Telegraph Offices and Calls.	Distanc	apaci	EXCEPT MONDAY		EXCEPT MO NDAY	EX CEPT SUNDAY	DAILY	·	EXCEPT			-	-				,	-	_
DAILI	DAILI	DAILY	DAILY	DAILY	WC ST		YDSEATTLE YARDN	127.1	1250				11.45PM			SUNDAY			-			<u> </u>				-
8.55P	1.00P	12.20PM	10.45AM	10.304		31	0.9 UD. KING STREET STATIONN	126.2	-	2.45	Runs via Lake			Runs via Lake						-	-	_		_		_
			ļ				0.3 Yesler Way	125.9	_		Lake Wash. Belt Line,		- %	Lake Wash. Belt Line,									_			
<u> </u>	-	_		Runs via Lake Wash. Belt Line,			1.6				Black River			Black River and			-				_		_	-		_
!	10.45			Black River			G. N. CROSSINC	124.3			and Argo.			Argo.						-	-		_			_
8.40		* 12.05PM		Argo.	S		BAD 1.9		300	2.25			11.15 43													
8.85	12.40					CF 37	FR FREMONTD	120.0	80	2.15	- 		11.05										·			
8 25	12.30	11 49	10.15		١.	CF 39	BROOKLYN	117.9										· · ·								
8.15	. * 12.20	* 11.40	f 10 05			CF 42	KEITH	114.8	50	1.45			10.45		-											
8.04	* 12.10P	* 11.30	f 9.58		W	CF 46	LAKE	110.8	60	1.20			10.30													
7 45	* 11.55A	11,15	9.35			CF 53	B BOTHELL	103.9	50	12.40			10.00	See page 4					-					_		-
7 40	* 11.52	11.10	9.30		WC	CF 55	CJN 5.9	102.2	100	12.25PM			9.55	12.45AM				į.					-		_	-
7 25	* 11.38	10.55	9.15		Ť		MBNALTBYN		80			See 61, p 3	9.25	12.15AM			-				-	_			_	_
7 00	11, 15	10.28	8.48 41-19		WC	CF	OM SNOHOMISHN 5.2	87.9	150			2.00PM	8.25PM	9.00PM							-	_			-	-
6 45	10.58	10.10	8.33				MAD		45			1.40		8.40 8.35 9							-	_	_	-	-	_
6 35	. 10 50	10.00 3-41-19	8.23		-	CF	FDD	79.6	102	:		1.20		8.20	 -						-	-	_	_	_	-
	* 10.50 * 10.40		8.12		-	77 CF	4.4 GETCHELL	75.2	45			12.50PM		8.05				· .			-	_	-	-	-\	_
	* 10.25	* 9.35	7.55		. <u>. w</u>	82 CF	6.2 EDGEÇOMB	69.0	24	<u> </u>		11.59AM		7.25							ļ		_	_		_
5 58	_ 3	9.28	7.45AM		1 M E	88	3.0 A ARLINGTONN	L	132			11.59AM 11.541									ļ	_	_	_	_	_
			7. 40/11		8 ME 1 0 ME	91	3.8		102			11.30 310.3041	· 	7.15 7.00 7 6.45							-		-	_		_
b 47	* 10.03	9.18				95	{M. & N. CROSSING} {BRYANT} 6.3	62.2	40			10.13 9.50 ²		6.45		-										
5 32	* 9.48	9.03			W		MUD 5.6	55.9	65			9.13 8.50 4		6.25												
5 17	* 9.33	8.48				CF 107	MONTBORNE	50.3	25	-		8.15		6.00									_		-	-
5 13	* 9.30	8.45	<u></u>			CF 109	BGD 5.4	48.6	70			8.05		5.55								_				
5 00	* 9.18	8.32				CF	CAD	43.2	135			7.30		5.40							ļ <u></u>		-	-		_
4 50	9.10	8.25			WC.	114 CF	{ WLSEDRO-WOOLLEY N } { 2 G. N. CROSSING }	40.0	290			7,00AM		5.30PM	. 12.25PM	4.30PM			• •			_	-			_
	25		<u></u>		T	117		40.0			-	43										_	_		_	_
							P. S. & B. R. CROSSING	39.6															_		_	_
4 35	* 8.55	8.10	-			CF 122	THORNWOOD 5.8	34.5	45		-		-	-	12.05PM 3 11 59AM	4.00	-						_			_
\$4 20P	8.42	7.55AM			Y W	CF 128	WKWICKERSHAMD 4.8	28.7	75						11.25	3.30PM			•			-				_
(From	* 8.35	(From				CF 131		25.9	Spur 50						11.10	المحكمية المجيد الم			-							
BELLINGHAM Branch)	8.29	BELLINGHAM Branch)			w	CF 133	ACME	23.7	18						11.00	(From BELLINGHAM										
	8.08					l	DMDEMINGD	15.8	20						10.15	BELLINGHAM Branch)			,							
	* 8.05					CF 142	ABBOTT	15.2	18					. ,	9.55		·	<u> </u>	-					-		
	7.45					CF	NCNOOKSACKD	6.3	18					`	9.25		:	<u></u>			·		-		-	
	-					151	5.4 B. B. & B. C. CROSSING	0.9			·			`				!				-		_	-	_
,——	7.304				WC	CF	0.9 SU SUMASD	0.0	110						9.00AM		-					-				_
DAILY	DAILY	DAILY	DAILY	DAILY	ST	157				EX. MON.	EX. SUN.	EV MON	EX. SUN.	DAILY	EX. SUN.						-	_	_	_		_
4.35	5.30	4.25	3.00	DAILI			Time Over District	- <u> </u>		2.35	EA. SUN.	7.00	3.20	7.15	3.25	1.00			:							
21.2	22.9	22.0	19.9				Average Speed Per Hour			9.1		6.8	11.4	8.5	11.1	11.3			÷			-	1		1	

All trains leaving Maltby must keep 15 minutes apart.

All trains leaving Maltby must keep 15 minutes apart.

All trains leaving Maltby must keep 15 minutes apart.

All trains keep under control where view of switches is obstructed, and Ehrlich regular stop for Nos. 3, 4, 7 and 8.

Days Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas expecting to Maximum speed between Clay and Bell Sts., Seattle, is 6 miles per hour.

Engineers must sound whistle approaching No. 10 will take siding at Keith for No. 1. No. 4 will take siding at Maltby for No. 1.

WEST BOUND.		31.0		i i				-			EVERETT BRANC	H.		- 1		1 th je asa ^{\$} j		EA	ST BOU	ND
		SECONI	CLASS	TRAINS.	•	ŢHIRD	CLASS.	1			Time Table No. 30.	90	SECOND CLASS	. THIRI	CLASS					
	401	487	435	715	451	61	49	es es	nbers	E .	lune 9 1000	Siding	18	62	50					
·	G. N. Freight	Way Freight	Way Freight	Coa Tab	n Nur	nce fro	STATIONS.	ity of	Mixed	Way Freight	Way Freight									
						Way Freight EXCEPT MONDAY	EXCEPT MONDAY	Water Scales	Statio	Distar	STATIONS. Telegraph Offices and Calls	Capac	EXCEPT SUNDAY		EXCEPT SUNDAY					
						2.30PM		W Y S C	CF 69	0.0	OMSNOHOMISH		See 19, p. 1 8.25AM	See 41, p	1 See'page 2 M 7.50PM	•				
									BB	1 0.1	7VARDEN 10.	7 22 Spur								_
	·		-						BB a	5.4	4EBEY JCT 6.	S 50			-					-
	10.40PM	8.15PM	3.40PM	2.35PM	6.20AN	3.00	5.20		BB	6.5	2 WLOWELL	2 16	7.55	7.10	7.25		,			- -
	10.50	8.25	8.50	2.45	6.30	3.10PM	5.80AN	W C S Y	BB 8	8 7.7	7 EVEVERETT	7 100	7.45AM	7.00A	M 7.15PM					
	11.00PM	8.35PM	4.00PM	2.55PM	6.40AN				BB	9 8.9	PG G. N. JUNCTION N 2	5 40								- -
	بيديستنا والسوم	التطبيب							-	10.7	7 G. N. CROSSING 0.	7								-
		-							BB1	11.4	4 SMELTER 0.	175								- -
			: .			EXCEPT MONDAY	EXCEPT MONDAY	<u> </u>		-			EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY					- -
						.40	.40		-		Time Over District	-	.40	.45	.35				—	- -

WEST BO	OUND.			-	SNO	QUALMIE BRANCH			EAS'	T BOUN	ID.	/ v	VEST B	OUND.]	MON	TE CRISTO BRANCI	н.			EAST	BOUN	D.
THIRD CLASS.	FIRST	CLASS.				Time Table No. 30.		FI	RST CLASS.	THIRD	CLASS.		SECOND C	LASS TRAI	INS.	. [Time Table No. 30.		<u>"</u>	SEC	COND CLA	SS TRAI	NS.
45		5	ul, iles	mbers	E o	June 9, 1909. Succeeding No. 29A.	from of Siding		3	46				21	19	ıl, les	mbers	шо	June 9, 1909. Succeeding No. 29A.		Siding	22	20		
Way Freight		Passenger	r, Cog Wyes	nN nc	Distance from	STATIONS.	3 5	Passe	enger	Way Freight	ĺ,			Mixed	Mixed	s, Tab Wyes	Station Number	nce fr ford	STATIONS.	્ર હે	city of	Mixed	Mixed		
EXCEPT SUNDAY		DAILY	Wate Scale and	Station	Dista Woo	Telegraph Offices and Calls	Distar Sallal Capac	DA	ILY	EXCEPT MONDAY				Mon., Wed., Fri.	Tues., Thur., Sat.	Wate Scale and	Stati	Distance Hartford	Telegraph Offices and Calls	Distanc	Capa	Tues., Thur., Sat.	Mon., Wed., Fri.		l
See page 1		See page 4						See p	age 4	See page 2				See 19, p. 1	See page 1										
10.25 AN		5.55PM	C T W	CF 55	0.0	JWOODINVILLEN	39.2 100	8	5 OAM	12.05PM				10.10AM	10.10AN		CF 77	0.0	FDHARTFORD	D 42.0 1	02	12.45PM	2.30PM		1
		f		BC 4	3.9	WILLOWS	35.3	f							f		BD 3	2.9	LOCHLOY	. 39.1 s	25 f	f			
11.15AN		6.17		BC 7	6.7 R	MREDMONDD	32.5 43	8	30	11.15 AM					f		BD 5	4.6	SOBEY	. 37.4 s	20 f	f			,
					8.0	PARADISE LOGG. RY. CRSG	31.2			į.				11.10AM	10.55A	Y	BD 6	6.3	GFGRANITE FALLS	D 35.7 S	70 Spur	11.55AM	8.00		l .
		f		BC 9	8.8	ADELAIDE	30.4 3 Spu	f								W	BD 10	10.0	TUNNEL No. 1	. 32.0	10				
		f		BC 11	9.8	SAMAMISH	29.4 6 Spu	f									BD 12	11.9	TUNNEL No. 2	30.1	10				
		f		BC 12	11.2	INGLEWOOD	28.0 3 Spu	f		:				12.10PM		W Wye	BD 14	13.6	ROBE	. 28.4	10		. 1 . OOPM		
12.15 PM		6.45		BC 15	14.7	MONOHON	24.5 33	8.	05	10.15				التسجيدات التالية			BD 19	19.0	BOGARDUS	23.0 S	5 Spur				
12.50	F	6.57	W	BC 19	18.8 G	ISSAQUAHD	20.4 100	7	55	9.85	· · · · · ·						BD 20	19.9	GOLD BASIN	22.1	6 Spur				
1.50		7.25		BC 26	26.0 R	NPRESTOND	13.2 18	7	38	8.55						w	BD 29	29.0	SILVERTON	13.0	16				
2.15		7.37	w	BC 29	29.0 F	Y FALLS CITY D	10.2 12	7	25	7.55							BD 30	30.1	BONANZA QUEEN	11.9	3 Spur				-7
		f		BC 32	32.0	SNOQUALMIE FALLS	7.2 4 Spu	f				.							BARLOW PASS						
2.40		7.48		BC 33	32.9 S	DSNOQUALMIED	6.3 36	7	15	7.80	-								MONTE CRISTO	_					
3.00PM		8.00PM	ΥC	BC 36	35.9 B	NDORTH BENDD	3.3 18	7	05 AM	7 15AM	·			Mon., Wed. Fri.	Tues., Thur., Sat.						1	Tues., Thur., Sat.	Mon., Wed., Fri.		
		سحده جدده			39.2	SALLAL	0.0 3 Spu							2.00	.45				Time Over District		1	. 50	1.30		
EXCEPT SUNDAY		DAILY						DA	ILY	EXCEPT MONDAY				6.9	8.2				Average Speed per Hour	- -	\dashv	7.5	9.2		
4.35		2.05				Time Over District			. 45	4.50		•													
7.8		17.4				Average Speed per Hour		20		7.4	ļ	· [-								. 1				

REGISTER STATIONS—Woodinville and North Bend.
Trains will keep under control within yard limits at Woodinvile 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. No. 5 has right over No. 6 Woodinville to North Bend. West "Y" switch at North Bend will be lined for "Y."
Nos. 45 and 46 will carry adult male passengers holding proper transportation between Woodinville and North Bend. Women and children must not be carried on these trains.

REGISTER STATION—Hartford.

Trains will approach Hartford under full control, expecting to find main track occupied. 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.

DEPAILING 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 Silverton and return as an extra every Saturday.

W	EST BO	OUND.	L	AKE	E W	ASI	HINGTON BELT LINE	BR	AN(CH.	EAST	BOUN	D.
THIRD	CLASS.	FIRST	CLASS.				Time Table No. 30.		. sv	FIRST (CLASS.	THIRD	CLASS.
	51		5	ıl, les	Station Numbers	u o	June 9, 1909. Succeeding No. 29A.	Lom e	of Sidings	6		44	52
	Way Freight		Passenger	ter, Coal, les, Tables Wyes	n Nu	Distance from Black River	STATIONS	Distance from Woodinville		Passenger		Freight	Way Freight
	EXCEPT SUNDAY		DAILY	Wate Scale and	Static	Dista Black	Telegraph Offices and Calls	Dista	Capacity	DAILY		DAILY	EXCEPT SUNDAY
	8.50AM		4:50PM	WY	CF 21	0.0	BIBLACK RIVERN	24.1	60	10.05AM		See page 2 2.45AM	See page 2 5 4.30PM
	9.00 10.05		4.55		BA 22	2.1	{RTRENTOND}	22.0	50	10 00 5ເ		2.35	4.20
 						2.2	C. & P. S. CROSSING	21.9					
						4.0	C. & P. S. CROSSING	20.1			•		<u>.</u>
			f		BA 19	5.4	KENNYDALE	18.7	:	f			·
, .	11.15		5.20		BA 12	11.8	WILBURTON	12.3	20	9.35		1.55	8.15
	11.25		f 5.25		BA 10	13.6	NORTHRUP	10.5	50	f 9.30		1.50	8.05
	11.50AN		f 5.35	W 5- 10 me	BA 7	17.4	KIRKLAND6.4	6.7	65	f 9.20		1.35	2.40
						23.8	R. R. CROSSING	0.3					
	12.30PM		5.55PM	CT W	CF 55	24.1	CJNOODINVILLE	0.0	100	9.00AM		1.00AM	2.00PM
			See page 3					,		(From Snoqual= mie Bch)		See page 2	
	EXCEPT SUNDAY		DAILY							DAILY		DAILY	EXCEPT SUNDAY
	3.40		1.05				Time Over District			1.05		1.45	2.30
	6.5		21.0				Average Speed per Hour	<u> </u>	,	21.0		13.7	9.6

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.

When No. 5 fails to make transfer of mail with Pacific Division No. 8 at Seattle, such transfer will be made at Black River. All trains will send man ahead and flag across C. & P. S. crossing at Renton.

No. 51 has right over No. 52.

WE	ST BO	UND.				DA	ARRINGTON BRANCH	•			EAST	BOUN	D
THIRD (CLASS.	FIRST	CLASS.				Time Table No. 30.		ş	FIRST	CLASS.	THIRD	CLASS.
	23		9	I, les	Station Numbers	m o.	June 9, 1909. Succeeding No. 29A.	from	f Sidings	10		24	
	Way Freight		Passenger	r, Coa s, Tab Wyes	n NE	Distance from Arlington	STATIONS	Distance fro Darrington	city of	Passenger		Way Freight	-
	EXCEPT SUNDAY		DAILY	Water, Coal, Scales, Tables and Wyes	Statio	Dista Arlin	Telegraph Offices and Calls	Dista Darri	Сара	DAILY		EXCEPT SUNDAY	
	9.00AM		9.30PM	CY	CF 91	0.0	Phone ARLINGTON N 4.6	28.0	132	See page 2 7.40AM		2.40PM	
Ä.			f 9.45	W	BK 4	4.6	COOPER	23.4	4 Spur	f			
	9.30		f 9.47		BK 5	5.2	TRAFTON	22.8	18	f 7.23		2.10	
			f 9.55		BK 7	7.5	CICERO	20.5	5 Spur	f 7.15			
	10.00		10.07		BK 11	11.0		17.0	40	7.05		1.35	
			f 10.20		BK 15	14.8	ROWAN	13.2	5 Spur	f 6.57			
	10.35		10.27	w	BK 17	17.0	Phone HAZEL D	11.0	80	6.47		1.00	
			f 10.38		BK 20	20.2	LAMPSON	7.8	7 Spur	f 6.37		12.35	
	11.05		f 10.45		BK 22	21.8	IRVING	6.2	4 Spur	f 6.30			
	11.30AM		11.00PM	CY	BK 28	28.0	PhoneDARRINGTOND	0.0	24	6.15AM		12.10PM	-
	EXCEPT SUNDAY		DAILY							DAILY		EXCEPT SUNDAY	
	2.30		1.30				Time Over District			1.25		2.30	6 .
	13.2	4 10	18.6	<u> </u>			Average Speed per Hour			19.7		13.2	

Register Stations—Arlington and Darrington.

Bulletin Station—Arlington.

Trains will keep under control where landslides or washouts are liable to occur.

No. 23 has right over No. 24. No. 9 has right over No. 10 Arlington to Darrington.

Nos. 23 and 24 may carry adult male passengers holding proper transportation between Arlington and Darrington. Women and children must not be carried on this train.

W	EST BO	DUND.				В	ELLINGHAM BRAN	CH.			EAST	BOUN	D.
THIRD	CLASS.	FIRST	CLASS.	,	,		Time Table No. 30.		S.	FIRST	CLASS.	THIRD	CLASS.
	25	7	3	u, les	mbers	H H	June 9, 1909. Succeeding No. 29A.	om ham	Sidings	4	8	26	
	Way Freight	Passenger	Passenger	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Wickersham	STATIONS	Distance from So. Bellingham	city of	Passenger	Passenger	Way Freight	
	EXCEPT SUNDAY	DAILY	DAILY	Wate Scale and	Stati	Dista	Telegraph Offices and Calls	Dista So. B	Capacity	DAILY	DAILY	EXCEPT SUNDAY	
	10.15AM	8.45PM	12.20PM	Y W	CF 128	0.0	WKWICKERSHAMD	22.7	75	See page 2 7.55AM	See page 2 4.20PM		
	10.25	f 8.50	f 12.25		BM 1	1.3	MIRROR LAKE	21.4	15	f 7.50	f 4.15	3.10	
	10.40	f 8.55	f 12.30		BM 4	3.8	PARK	18.9	15	f 7.43	f 4.08	2.55	
	10.45	f 8.57	f 12.33		BM 5	4.8	BLUE CANYON1.8	17.9	20	f 7.40	f 4.05	2.50	
		f	f ,		BM 7	6.6	IDLEWILD	16.1	No Sdg.	f	f		
		f	f	W 1 M E	BM 9	9.0	TOWANDA	13.7	No Sdg.		f		
	11.25	f 9.22	f 12.55		BM 11	11.4					f 3.45	2.05	
	11.40	9.32	1.05		BM 15		SILVER BEACH	7.6	No Sdg.	7.15	3.35	1.50	
	11.50AM		* 1.07		BM 16		LARSON	6.6		, , , , ,	* 3.33	1.45	
	12.15PM	9.50PM	1.20PM	W Y CS	BM 20		WDBELLINGHAMD	2.6	50	7.00AM	3.20PM	1 20PM	
		علا الحجيز بناجا بك	فالمانية والمانية				G. N. CROSSING	0.8			بعد مد الخاص كيا الع		
					BM 23	22.7	FNSO. BELLINGHAMD	0.0	50				Λ
	EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	EXCEPT SUNDAY	
	2.00	1.05	1.00				Time Over District			. 55	1.00	2.00	
<u> </u>	10.1	18.7	20.3	<u> </u>			Average Speed per Hour			21.9	20.3	10.1	·

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 and in yard limits at Bellingham and Wickersham. Maximum grades Larson to Bellingham and Mirror Lake to Wickersham. Freight trains will test air brakes before descending these grades.

Wye switch at Wickersham will be kept set for East Leg. All trains will come to full stop before crossing Holly street, Belling-

ham. Flagman precede train with red flag or light.

Engineers of all trains will sound whistle when approaching curves where view is obstructed, to warn track men and others of

the approaching train.

Special attention is called to Rules 298 and 299, which also govern trains at water tanks outside of switches. Reduce speed to six miles per hour over street car crossing between Silver Beach and Larson.

No. 25 has right over No. 26, Wickersham to Bellingham.

No. 3 has right over No. 8, Wickersham to Bellingham.

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

Lowell Yard Limits—Snohomish river draw to yard limit board 1000 feet west high line switch.

Everett Yard Limits—Yard limit board 2050 feet east of east switch to overhead bridge at Everett Avenue. Speed over draw bridges must not exceed six (6) miles per hour.

No steam or electric trains will occupy main track in either direction between Snohomish and Lowell, Everett and Lowell, or between Everett and G. N. Junction without first procuring Card Order from operator Snohomish, Lowell, Everett or G. N. Junction properly filled out. Cards will not be issued for steam trains to follow electric trains, until electric trains have cleared block.

Cards must be surrendered to operator at end of block immediately upon arrival.

MAIN LINE.

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
Wood Spur	9.9	1 E	16	Pilchuck	65.4	1 E	88
Pontiac, F 3, 8, 9 & 10	12.7	1 E	4	Day's, F 3, 7 & 4	67.6	1 W	13
Lavilla, F 3, 8, 9 & 10	14.0			Ehrlich	73.0	1 W	20
Kenmore, F 3, 8, 9 & 10	18.4	1 E	7	Buxton	75.1	1 E	29
Wayne, F 3, 8, 9 & 10	21.0			Nookechamp, F4 & 7	78.6	1 E	5
Hannan	21.8	1 E	14	Heather	81 0	1 E	5
Stockton	23.0	1 E	8	Sedro Quarry	84.0	1 E	7
Bear Creek	24.8	1 E	17	Daniels	91.0	1 E	6
Sand Spur	25.3	· 1 E	12	Lomond	92.0	1 W	20
Grace, F 9 & 10	25.9	1 E	25.	Cogshall	92.4	1 E	32
Brace	28.5	1 E	3	Prairie, F 3, 4, 7 & 8	93.6	Siding	10
XL Spur	29.5	1 E	4	Kane	94.0	1 W	4
Cathcart, F 3, 8, 9 & 10	33.1	1 W	12	Brannain	95.2	1 E	2
Bromart	36.7	1 E	32	Doran	99.5	1 W	4
Sinnett's	43.5	1 E	69	Canedy	100.5	1 W	5
Bartlett	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, F1 & 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, 8, 9 & 10	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
		<u> </u>		Crescent	121.4	1 W	5
				CLD DD I NOT			
-	· · · · · · · · · · · · · · · · · · ·		SNOQUALM Distance fro	m Woodinville.		· -	
Derby, F 6	1.3				27.6	1 E	5
Ohio Spur	1.3	1 E	Distance fro	m Woodinville.	27.6	1 E Siding	5 14
			Distance fro	m Woodinville.			
Ohio Spur	8.6	1 E	Distance fro	Lovegreen	29.3	Siding	14
Ohio Spur	8.6	1 E 1 E	6 3	Lovegreen	29.3 32.4	Siding 1 W	14
Ohio Spur	8.6 16.3 21.9	1 E 1 E 1 W	6 3 18	Lovegreen Craven Niblock Tanners	29.3 32.4 38.1	Siding 1 W 1 E	14 100 15
Ohio Spur	8.6 16.3 21.9 23.1	1 E 1 E 1 W	6 3 18 4 9 MONTE CRI	Lovegreen Craven Niblock Tanners	29.3 32.4 38.1	Siding 1 W 1 E	14 100 15
Ohio Spur	8.6 16.3 21.9 23.1	1 E 1 E 1 W	6 3 18 4 9 MONTE CRI	Lovegreen	29.3 32.4 38.1	Siding 1 W 1 E	14 100 15
Ohio Spur	8.6 16.3 21.9 23.1 24.8	1 E 1 E 1 W 1 E 1 E	Distance fro 6 3 18 4 9 MONTE CRI Distance fr	Lovegreen Craven Niblock Tanners Weeks STO BRANCH.	29.3 32.4 38.1 38.2	Siding 1 W 1 E 1 E	14 100 15 100
Ohio Spur	8.6 16.3 21.9 23.1 24.8	1 E 1 W 1 E 1 E	6 3 18 4 9 MONTE CRI Distance fr	Lovegreen Craven Niblock Tanners Weeks STO BRANCH. from Hartford. Enos Quarry Atlas	29.3 32.4 38.1 38.2	Siding 1 W 1 E 1 E	14 100 15 100
Ohio Spur. Pickering, F 5 & 6 Grand Ridge High Point, F 5 & 6 Wescott Guernsey Denmark	8.6 16.3 21.9 23.1 24.8	1 E 1 W 1 E 1 E 1 E	6 3 18 4 9 MONTE CRI Distance fr	Lovegreen	29.3 32.4 38.1 38.2 7.3 8.3	Siding 1 W 1 E 1 E 1 E	14 100 15 100 30 5
Ohio Spur. Pickering, F 5 & 6 Grand Ridge High Point, F 5 & 6 Wescott Guernsey Denmark Brilcom	8.6 16.3 21.9 23.1 24.8 2.0 2.5 2.6	1 E 1 W 1 E 1 E 1 E 1 E 1 E	6 3 18 4 9	Lovegreen Craven Niblock Tanners Weeks STO BRANCH. fom Hartford. Enos Quarry Atlas Bridge 12 Tyree	29.3 32.4 38.1 38.2 7.3 8.3 9.0	Siding 1 W 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1	14 100 15 100 30 5 8
Ohio Spur. Pickering, F 5 & 6 Grand Ridge High Point, F 5 & 6 Wescott Guernsey Denmark Brilcom Beechwood	8.6 16.3 21.9 23.1 24.8 2.0 2.5 2.6 2.7	1 E 1 E 1 W 1 E 1 E 1 E 1 E 1 E 1 E	6 3 18 4 9	Lovegreen Craven Niblock Tanners Weeks STO BRANCH. com Hartford. Enos Quarry Atlas Bridge 12 Tyree Weiden Creek	29.3 32.4 38.1 38.2 7.3 8.3 9.0 23.2	Siding 1 W 1 E 1 E 1 E 1 E	14 100 15 100 30 5 8 21
Ohio Spur. Pickering, F 5 & 6 Grand Ridge High Point, F 5 & 6 Wescott Guernsey Denmark Brilcom Beechwood	8.6 16.3 21.9 23.1 24.8 2.0 2.5 2.6 2.7	1 E 1 W 1 E 1 E 1 E 1 E 1 E 1 E 1 E	6 3 18 4 9	Lovegreen Craven Niblock Tanners Weeks STO BRANCH. fom Hartford. Enos Quarry Atlas Bridge 12 Tyree	29.3 32.4 38.1 38.2 7.3 8.3 9.0 23.2	Siding 1 W 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1	14 100 15 100 30 5 8 21
Ohio Spur. Pickering, F 5 & 6 Grand Ridge High Point, F 5 & 6 Wescott Guernsey Denmark Brilcom Beechwood	8.6 16.3 21.9 23.1 24.8 2.0 2.5 2.6 2.7	1 E 1 W 1 E 1 E 1 E 1 E 1 E 1 E 1 E	6 3 18 4 9	Lovegreen	29.3 32.4 38.1 38.2 7.3 8.3 9.0 23.2	Siding 1 W 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1	14 100 15 100 30 5 8 21

DARRINGTON BRANCH.

Distance from Arlington.

STATIONS.	Miles	How Connected	Cars Capacity	STATIONS.	Miles	How Connected	Cars Capacity
Kinyon, F 9 & 10	9.5	1 E	12	Jenner	18.0	1 E	6
Etonia	10.4	1 W	10	Gorlock	18.4	Siding	25
Halterman, F 9 & 10	13.1	1 E	33	Welton	18.8	1 E	32
			*	Fortson, F 9 & 10	21.2	. 1 E	26

LAKE WASHINGTON BELT LINE.

Distance from Black River.

Lauderback, F 5	22.1	1 W	4	Hazelwood, F 5 & 6 7.3		
Jones, F 5 & 6	20.3	1 E	5	Pines	1 E	6
Firloch, F 5 & 6	19.8	1 E	4	May Creek, F 5 & 6 6.6	1 E	4
Feriton	16.6	1 E	2	Sanford, F 5 & 6 4.1	1 E	2

EVERETT BRANCH.

Distance from Snohomish.

Sherwood	4.1	1 E	4	Madrona	8.4	1 E	80
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WEST BOUND.

BALLARD BRANCH.

EAST BOUND.

:	·		oal, ables	Numbers	from	Time Table No. 30. June 9, 1909. Succeeding No. 29A.	from	of Sidings		
			Water, Coal, Scales, Tables and Wyes	Station N	Distance Interbay	STATIONS. Telegraph Offices and Calls	Distance from Ballard	Capacity		-
			S W	CF 35	0.0	BAD 1.1	1.1	300		
				В 5	1.1	BDBALLARDD	0.0	50		
		 :							 	 -
						-				

AUTHORIZED SURGEONS.

LOCATION OF STRETCHERS (S).

P. W. WILLIS, King St. Sta. (S)
R. M. STITH, Seattle Yard Office. (S)
Seattle Tool Car. (S)
M. B. MATTICE, Sedro-Woolley. (S)
E. M. ADAMS, Arlington. (S)

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

S. King St. Sta. (S)
Seattle Yard Office. (S)
Seattle Tool Car. (S)
CE, Sedro-Woolley. (S)
W. E. GIBSON, Issaquah. (S)
E. S. CLARK, Sumas. (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.

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. C. M. & P. S. crossing at Black River, interlocked.

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 west 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 caboose. 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.

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. 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

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

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 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 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 horizon-

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

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 exceed 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

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.

RULES GOVERNING INTERLOCKING PLANT AT C. M. & P. S. CROSSING BLACK RIVER.

Distant signals located 3000 feet, home signals 550 feet from crossing on right hand side of track governed.

Movements against current of trafic governed by back up or dwarf signals, located 300 feet from crossing and on opposite side of crossing from home signals governing same track.

Home signals equipped with two blades and two lights
Distant and dwarf signals equipped with one blade and one light.

DAY INDICATIONS.

Home signals both upper and lower arms horinzontal-stop.

Upper arm inclined upward 90 deg. to vertical position—proceed.

Distant signals arm inclined upward angle 45 deg.—proceed with caution expecting to find home signal at danger.

Arm inclined upward 90 deg. to vertical—proceed expecting find home signal clear..

Dwarf signals arm horizontal—stop. Arm upward 90 deg. to vertical—proceed. Used in back up movements only.

NIGHT INDICATIONS

Home Signals both lower and upper lights red-stop.

Upper light green and lower red—proceed.

Distant Signals yellow light proceed with caution expecting find home signal at danger. Green light proceed expecting to find home signal clear.

Dwarf Signals red light-stop. Green light-proceed. Used in back up movements only.

CROSSING GATE AT VAN ASSELT'S WHERE N. P. SPUR CROSSES P. S. E. TRACKS.

Normal position block s. N. P. track. Same procedure as at Interbay.

C. & P. S. Crossing at Renton is protected by derails located 75 feet east and 75 feet west of the crossing and operated by switch stand between the C. & P. S. tracks. Normal position of derails is against N. P. trains. All trains will stop to clear derails, brakeman will go ahead and line up for N. P. track, cross to opposite side of track and remain there until train has cleared both derails, then line back to derail.

> C. J. CHALLAR, Chief Dispatcher.

									TON	INAG	E RAT	11100								•					
1					MAIN	LINE-	EAŞT B	OUND.	-	-								MAIN	LINE—	WEST BO	OUND.				* 1
DISTRICTS.	Class D 2	2 & E 3	Class	E 6	Class	E 7	Class	F 3	Class	F/5	Clas	s F 1	DISTRICTS.	Class D	2 & E 3	Class	E 6	Class	E 7 ·	Class	F 3	Class	F 5	Class	s F 1
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	·Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Sumas to Wickersham	800	27	850	28	950	31	925	31	1100	36	1300	43	Seattle to Fremont	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60
Wickersham to Thornwood	425	14	450	15	550	18	535	18	600	20	700	23	Fremont to Keith	525	18	550	18	615	20	600	20	650	21	750	25
Thornwood to Clear Lake	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Keith to Woodinville	1200	40	1200	40	1500	50	1500	50	1650	55	1800	60
Clear Lake to McMurray	425	14	450	15	540	18	525	18	575	、19	675	22	Woodinville to Maltby	320	11	340	11	415	14	400	14	450	15	550	18
McMurray to Sisco	850	28	900	30	1080	36	1050	35	1150	38	1350	45	Maltby to Snohomish	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Sisco to Getchell	425	14	450	15	540	18	525 -	18	575	19	675.	22	Snohomish to Machias	820	28	900	30	980	32	950	32	1000	33	1100	. 37
Getchell to Snohomish	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Machias to Getchell	. 425	14	450	15	530	17	515	17	565	19	675	22
Snohomish to Maltby	340	11	365	12	430	14	415	14	475	16	575	19	Getchell to Arlington:	2000	40	2000	40	2500	50	2500	50-	3000	60	3000	. 60
Maltby to Bothell	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Arlington to McMurray	660	22	685	23	765	26	750	25	800	27	900	30
Bothell to Keith	800	27		28	975	32	960	32	1025	34	1150	38	McMurray to Sedro-Woolley	2000	40	2000	40	2500	50	2500	50.	3000	60	3000	60
Keith to Scattle	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Sedro-Woolley to Thornwood	425	14	440	14	525	17	510	17	560	18	660	22
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DISTRICTS.												, ·								-				•	-
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Districts.			- Santa		<u> </u>				Class	1	,	s F 1	DISTRICTS.	Class D	2 & E 3	Class	E 6	Class	s E 7	Clas	s F 3	Class	SF 5	Class	s F 1
Everett Branch—West Bound.	Tons 800	2 & E 3 Cars	Class Tons 850	E 6 Cars	Class Tons	E 7 Cars	Class Tons	F 3 Cars		Cars 37	Clas Tons	<u> </u>	Monte Cristo Branch—East Bound,	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Everett Branch—West Bound. Snohomish to Everett Everett Branch—East Bound.	Tons 800	Cars 27	Tons 850	Cars 28	Tons 1000	Cars 33	Tons 980	Cars 33	Tons 1100	Cars 37	Tons 1400	Cars	Monte Cristo Branch—East Bound. Monte Cristo to Silverton			- 1	-	-			[<u> </u>
Everett Branch—West Bound. Snohomish to Everett Everett Branch—East Bound. Everett to Snohomish	Tons	Cars	Tonš	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons 1400	Cars 46	Monte Cristo Branch—East Bound. Monte Cristo to Silverton Silverton to Hartford	Tons 200	Cars 7	Tons	Cars 7	Tons 300	Cars 10	Tons 285	Cars	Tons 335	Cars 11	Tons 435	Cars 14
Everett Branch—West Bound. Snohomish to Everett Everett Branch—East Bound. Everett to Snohomish Darrington Branch—East and West Bound.	Tons 800	Cars 27	Tons 850	Cars 28	Tons 1000	Cars 33	Tons 980	Cars 33	Tons 1100	Cars 37	Tons 1400	Cars 46	Monte Cristo Branch—East Bound. Monte Cristo to Silverton	Tons 200	Cars 7	Tons	Cars 7	Tons 300	Cars 10	Tons 285	Cars	Tons 335	Cars 11	Tons 435	Cars 14
Everett Branch—West Bound. Snohomish to Everett Everett Branch—East Bound. Everett to Snohomish Darrington Branch—East and West Bound. Arlington and Darrington	Tons 800	Cars 27 27	Tons 850 850	Cars 28 28	Tons 1000 1000	Cars 33	980 1 980	Cars 33	Tons 1100 1100	37 37	Tons 1400	Cars 46	Monte Cristo Branch—East Bound. Monte Cristo to Silverton Silverton to Hartford Bellingham Branch—West Bound.	Tons 200 2000	Cars 7 40	Tons 215 2000	Cars 7 40	Tons 300 2500	10 50	Tons 285 2500	10 50	Tons 335 3000	11 60	Tons 435 3000	14 60
Everett Branch—West Bound. Snohomish to Everett Everett Branch—East Bound. Everett to Snohomish Darrington Branch—East and West Bound.	Tons 800	Cars 27 27	Tons 850 850	Cars 28 28	Tons 1000 1000	Cars 33	980 1 980	Cars 33	Tons 1100 1100	37 37	Tons 1400	Cars 46	Monte Cristo Branch—East Bound. Monte Cristo to Silverton Silverton to Hartford Bellingham Branch—West Bound. Wickersham to Mirror Lake	Tons 200 2000 340	7 40 11	Tons 215 2000 / 365	Cars 7 40 12	Tons 300 2500 415	10 50	Tons 285 2500 400	10 50 13	Tons 335 3000 475	Cars 11 60 16	Tons 435 3000 575	14 60 19
Everett Branch—West Bound. Snohomish to Everett Everett Branch—East Bound. Everett to Snohomish Darrington Branch—East and West Bound. Arlington and Darrington Snoqualmie Branch—West Bound.	Tons 800 800 2000	27 27 40	850 850 2000	28 28 40	Tons 1000 1000 2500	Cars 33 33 50	980 1 980 2500	Cars 33 50	Tons 1100 1100 3000	37 37 60	Tons 1400 1400 3000	46 60	Monte Cristo Branch—East Bound. Monte Cristo to Silverton Silverton to Hartford Bellingham Branch—West Bound. Wickersham to Mirror Lake Mirror Lake to Larson Larson to Bellingham Bellingham Brch.—East Bound	Tons 200 2000 340 1040 2000	Cars 7 40 11 35	Tons 215 2000 7 365 1100	Cars 7 40 12 37	Tons 300 2500 415 1300	10 50 14 43	Tons 285 2500 400 1250	10 50 13 42	Tons 335 3000 475 1500	Cars 11 60 16 50	Tons 435 3000 575 1800	14 60 19 60
Everett Branch—West Bound. Snohomish to Everett Everett Branch—East Bound. Everett to Snohomish Darrington Branch—East and West Bound. Arlington and Darrington Snoqualmie Branch—West Bound. Woodinville to Issaquah	Tons 800 800 2000 1200	Cars 27 27 40 40	850 850 2000	Cars 28 28 40 40	Tons 1000 1000 2500	Cars 33 33 50	Tons 980 1 980 2500	Cars 33 33 50	Tons 1100 1100 3000 .1800	37 37 60	Tons 1400 1400 3000 12200	Cars 46 46 60	Monte Cristo Branch—East Bound, Monte Cristo to Silverton Silverton to Hartford Bellingham Branch—West Bound, Wickersham to Mirror Lake Mirror Lake to Larson Larson to Bellingham Bellingham Brch.—East Bound Bellingham to Larson	Tons 200 2000 340 1040 2000	7 40 11 35 40	Tons 215 2000 365 1100 2000 365	Cars 7 40 12 37 40	Tons 300 2500 415 1300 2500	10 50 14 43 50	Tons 285 2500 400 1250 2500	10 50 13 42 50	Tons 335 3000 475 1500 3000	Cars 11 60 16 50 60	Tons 435 3000 575 1800 3000	14 60 19 60 60
Everett Branch—West Bound. Snohomish to Everett Everett Branch—East Bound. Everett to Snohomish Darrington Branch—East and West Bound. Arlington and Darrington Snoqualmie Branch—West Bound. Woodinville to Issaquah Issaquah to Preston	Tons 800 800 2000 1200 260	Cars 27 27 40 40 9	Tons 850 850 2000 1200 300	28 28 40 40 10	Tons 1000 1000 2500 1500 415	Cars 33 33 50 14	Tons 980 1 980 2500 1500 400	Cars 33 33 50 50 13	Tons 1100 1100 3000 1800 450	Cars 37 37 60 .60 15	Tons 1400 1400 3000 2200 550	60 18 60	Monte Cristo Branch—East Bound, Monte Cristo to Silverton Silverton to Hartford Bellingham Branch—West Bound, Wickersham to Mirror Lake Mirror Lake to Larson Larson to Bellingham Bellingham Brch.—East Bound Bellingham to Larson Larson to Wickersham Lake Wash, Belt Line Branch—West Bound,	Tons 200 2000 340 1040 2000 1 340 1040	Cars 7 40 11 35 40 11 35	Tons 215 2000 365 1100 365 1100	Cars 7 40 12 37 40 12 37 37	Tons 300 2500 415 1300 2500 415 1300	10 50 14 43 50 14 43	Tons 285 2500 400 1250 2500 400 1250	10 50 13 42 50 : 13 42	Tons 335 3000 475 1500 1500	11 60 16 50 60 16 50	Tons 435 3000 575 1800 3000 575	14 60 19 60 19 60 60
Everett Branch—West Bound. Snohomish to Everett Everett Branch—East Bound. Everett to Snohomish Darrington Branch—East and West Bound. Arlington and Darrington Snoqualmie Branch—West Bound. Woodinville to Issaquah Issaquah to Preston Preston to North Bend Snoqualmie Branch—East Bound	Tons 800 800 2000 2000 260 2000	Cars 27 27 40 40 9 40	Tons 850 2000 1200 300 2000	28 28 40 40 10 40 27	Tons 1000 2500 1500 415 2500	Cars 33 33 50 50 14 50	Tons 980 1 980 2500 1500 400 2500	Cars 33 33 50 50 13 50	Tons 1100 1100 3000	60 -60 -60 -60	Tons 1400 1400 3000 2200 550 3000	60 18 60	Monte Cristo Branch—East Bound. Monte Cristo to Silverton Silverton to Hartford Bellingham Branch—West Bound. Wickersham to Mirror Lake Mirror Lake to Larson Larson to Bellingham Bellingham Brch.—East Bound Bellingham to Larson Larson to Wickersham Lake Wash, Belt Line Branch—West Bound. Black River to Woodinville	Tons 200 2000 340 1040 2000 1 340 1040 1100	Cars 7 40 11 35 40 11	Tons 215 2000 365 1100 2000 365	Cars 7 40 12 37 40 12	Tons 300 2500 415 1300 2500 415	10 50 14 43 50	Tons 285 2500 400 1250 2500 400	10 50 13 42 50 : 13	Tons 335 3000 475 1500 3000 475	Cars 11 60 16 50 60 16	Tons 435 3000 575 1800 3000 575	14 60 19 60 60 19
Everett Branch—West Bound. Snohomish to Everett Everett Branch—East Bound. Everett to Snohomish Darrington Branch—East and West Bound. Arlington and Darrington Snoqualmie Branch—West Bound. Woodinville to Issaquah Issaquah to Preston Preston to North Bend Snoqualmie Branch—East Bound. North Bend to Falls City	Tons 800 800 2000 1200 260 2000 ,775	Cars 27 27 40 40 9 40 26	Tons 850 850 2000 1200 300 2000 800	28 28 40 40 10 40 27	Tons 1000 1000 2500 1500 415 2500 1250	Cars 33 33 50 14 50 41	Tons 980 1 980 2500 1500 400 2500	Cars 33 33 50 50 13 40	Tons 1100 1100 3000 1800 450 3000	Cars 37 60 .60 15 60 45	Tons 1400 1400 3000 2200 550 3000 1650	Cars 46 46 60 18 60 55	Monte Cristo Branch—East Bound, Monte Cristo to Silverton Silverton to Hartford Bellingham Branch—West Bound, Wickersham to Mirror Lake Mirror Lake to Larson Larson to Bellingham Bellingham Brch.—East Bound Bellingham to Larson Larson to Wickersham Lake Wash, Belt Line Branch—West Bound,	Tons 200 2000 340 1040 2000 1 340 1040 1100	Cars 7 40 11 35 40 11 35	Tons 215 2000 365 1100 365 1100	Cars 7 40 12 37 40 12 37 37	Tons 300 2500 415 1300 2500 415 1300	10 50 14 43 50 14 43	Tons 285 2500 400 1250 2500 400 1250	10 50 13 42 50 : 13 42	Tons 335 3000 475 1500 1500	11 60 16 50 60 16 50	Tons 435 3000 575 1800 3000 575	14 60 19 60 19 60 60

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Monte Cristo Branch—West

Bound. Hartford to Granite Falls.....

Granite Falls to Robe.

Robe to Silverton.....

Silverton to Monte Cristo.....

Kirkland to Black River.....