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NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

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TIME 30 TABLE

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.

WEST BOUND.

THIRD CLASS TRAINS.					SECOND CLASS			FIRST CLASS TRAINS.									
47	25	41	43	51	45	49	19	Capacity of Sidings	Distance from Yesler Way	STATIONS.	Station Numbers	Water, Coal, Scales, Tables and Wyes	3	1	7	5	9
Way Freight	Way Freight	Way Freight	Freight	Way Freight	Way Freight	Way Freight	Mixed			Telegraph Offices and Calls			Passenger	Passenger	Passenger	Passenger	Passenger
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	Daily	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY						DAILY	DAILY	DAILY	DAILY	DAILY
			10.30PM	8.15AM	6.45AM	1.00AM		1250		YD.....SEATTLE YARD.....N	CF 31	W C S T					
					7.00					UD.....KING STREET STATION...N			7.50AM	9.30AM	4.20PM	4.25PM	6.30PM
									0.0	.....Yesler Way.....							
									1.6	.....G. N. CROSSING.....							
			11.15 ⁵⁰		7.25	1.25		300	4.0	BA.....INTERBAY.....D	CF 35	W S	f 8.05	* 9.45	* 4.35		f 6.45
			11.25		7.30	1.35		80	5.9	FR.....FREMONT.....D	CF 37		8.10	* 9.50	4.40		6.50
									8.0	.....BROOKLYN.....	CF 39		8.15	9.55	4.46		6.55
			11.59PM		7.50	2.00		50	11.1	.....KEITH.....	CF 42		f 8.22	* 10.05 ¹⁰	* 4.56		f 7.05
			12.20AM		8.20	2.15		60	15.1	.....LAKE.....	CF 46	W	f 8.32 ⁴⁵	* 10.15	* 5.08		f 7.15
			12.50		8.30	2.45		50	21.9	B.....BOTHELL.....D	CF 53		8.50	* 10.31	5.25		7.35
					9.05	2.55		100	23.6	CJ.....WOODINVILLE.....N	CF 55	W C T	8.55	10.35	5.30		7.40 ⁸
			3.20		See page 3 Snoq Branch	3.55		80	29.5	MB.....MALTBY.....N	CF 60		9.15 ¹⁰	* 10.55 ⁴	5.50		8.00
			8.48AM ¹⁰⁻¹⁹	4.10 ⁴⁹	4.20AM ⁴³	9.05AM ⁴¹⁻¹⁰		150	38.0	OM.....SNOHOMISH.....N	CF 69	W C S Y	9.35	11.15 ²	6.10		8.25 ⁵⁰
			9.15	4.25	See page 3 Everett Branch	9.30		45	43.2	MA.....MACHIAS.....D	CF 74	W	9.50	11.28	6.25		8.4 ⁴⁴
			9.30 ¹⁰⁻¹⁰	4.40		9.45AM ⁴¹⁻³⁻⁴		102	46.3	FD.....HARTFORD.....D	CF 77		10.00 ⁴⁻⁴¹⁻¹⁹	* 11.35	6.35 ⁸		8.50
			10.30 ¹⁹⁻³⁻⁴	5.00		See page 3		45	50.7	.....GETCHELL.....	CF 82		10.11	* 11.46	f 6.47		9.02
			10.45 ²	5.15		(To Monte Cristo Bh)		24	56.9	.....EDGEComb.....	CF 88	W I M E	f 10.26 ²	* 11.50AM ⁴²	f 7.02		9.20
			11.15	5.30				132	59.9	A.....ARLINGTON.....N	CF 91	Y 10 M E	10.35 ⁴²	12.10PM	7.10 ⁴⁴		9.30PM
			42 11.30AM ^{11-50AM}	5.45				40	63.7	{.....M. & N. CROSSING.....}	CF 95		10.45	* 12.20 ⁴¹	7.20		See page 4 Darrington Branch
			12.10PM ¹²⁻³⁰	6.05				65	70.0	MU.....McMURRAY.....D	CF 101	W	11.02	12.33	7.35		
				6.25				25	75.6	.....MONTBORNE.....	CF 107		11.17	* 12.45	7.50		
				6.30				70	77.3	BG.....BIG LAKE.....D	CF 109		11.22	* 12.48	7.53		
				6.45				135	82.7	CA.....CLEAR LAKE.....D	CF 114		11.37	* 12.59	8.05		
			1.30PM ¹	9.10AM ²	3.00PM	7.00AM ⁴²		290	85.9	{WL.....SEDRO-WOOLLEY.....N}	CF 117	W C T	11.50AM	1.10	8.15		
										{2.....G. N. CROSSING.....}							
									86.3	.....P. S. & B. R. CROSSING.....							
								45	91.4	.....THORNWOOD.....	CF 122		f 12.05PM ⁴⁸	* 1.25	f 8.30		
			2.10	9.50				75	97.2	WK.....WICKERSHAM.....D	CF 128	Y W	12.20PM	1.40	8.45PM		
			2.30	10.10AM				Spur 50	100.0	.....SAXON.....	CF 131		See page 4	* 1.45	See page 4		
			2.40	See page 4				18	102.2	.....ACME.....	CF 133	W	To Bham Bch	1.50	To Bham Bch		
			2.50	To Bham Bch				20	110.1	DM.....DEMING.....D	CF 141			3.10			
			3.30					18	110.7	.....ABBOTT.....	CF 142		* 2.11				
			3.31					18	119.6	NC.....NOOKSACK.....D	CF 151			2.35			
			4.15						125.0	.....B. B. & B. C. CROSSING.....							
			4.45PM					110	125.9	SU.....SUMAS.....D	CF 157	W C S T		2.50PM			
			EX. SUN.	EX. SUN.	EX. SUN.	DAILY	EX. SUN.	EX. SUN.	EX. SUN.				DAILY	DAILY	DAILY	DAILY	DAILY
			3.15	1.00	6.12	8.30	3.10	3.20	0.40				4.30	5.20	4.25		3.00
			12.3	11.3	7.7	10.1	7.4	11.4	12.4				21.6	23.6	22.0		19.9
										Time Over District							
										Average Speed per Hour							

All trains doing station work at Fremont and Brooklyn must stop to clear street car crossings at these points. Passengers boarding No. 4 at points West of Arlington, destined stations East of Arlington will be carried through to destination. No. 2 will register by ticket and need not obtain clearance there unless board is red. Nos. 3 and 7 when meeting 4 and 8 at Hartford will head in on M. C. Branch and do station work at East platform. REGISTER STATIONS—Seattle, Woodinville, Snohomish, Sedro-Woolley, Wickersham and Sumas. Engineers will not be required to examine registers except at initial ton, or starting points. No. 19 will register arrival at Hartford. Trains will not obtain clearance at Woodinville and Wickersham Woolley. from 8 p. m. to 8 a. m. unless red signal is displayed. BULLETIN STATIONS—Seattle Yard, King St. Station, Everett, Arlington, Sedro-Woolley, Bellingham and Sumas. STANDARD CLOCKS—Seattle Yard, King St. Station, Everett and Sedro-Woolley. No. 43 HAS RIGHT OVER No. 44 WOODINVILLE TO SEDRO-WOOLLEY. Nos. 5, 6, 44, 51 and 52 will be run extra between Black River and Seattle.

WEST BOUND.

EVERETT BRANCH.

EAST BOUND.

SECOND CLASS TRAINS.					THIRD CLASS.		Time Table No. 30. June 9, 1909. Succeeding No. 29A.			SECOND CLASS.		THIRD CLASS	
401	487	435	715	451	61	49	STATIONS.			18	62	50	
G. N. Freight	G. N. Freight	G. N. Freight	G. N. Freight	G. N. Freight	Way Freight	Way Freight	STATIONS.			Mixed	Way Freight	Way Freight	
					EXCEPT MONDAY	EXCEPT MONDAY	Telegraph Offices and Calls			EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
					2.30PM	4.50AM	OM.....SNOHOMISH.....N	0.0	11.4	150	See 19, p. 1 8.25AM	See 41, p. 1 7.45AM	See page 2 7.50PM
							BB 1	0.7	10.7	22			
							BB 5	5.4	6.0	S 50			
							BB 6	6.2	5.2	16	7.55	7.10	7.25
							BB 8	7.7	3.7	100	7.45AM	7.00AM	7.15PM
							BB 9	8.9	2.5	40			
								10.7	0.7				
							BB12	11.4	0.0	175			
					EXCEPT MONDAY	EXCEPT MONDAY	Time Over District			EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
					.40	.40	Average Speed per Hour			.40	.45	.35	
					11.5	11.5	SEE FOOT NOTES ON PAGE 4.			11.5	10.2	13.2	

WEST BOUND.

SNOQUALMIE BRANCH

EAST BOUND.

THIRD CLASS.		FIRST CLASS.		Time Table No. 30. June 9, 1909. Succeeding No. 29A.			FIRST CLASS.		THIRD CLASS.	
45	5	STATIONS.			6	46	STATIONS.			
Way Freight	Passenger	STATIONS.			Passenger	Way Freight	STATIONS.			
EXCEPT SUNDAY	DAILY	Telegraph Offices and Calls			DAILY	EXCEPT MONDAY	Telegraph Offices and Calls			
See page 1	See page 4				See page 4	See page 2				
10.25AM	5.55PM	CJ.....WOODINVILLE.....N	39.2	100	8.50AM	12.05PM				
		.....WILLOWS.....	35.3						
11.15AM 46	6.17	RM.....REDMOND.....D	32.5	43	8.30	11.15AM 45				
		.....PARADISE LOGG. RY. CRSG... 0.8	31.2						
		.....ADELAIDE.....	30.4	3 Spur					
		.....SAMAMISH.....	29.4	6 Spur					
		.....INGLEWOOD.....	28.0	3 Spur					
12.15PM	6.45	.....MONOHON.....	24.5	33	8.05	10.15			
12.50	6.57	G.....ISSAQUAH.....D	20.4	100	7.55	9.35				
1.50	7.25	RN.....PRESTON.....D	13.2	18	7.38	8.55				
2.15	7.37	FY.....FALLS CITY.....D	10.2	12	7.25	7.55				
		.....SNOQUALMIE FALLS..... 0.9	7.2	4 Spur					
2.40	7.48	SO.....SNOQUALMIE.....D	6.3	36	7.15	7.30				
3.00PM	8.00PM	BN.....NORTH BEND.....D	3.3	18	7.05AM 46	7.15AM 6				
		.....SALLAL.....	0.0	3 Spur					
EXCEPT SUNDAY	DAILY	Time Over District			DAILY	EXCEPT MONDAY				
4.35	2.05	Average Speed per Hour			1.45	4.50				
7.8	17.4				20.5	7.4				

WEST BOUND.

MONTE CRISTO BRANCH.

EAST BOUND.

SECOND CLASS TRAINS.				Time Table No. 30. June 9, 1909. Succeeding No. 29A.			SECOND CLASS TRAINS.			
21	19	STATIONS.			22	20	STATIONS.			
Mixed	Mixed	STATIONS.			Mixed	Mixed	STATIONS.			
Mon., Wed., Fri.	Tues., Thur., Sat.	Telegraph Offices and Calls			Tues., Thur., Sat.	Mon., Wed., Fri.	Telegraph Offices and Calls			
See 19, p. 1	See page 1				See 19, p. 1	See page 1				
10.10AM	10.10AM	FD.....HARTFORD.....D	42.0	102	12.45PM	2.30PM				
		.....LOCHLOY.....	39.1	25 Spur					
		.....SOBEY.....	37.4	20 Spur					
11.10AM	10.55AM	GF.....GRANITE FALLS.....D	35.7	70 Spur	11.55AM	2.00				
		.....TUNNEL No. 1..... 1.9	32.0	10					
		.....TUNNEL No. 2..... 1.7	30.1	10					
12.10PM		.....ROBE.....	28.4	10		1.00PM			
		.....BOGARDUS.....	23.0	5 Spur					
		.....GOLD BASIN.....	22.1	6 Spur					
		.....SILVERTON.....	13.0	16					
		.....BONANZA QUEEN..... 7.2	11.9	3 Spur					
		.....BARLOW PASS..... 4.7	4.7	1 Spur					
		.....MONTE CRISTO.....	0.0	100					
Mon., Wed., Fri.	Tues., Thur., Sat.	Time Over District			Tues., Thur., Sat.	Mon., Wed., Fri.				
2.00	.45	Average Speed per Hour			.50	1.30				
6.9	8.2				7.5	9.2				

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. 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 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 Silverton and return as an extra every Saturday.

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

THIRD CLASS.		FIRST CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Black River	Time Table No. 30. June 9, 1909. Succeeding No. 29A.		Distance from Woodinville	Capacity of Sidings	FIRST CLASS.		THIRD CLASS.	
51	Way Freight	5	Passenger				6	44			52	Way Freight		
EXCEPT SUNDAY		DAILY					STATIONS							
8.50AM		4.50PM		W Y	CF 21	0.0	BI.....BLACK RIVER.....N	24.1	60			10.05AM	See page 2 2.45AM	See page 2 4.30PM
9.00 10.05		4.55			BA 22	2.1	{ RT.....RENTON.....D } { C. & P. S. CROSSING..... } 0.1	22.0	50			10.00 51	2.35	4.20
						2.2	C. & P. S. CROSSING.....	21.9						
						4.0	C. & P. S. CROSSING.....	20.1						
					BA 19	5.4	KENNYDALE.....	18.7		f				
11.15		5.20			BA 12	11.8	WILBURTON.....	12.3	20			9.35	1.55	3.15
11.25		f 5.25			BA 10	13.6	NORTHROP.....	10.5	50	f		9.30	1.50	3.05
11.50AM		f 5.35		W 5- 10 ME	BA 7	17.4	KIRKLAND.....	6.7	65	f		9.20	1.35	2.40
						23.8	R. R. CROSSING.....	0.3						
12.30PM		5.55PM		C T W	CF 55	24.1	CJ.....WOODINVILLE.....N	0.0	100			9.00AM	1.00AM	2.00PM
		See page 3										(From Snoqualmie 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					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.

WEST BOUND. DARRINGTON BRANCH. EAST BOUND.

THIRD CLASS.		FIRST CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Arlington	Time Table No. 30. June 9, 1909. Succeeding No. 29A.		Distance from Darrington	Capacity of Sidings	FIRST CLASS.		THIRD CLASS.	
23	Way Freight	9	Passenger				10	24			Way Freight			
EXCEPT SUNDAY		DAILY					STATIONS							
9.00AM		9.30PM		C Y	CF 91	0.0	Phone.....ARLINGTON.....N	28.0	132			See page 2 7.40AM	2.40PM	
		f 9.45		W	BK 4	4.6	COOPER.....	23.4	4	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	f		7.15		
10.00		10.07			BK 11	11.0	OSO.....	17.0	40			7.05	1.35	
		f 10.20			BK 15	14.8	ROWAN.....	13.2	5	f		6.57		
10.35		10.27		W	BK 17	17.0	Phone.....HAZEL.....D	11.0	80			6.47a	1.00	
		f 10.38			BK 20	20.2	LAMPSON.....	7.8	7	f		6.37	12.35	
11.05		f 10.45			BK 22	21.8	IRVING.....	6.2	4	f		6.30		
11.30AM		11.00PM		C Y	BK 28	28.0	Phone.....DARRINGTON.....D	0.0	24			6.15AM	12.10PM	
EXCEPT SUNDAY		DAILY										DAILY	EXCEPT SUNDAY	
2.30		1.30					Time Over District					1.25	2.30	
13.2		18.6					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.

WEST BOUND. BELLINGHAM BRANCH. EAST BOUND.

THIRD CLASS.		FIRST CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Wickersham	Time Table No. 30. June 9, 1909. Succeeding No. 29A.		Distance from So. Bellingham	Capacity of Sidings	FIRST CLASS.		THIRD CLASS.	
25	Way Freight	7	3				4	8			26	Way Freight		
EXCEPT SUNDAY		DAILY	DAILY				STATIONS							
10.15AM		8.45PM	12.20PM	Y W	CF 128	0.0	WK.....WICKERSHAM.....D	22.7	75			See page 2 7.55AM	See page 2 4.20PM	See page 2 3.20PM
10.25	f 8.50	f 12.25			BM 1	1.3	MIRROR LAKE.....	21.4	15	f		7.50	4.15	3.10
10.40	f 8.55	f 12.30			BM 4	3.8	PARK.....	18.9	15	f		7.43	4.08	2.55
10.45	f 8.57	f 12.33			BM 5	4.8	BLUE CANYON.....	17.9	20	f		7.40	4.05	2.50
					BM 7	6.6	IDLEWILD.....	16.1	No Sdg.	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	WOODLAWN.....	11.3	20	f		7.23	3.45	2.05
11.40	9.32	1.05			BM 15	15.1	SILVER BEACH.....	7.6	No Sdg.			7.15	3.35	1.50
11.50AM	* 9.35	* 1.07			BM 16	16.1	LARSON.....	6.6	30	*		7.13	3.33	1.45
12.15PM	9.50PM	1.20PM		W Y CS	BM 20	20.1	WD.....BELLINGHAM.....D	2.6	50			7.00AM	3.20PM	1.20PM
						21.9	G. N. CROSSING.....	0.8						
					BM 23	22.7	FN.....SO. BELLINGHAM.....D	0.0	50					
EXCEPT SUNDAY		DAILY	DAILY									DAILY	DAILY	EXCEPT SUNDAY
2.00	1.05	1.00					Time Over District					.55	1.00	2.00
10.1	18.7	20.3					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, Bellingham. 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 track.
 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.

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
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, F 4 & 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, 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, 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
				Crescent.....	121.4	1 W	5

SNOQUALMIE BRANCH.
Distance from Woodinville.

Derby, F 6.....	1.3	....	....	Lovegreen.....	27.6	1 E	5
Ohio Spur.....	8.6	1 E	6	Craven.....	29.3	Siding	14
Pickering, F 5 & 6.....	16.3	1 E	3	Niblock.....	32.4	1 W	100
Grand Ridge.....	21.9	1 W	18	Tanners.....	38.1	1 E	15
High Point, F 5 & 6.....	23.1	1 E	4	Weeks.....	38.2	1 E	100
Wescott.....	24.8	1 E	9				

MONTE CRISTO BRANCH.
Distance from Hartford.

Guernsey.....	2.0	1 E	65	Enos Quarry.....	7.3	1 E	30
Denmark.....	2.5	1 E	5	Atlas.....	8.3	1 E	5
Brilcom.....	2.6	1 E	25	Bridge 12.....	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.....	39.0	....	0

BELLINGHAM BRANCH.
Distance from Wickersham.

Gale.....	1.7	1 E	5	Matson.....	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 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.....	6.9	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.

Time Table No. 30. June 9, 1909. Succeeding No. 29A.									
STATIONS.									
Telegraph Offices and Calls									
Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Interbay	STATIONS.	Distance from Ballard	Capacity of Sidings				
S	CF 35	0.0	BA.....INTERBAY.....D	1.1	300				
W	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)
R. M. SPITH, Seattle Yard Office. (S)
Seattle Tool Car. (S)
M. B. MATTICE, Sedro-Woolley. (S)
E. M. ADAMS, Arlington. (S)
N. S. McCREADY, Snohomish. (S)
W. C. COX, Everett. (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.

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. 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. 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. 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 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 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.

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 traffic 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 horizontal—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.

