# NORTHER DAGE FOR STANDARD CONTRACTOR OF THE PROPERTY OF THE PR

### SEA: To A TILLE EVELOUE DIVISION

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

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

## SUNDAY, OCTOBER 31st, 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.

F. E. WEYMOUTH,

B. E. PALMER,

General Superintendent.

C. E. McMULLIN,
Superintendent Seattle Terminals.

I. B. RICHARDS,

Superintendent of Transportation.

J. C. ROTH,

Assistant Superintendent of Transportation.

	4. 100 200 200 200 200 200 200 200 200 200
PIDCT	DISTRICT.
 LIDOI	DIGITIOI

WEST	BOUND						P	· 第 · 副	176 16	9.0	e (6	F	IRST DISTRICT					4				1995	4		LAGI	BOUN	
per	OND CLAS	c	1		FIRST	CLASS T	RAINS.		人协会	100	1141		TimeTable 31					FIRST C	LASS TRA	INS.			SECOND C	LASS.	俊园.	8 5	
	605	1	259	5	111	7	3	257	41	es	ibers	B	Oct. 31, 1909. Succeeding No. 30.	шо	Side	258	260	4	8,	42	2	6	684	802			
		/	Passenger	Dassemon	Passonner	Passenger	Passenger	Passonger	Passenger	, Coal	n Nun	or fro	STATIONS.	nce fr	ity of	Passenger	Passenger	Passenger 1	Passenger P	assenger 1	an anger P	assenger	Freight	Freignt			
1138 00 12	Freight	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Water Scales and W	Statio	Distar	Telegraph Offices and	Dista	Capa	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
10.15PM	-		5.85PM		-			4.00AM	3.15AM	W C S T	1848	0.0	B ELLENSBURG N	105.6	800	1. 1. 1.	12.45PM	1.25PM	3.05PM	9.25PM	11.45PM	2.954	5.00M	8.15M		to be	9
10.80	6.05	12.07PM	* 5.42	* 5.07	* 3.21	* 9.82	* 5.14	* 4.15 258	* 3.24				SHOSKIN	0 10	1.500	201	* 12.31	* 1.18	* 2.57	9.15	11.86	2.17	4.40	7.55	in the second		
10.44	6.17	12.18	f 5.50	* 5.16	* 3.30	9.41	* 5.23	f 4.24 684	* 3.32		1855	7.6	TPTHORPN	98.0	140	* 4.10 684	12.23	* 1.13	*: 2.51	9.10	11.82	2.12	4.25 3.84 257-258	7.40			
10.55	6.29	12.35	* 5 55	* 5.22	* 8.35	* 9.47	* 5.30	* 4.80	* 3.40		1858	10.6	DUDLEY	95.0	140	* 4.06	* 12.18	* 1.09	* 2.46	* 9.05	* 11.29	2.08	3.48	7.20			. 4
11.17	6.44	12.57	* 6.02	* 5.30	* 3.43	* 9.55	* 5.39	* 4 38	* 3.48	-	1862	14.5	KOUNTZE	91.	1 80	* 3.58	* 12.10	* 1.02	* 2.88	* 8.58	* 11.22	* 2.00	8,20	6.85			
11:17	- C K1	4	f 6.07	* 5.35	* 3 47	* 10.00	* 5.45	* 4.42	* 3.54			10	BRBRISTOLN	198		4 13	9 -	* 12.58	* 2.33	* 8.53	* 11.18	* 1.56	8.12	6.46			
11.33	6.51	1.20	* 6.14			* 10.07	* 5.55	* 4.49	* 4.05	M W		3 1346	3.9 TEANAWAY	2011	4 75 55				* 2.26	* 8.46	* 11.11	*1 1.49	3.00	6.29	APPENDING.	rolly at	-
11.50P		1.35		* 5.52			* 6.05			WCY		344	4.0 CLCLE ELUMN. 4.2	34				* 12.47	2.20	8.40	* 11.05	* 1.44	2.45	6.10	14 7	1 4	
12.10A	123	8 2 20					602		-	-		of Phil		1 25	1 48	* 3.30	* 11.88	* 12:40	* 2.12	* 8.25	* 10.56	* 1.34	2.30	5.40			3
12.29	7.40	2.85	* 6 31	* 6.00		* 10.30	* 6.15	171.3	* 4.23		- 5	1	NSNELSON'S	1	- Ph.				* 2.08	* 8.21	* 10.53	* 1.29	2.20	5.35			
12.37	7.53	2.45	f 6.36	* 6.05	( <u>5</u> -1)	* 10.37	* 6.21	* 5.13	* 4.27	The same of the sa	1 7	41.2	3.0 TALMAGE						* 2.04	* 8.16 605	* 10.49	* 1.24	2.10	5.20 257 5.15			-
12.46	42 8.16	3.00	* 6.41	* 6.10	11 11 11 11	10.55	* 6.35	* <b>5.20</b> 602		W C		表表示	3.7 ESEASTON	10.00				* 12.30	* 1.59	* 8.11	* 10.44	* 1.17	1.55	4.45			-
1:17	8.50	3.30	6.50	* 6.20	* 4.30	10.00	70.03	0.00	* <b>4.45</b> 602	TY	-	79.45	4.0		138	4 11		* 10.00	* 1.51	* 8.03	* 10.36	* 1.09		4.25		-	
1.34	9.10	3.48	* 7.00	* 6.29		* 11.04	* 6.45	* 5.39	* 4.55	-		1	UPUPHAM	1	3 11.8			* 12.14			* 10.28	* 1.02	601	4.10	-	-	
1.50	9.40	4.10	* 7.12	* 6.40		* 11.17	* 6.58	* 5.53				4.1	RTMARTIN	100	45			* 12.02Pi			* 10.16	* 12.50		3.55		-	
2.10	2 10 16	4.30	* 7.24			* 11.29	* 7.10					2 19 1	SISTAMPEDE	. 53	14 60 1 1				* 1.21		* 10 06	* 12.40	_	3.35	<del> </del> -	-	
258 <b>2.26</b>		4.45	* 7.31	* 6.58		* 11.36	* 7.18	* 6.15			1	2 3 T	BOBORUP	. 100	1 1/4			* 11.42	_	259	* 9.56	* 12.30	11.55P	3.15		-	
2.52		4.59	* 7.39			* 11.42 * 11.49A		* 6.25	* 5.42	1	1	- "	WNWESTON	_	_	_		* 11.29	* 1.06	• 7.11	* 9.51	* 12.25	11.40	3.05	<u> </u>	-	
3.05		5.07	* 7.45	42			M * 7.42					-	4.8 DMLESTER		_		10.00	* 11.18	12.55	* 7.00	* 9.40	* 12.14	11.00	258 1.52		-	
3.30	684	1 5.25	8.00	* .7.21	, 003		* 7.46		* 6.00				HOT SPRINGS	-	25 \$6	2 04		* 11.07	12.45	6.45	* 9.27	* 12.04		1.30		-	
0.41	11.07	8.00		2				N. IV				1,	MYMAYWOOD	41.	5 100	1.	f 9.81	* 10.57	* 12.35	* 6.36	* 9.17	* 11.52	PM 9.54	1.00		-	
4.05		42 6.36	1 th to 100	* 7.36		* 12.16			* 6.10		1		CUHUMPHREY		1 1	1				* 6.28	* 9.08			12.30		-	
4.25	611.42		14 p	* 7.46		* 12,26	1200	140	* 6.18	1.	11.0 %	Same	EG. EAGLE GORGE	- 135	S. 3550	45.75	1 150	1.		* 6.21	* 8.59			12.05	M	-	
4.45	602	图 图 " 一 作 。"	f 8.29	16	* 6.10	1 1 1 1	Marie Control	1 25 1	* 6.31	11	70 .	An all ris	2.6 MxLEMOLO	195	199	- Lance Control	\$ 549°	13	* 12.08	* 6.15	* 8.54	* 11.29	9.12				
4.55		and the same	f 8.35		42	* 12.37		Management and	* 6.40	-	12		JCPALMER JCT	110	-	-	-		* 11.58A	1	* 8.44 259-684	* 11.18	8.55	11.29		1	
5.16	-	COLUMN TO SERVICE	* 8.44 8.48	months and the last									1.2 GVKANASKAT 3.1	-	nine projecti	-	-	* 10.19	11.55	5.55	THE RESIDENCE OF REAL PROPERTY.	* 11.15		6 10 59	1		
5.20	258 1 . 15		* 8.55	£ 10.0			_	* 7.28		-	A		3.1 BYRD	_		_		* 10.05	*11.42	* 5.40				10.40			
5.30	137.	9 3 - 10	1 物性學家	£ ( * )	1 - 4 -	1 - 14 m		7.83		1 134 3	4 A	100	ARRAVENSDALE	7 7 2	3	图 图 图	8.25	* 10.01	11.85	5.33	* 8.24	* 10.59		10.30			
6.00	6			* 8.41					* 7.08		7 A	97.3	COCOVINGTON	0 8	.3 140	* 12.43	8.02	* 9.47	* 11.16	• 5.16	· 8.10	* 10.48	,	9.55			
	J. Maria	8.10		12.1	1 1 1 1 1 4	1	* 9.05					1 000	WYWYNACO				- di ari	* 9.40	• 11.07	* 5.08		* 10.37	-	9.30 9.25 259		-	
6.15			602					200			1	- 0	AUAUBURN	1	. 1				M 10.55A	M 4.55P	7.55P	M 10.25	PM.	9.05 5-603	PM	-	
7.05	2.30	8.50 602	PW 9 45	9.08 602	7.20	PM 1.35	9.204	8.05	260	Y	9			1000	£ 179 3	-		3	<u>-</u>			DAILY	DAILY	DAILY	-	_	
DAILY		DAILY	_		-	_		DAILX	-	_	-	225	Time Over District	1 3 3	F. M.	DAULY 4.00	DAILY/	DAILY 3/55	4.10	4.30	DAILY 3.50	4.00		11.10		_	
8.55	J V		25,3	25.9	25.9	25.3	24.4	25.9	24.4			100	Average Speed per Hou	4 13	\$ 635	3 8	21.1	27.1	25.3	23.4	27.7/	26.5/	10.4	9.3	/		

All trains will observe same precautions in yard limits Ellensburg, Cle Elum and Auburn as required of second and inferior class trains, Rule 298-F, book transportation rules.

At Palmer Junction, the upper Semaphore arms govern movement of trains between Auburn and Ellensburg.

At Palmer Junction, the upper Semaphore arms govern movement of trains via main line; lower arms govern movements to and from Each of the Auburn arms govern movement of trains via main line; lower arms govern movement of trains via main line; lower arms govern movements to and from Euckley line trains only, which will register by ticket.

Engineers will not be required to consult register, except at initial or starting point.

Speed of freight trains over switches at Palmer Jct. must not exceed twenty (20) miles per hour. Engines must not run on Page Lumber Co.'s spur.

Engineers will not be required to consult register, except at initial only, which will register by ticket.

Engineers will not be required to consult register, except at initial or starting point.

Builetin Stations—Ellensburg and Auburn. (Lester and Easton are bulletin stations for engineers on helper engines.) Standard Clocks—Ellensburg and Lester. Mountain Grades—Easton to Weston.

Position of "Wye" switches at Auburn will be ascertained before using. Normal position of switch at head of the wye at Auburn will be for Seattle leg.

Speed west bound will not exceed thirty-five (35) miles per hour Humphrey to Eagle Gorge, thirty (30) miles per hour Eagle Gorge to Palmer Junction and thirty-five (35) miles per hour from one mile west of Covington to one mile east of Green River bridge.

At Dudley, Weston and Humphrey, Track No. 1, located next to main track, will be known as East Bound Passing Track. Track No. 2 will be known as West Bound Passing Track. At Martin, the track on South side of main line is the East Bound Siding; the track on North side of main line is West Bound Siding.

At CleEdum, West Bound Trains taking siding will use Track No. 7, heading in at crossover located between the Depot and the extreme West switch near Gravel Pit, will be known as West extension, authorized to use this passing track will be governed as follows;—

East bound trains will head in at extreme West switch west bound trains will head in at crossover just West of coal bunkers unless they are occupying passing track No. 7, in which case they will reach West extension by using the track back of the coal bunkers.

At Sampede, passing track No. 1 will be west bound passing track at Martin and west switch of track No. 1 at Stampede, flagging is not required. Head and tail lights will be used.

NOTE,—Speed of passenger trains must not exceed thirty miles per hour, and sneed of freight trains twenty miles per hour.

NOTE.—Speed of passenger trains must not exceed thirty miles per hour, and speed of freight trains twenty miles per hour, between Martin and Easton, and between Stampede and Weston. Speed of all trains through Stampede tunnel must not exceed fifteen miles per hour. Local freight trains are authorized to carry male passengers between Auburn and Ellensburg.

#### SYNOPSIS OF RULES GOVERNING A B C OPERATION.

All the running rights that a train has are conferred upon it through the medium of a block card.

A block is understood to mean the section of main line extending from the signal semaphore at one telegraph office to the signal semaphore at the next telegraph office in advance.

Train and engine men are prohibited from accepting or running on a card purporting to authorize them to pass an open telegraph office.

No matter what may be the position of signal semaphore no train will, except under flag protection, be allowed to leave a terminal or pass a telegraph office without both the conductor and engineer first securing a block card authorizing the train to use the block in advance.

Station semaphore signal when on the lower angle or showing "Green" indicates "Block ahead Clear."
When on upward angle or showing "Yellow" indicate "Caution, block not clear."

When on the horizontal or showing "Red" indicates "Stop."

Trains approaching telegraph offices and finding signal at "Clear" will understand from this that the block ahead is clear and will pass the telegraph office, catching the block cards as they pass. If, however, from any cause the block cards should not be secured, the train will be brought to an immediate stop and will not proceed until the cards are secured.

Signal at "Caution" will indicate:-

(1) Block is obstructed and approaching train will receive card to meet or pass another train at station where card is issued, and that train may proceed after complying with instructions upon card.

(2) Block is occupied by train ahead and card issued authorizing approaching train to follow.

(3) Approaching train will receive card to meet or pass one or more trains at intermediate siding. Signal at "Danger" indicates "Stop. block not clear." Trains must not pass signal in this position.

Conductors and engineers will immediately examine the block card following its receipt by them and make sure that it is correctly made out. They will follow implicitly all instructions given thereon. If directed to take siding at a station they will do so, disregarding signal to come down main line. If the exceptions state a train is to be met, it must state which train will "hold main line" or "Take siding," otherwise must be treated as an improper card and must not be acted upon. If there are no exceptions the operator will insert the word "Blank" where exceptions should appear on the card, and if this information is not shown on card, it must be treated as an improper card and not acted

Each train will be designated by the number of its leading engine.

When necessary for the purpose of doing switching or other work, to occupy the main line at a station, the dispatcher will give the train required to do such work, a block switching card on the usual form, limiting the time that the main line can be occupied. On no account must the main line be occupied beyond the limit expressed in such card.

Trains taking side track will head in at the first switch excepting at station where passing tracks are specially assigned as indicated in Special Rules for First Distrct, on page No. 2.

A train receiving a block card bearing exceptions of any nature, will, in all cases, fulfill the exceptions on card, irrespective of position of signals or hand signals received.

At Palmer Junction, the upper Semaphore arms govern movement of trains via main line; lower arms govern movements to and from Buckley line.

Switch at Palmer J t. will be set for the Auburn line. Speed of freight trains over switches at Palmer Jct. must not exceed twenty (20) miles per hour. Engines must not run on Page Lumber Co.'s spur.

Derail Switches are located as follows and must be kept set in derailing position when not in use:—Ellensburg (east end of east yard); Easton (east end of localing track; Cle Elum east end of extension and at east end House Track, Easton (east end of yard); Easton (east end of No. 2 track; Upham (west end of west passing track); Borup (east end of east passing track); Eagle Gorge (west end of west bound passing track); Soos Creek (spur track).

Interlocking derails are located as follows:—Kountz (east end of passing track); Teanaway (east end of passing track); Cle Elum (east end of yard); Cle Elum (east end of extension to house track); Upham (east end of passing track); Martin (east end of east passing track); Kennedy (west end of passing track); Borup (west end of east passing track); Kennedy (west end of passing track); Lester (west end of vound house track); Lester (west end of yard); Hot Springs (west end of freight siding); Maywood (west end of east passing track); Eagle Gorge (west end of east passing track); Lemolo (west end of passing track); Eagle Gorge (west end of east passing track); Covington (west end of east bound passing track); Wynaco (west end of passing track); Derail is connected with main line switch and the derail is closed when main line switch is thrown for passing track); Covington (west end of east bound passing track); Wynaco (west end of passing track); Derail is connected with main line switch and the derail is closed when main line switch is thrown for passing track); Covington (west end of east bound passing track); Covington (west end of east bound passing track); Covington (west end of east bound passing track); Covington (west end of east b

Information as to slow orders, etc., will be bulletined and may be written in manifold on train order Form 19, and copy be delivered to conductor and to each engineer together with block card as above.

Conductors or engineers must not report train as ready to leave any station until train is actually ready to move, air tested, all preliminaries gone through with and conductor positive that engineer is ready to pull open the throttle

Information should be given dispatchers as to any work to be done before reaching next block office.

No. 41 will stop on flag at Kanaskat to let off passengers for Buckley line points.

No. 8 will connect with Tacoma Div. No. 362 at Kanasket.

Operators at Weston, Borup, Stampede, Martin and Upham will not report block clear for descending trains if there is a train on main track at their station. If train is between passing track switches, with switch above train set for passing track, operator will notify dispatcher, who may authorize issuance of permissive card, notifying descending trains that train is on main track at station with switch set for passing track.

Operators at Lester and Easton will not report block clear for descending trains when there is a train on main track above crossover switches in front of station. Dispatcher may, if weather is clear, authorize card to freight train to follow if preceding freight train is inside outer switches and markers nave been seen by operator, or operator been so notified by conductor.

Except on mountain grade, trains may proceed when block is occupied by work train if block card states that work train is in block. Work train provided with card will be permitted to follow freight trains at the expiration of fifteen minutes without waiting until block is clear. Two cr more work trains may work in the block protecting against each other

On mountain grade ascending freight train may proceed when block is occupied by work train, when both the freight and work trains are notified, the same as is practised elsewhere in the block dictrict; it being understood that the block card is not to be depended upon for the protection of work trains, but that other necessary flagging is to be done.

A train running on a block card, bearing an exception to hold main line to meet an opposing train at station in advance will, in no case, run beyond the first switch at the meeting point if there is but one passing track there; or at station where passing tracks are parallel until it is seen that the opposing train has taken siding, after which they may proceed through the block. If there is a lap siding at the station where the meeting point is made, train having card to hold the main line and meet the opposing train will not proceed beyond the first switch at the lap until they have seen that the opposing train is on the siding, after which they may proceed through the block

#### RULES GOVERNING STAFF OPERATION IN A B C TERRITORY.

Following rules will govern the operation of trains in A B C territory, where telegraph communication cannot be had account of wire failure; A wooden staff has been provided one inch in diameter and 16 inches long, having attached to it a plate bearing thereon the inscription "Train staff good between.....and......." One of these staffs will be located in telegraph office at the end of each block and when authorized by train dispatcher to make use of it, this staff will be authority for a train to proceed from the first station West of territory in trouble to the next block office East, at which point the train will be authority for a train to proceed from the first station West of territory in trouble to the next block office East, at which point the train will procure a staff for the block ahead, proceeding through that block, repeating the operation until they reach a block office where telegraph communication can be had with another dispatcher's office. The authority to make use of staff at the initial office will be issued by the dispatcher's office in the form of a block card, authorizing the use of staff over the trouble territory, but on no account will the staff be used out of a station where the operator has previously pledged the block for a West bound train. After having run through a block with the staff the crew using it for that purpose will leave it with the operator at the end of the block, who will return it to the office at the

West end of the block by the first train running in that direction. A West bound train may make use of this staff to run from one block office to the next whenever the staff can be obtained by them at the East end of the block concerned. It is permissible for the dispatcher to order the staff taken by section men or messenger from the office at the West end of the block to the office at the East end of the block for the purpose of moving a West bound train whenever necessity requires that it be done. In the event of a wire failure occurring between telegraph offices, dispatchers on the opposite side of the break from the dispatcher in whose territory the break occurred will be advised of the facts by the operator closest to the break and it will be understood to be the duty of the dispatcher so notified to pick up the work of moving trains over the detached territory until repairs to the wire have been made, and the detached territory can again be handled by the dispatching office in whose jurisdiction the trouble occurred. Operators will keep staff in a given place readily accessible.

#### RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNAL RULES.

(Always have for reference copy of Block Signal Rules).

Rule 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that operator may, have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond block signal. Under this rule only one train is affected by the clear signal and this the train which is imediately approaching on main track to enter block. A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in such case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal Rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Block System Operation.

Rule 43—Any train which has taken siding must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which has taken siding must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train, so train will not be delayed.

Operators MUST display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear except as per Rule 9.

is clear except as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance has been returned to him.

If block signal at a station is at Danger when train is approaching on main track and is changed to Clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain caution card before entering the block, stating that "Train No.—and Train No.—will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No.—"." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, notwithstanding it may have train rights which would otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of block for the certain train it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office the opposing train must not enter block except under protection of flag. If however, the trains are moving in the same direction caution cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights

		WEST BOUND	)			,		4 .		31.73 K	/ F	RST D	ISTRIC	T (Seatt	le Line	).		viš.	,		The first	. 46.5	\ \ <u>\</u>			/	
4 69 H	1. 7	Time Table No. 31	aitu	Maria	1		V.		V	<b>V</b>		V		√F.	IRST CLA	SS TRAIN	s.	/	/		V	10144 11174 11 (E. S.) 11174 11 (E. S.)	Transfer	1100			
	14 . 1 6	Oct. 31, 1909.	113	303	305	311	315	361	317	30.7	319	321	323	327	7	333	309	329	313	325	331	363	335	337	5	339	345
Wyes	pers	Succeeding No. 80.	В.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenge
and Wye	Numbers	STATIONS	e froi	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAIL
1 albert	Station	Telegraph Offices and Calls	Distanc Seattle	Gt. Nor. No. 27	No. 260's Connection	Grays Harbor Limited	No. 41's Connection	Kanaskat Accommo- dation	No. 257's Connection	Seattle Portland Express	No. 4	No. 3's Connection	No. 8's Connection	Gt. Nor. No. 3	nakaka dan Meripakan	Puget Sound Limited	Grays Harbor Express	No. 42.	Portland & Vancouver Express	North Bend Accommo- dation	No. 2	Kanaskat Accommo- dation	No. 1's Connection	State of the state	ï	Gt. Nor- No. 1	No. 6 Connect
v c		J.D. KING STREET STATION N	0.0		6.45AM	7.00AM				8.00AM	8.45AM	; .	10.00AM	10.35AM	At Assist	1.15PM	8.15PM	4.00PM	4.10PM	4.25PM	7.10PM	Á		8.15PM		8.35PM	9.3
-		Y.DSEATTLE YARDN	0.9	*	*	*		* i.		*	*		*	*	of leave	* 1 1 d	*	*	*	*	*		-	*		*	*
C		AGARGON	-		* 6.56	* 7.10				* 8.11	* 8.56	ant a	* 10.11	* 10.46	1,10,1	* 1.26	* 3.26	* 4.11	* 4.21	* 4.36	* 7.21	-		* 8.26	•	* 8.48	* 9.4
	21	C. M. & P. S. R. R. CROSSING	-	*	*	*			-	*	in the si	ra Cel	*	*		*	*	*	*	*	*	-	-	*		*	*
- (		0.1 BIBLACK RIVERN	10.1	_	* 7.07	* 7.19		<del> </del>		* 8.21	* 9.07		* 10.22	* 10.57	T THE	* 1.37	* 3.36	* 4.21	* 4.31	* 4.50PM	* 7.31	-	-	* 8.37		* 9.05	* 9
_ 2	21	2.4 ORILLIA			- 7.07	- 7.20				- 0.82	. 0.07	11 11 2	4	1.700	ASSIUM.	1 1 1 1	- 0.00			See page 10			-	*		*	*
1	19	2.1					2 2 1 1 1 2 4	17				71 111		-	- William	1 1 1 1 1 1				See page 10						*	
-	17	0'BRIEN'S		: .	+	*	La State			*	*	. ithi	÷	*	of (seed)	*		*	*		*			*			
C	F K	KNKENTN	16.7	* 6.27	7.17	* 7.27	-, e-s,a			8.32	* 9.17	18 7 A 1	*10.32	* 11.07	ut:s-od	1.49	3.47	* 4.81	* 4.41	w	* 7.40			* 8.47		* 9.18	* 10.
C	F	THOMAS	18.7	<i>i</i> *	*	*	0,1,5	-, -		*	* 1073		*	* + 4 TO	A POOL	* * ******	*	*	*		*			*		*	*
C	CF	CHRISTOPHER	20.1	1 *	*	*				*	*	12 12 12 14 14 14 14 14 14 14 14 14 14 14 14 14	* 2	*	15.74	*	*	*	*		*		-	*		*	*
-		GRFIRST STN	22.0	* 6.35	* 7.27	* 7.35	1	12 15	1 11	f 8.42	9.254	1 1000 2	*10.42	* 11.17	1 (0.0); 1	* 2.01	f 3.57	* 4.41	• 4.50		7.50P	M		* 8.57		* 9.30	*10
77	JF /	AUAUBURNN	22.5	* 6.86	7.30	* 7.36	7.45AN		8.15AM	8.44		9.80	10.454	* 11.19	1.45PM	2.05	4.00	4.45PM	* 4.51				7.30PW	9.00PM	9.15PM	* 9.32	10.
	9	4.4 DIERINGER		1 3 4		* 7.42	f 7.57	11 1 1	* 8.27	* 8.54		* 9.42	7	* 11.26	* 1.50	* 2.15	f 4.09		* 4.59			-	* 7.42		* 9.25	* 9.41	magazine taken
_	-	5NSUMNERD	-			* 7.46	8.08	11	* 8.34	8.59		* 9 49	1 755	* 11.30	* 1.57	2.20	4.16		* 5.03		-	<u> </u>	* 7.49		* 9.32	* 9.45	
	2	1.6			-							1,7			-21"									<u></u>	* 9.35	* 9.48	-
-	-	MEEKER	-	*)		* 7.48	* 8.08		* 8.38	* 9.04		* 9.53		11.00	* 2.00	* 2.25	* 4.20		* 5.06				* 7.53				
19	)67 P	PYPUYALLUPN 6.7	32.3	8 6.50		* 7.50	8.13	8.30AM	* 8.43	9.10		* 9.58	15	* 11.36	* 2.05	2.80	4.25	-	* 5.10	1.4		6.55PI	* 7.58		* 9.40	* 9.52	a decimand
15	972 R	RNPRESCOTTN	39.0	0 * 7.00		* 8.05	* 8.25	* 8.40	* 8.55	* 9.20,	, ,	* 10.10	J (4)	* 11.56AM	* 2.25	* 2.45	* 4.40		* 5.20	9.10		* 7.05	* 8.10		* 9.50	* 10.05	
	Q	QTACOMAN	N 40.7	7 7.05A	M Sel , is a	8.15AM	8.30AM	8.45AM	9.00AN	9.25AM	: .	10.15A	4	12.01PM	2.80PM	2.5 OPM	4.45PM		5.25PI	4	1 1	7.10P	8.15P	М	10.00PM	10.10P	Å
C 19	)76 .	TACOMA WHARF	. 42.0	0	21 (2)		11:17		1				14839		1				1./	1 1 2 2 2							
1		The first state of the	i i	DAILY		7	DAYLY	DAILY	DAILY	DAJLY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		-	DAILY	DAILY		-		-
		Time Over District	edi	ti on 1.05	1.45	1.15	111 1.45	.15	.45	1.25	.40	.45	.45	1.26	. 45	1.35	1.30	.45	1.15	.25	.40	.15	.45	.45	.45	1.35	
		Average speed per hour	1.7	38.7	30.0	32.6	24.3	33.7	24.3	28.7	32.9	24.3	30.0	28.7	24.3	25 17	27.1	30.0	32.6	24.5	32.9	33.7	24.3	30:0	24.3	25.7	3

Registering Stations—Black River, Auburn, Puyallup, Tacoma and Tacoma Wharf. At Black River, Auburn and Puyallup all trains register by ticket. No clearance will be issued to trains at any point specified above except when red signal is displayed.

First Street will be register station for trains terminating or which do not have time shown at Auburn.

Engineers will not be required to consult register, except at initial or starting point.

Bulletin Stations—Tacoma, Tacoma Wharf, Auburn and Seattle, of season in the land Standard Clocks—Tacoma and Seattle, long an and to your oil and the books of the

Position of Double Track switches, First Street, Auburn, Puyallup and Argo will be determined before using.

Speed of trains over crossover switches at Prescott and Puyallup and over 15th Street Bridge, entering Tacoma passenger yard, must not exceed fifteen (15) miles per hour.

Puyallup Yard extends to Meeker, and Tacoma Yard to Prescott.

All trains will approach Meeker under full control and be sure that the gauntlet track in front of water tank is clear before proceeding.

All trains using track between Prescott and Tacoma Wharf will be governed by instructions issued by Superintendent

Trains originating or terminating at Tacoma will run via Head of Bay yard. Trains from Seattle line for Tacoma Division main line, or vice versa, will run via Draw Bridge line.

At Tacoma, a signal of the single arm semaphore pattern located near junction of temporary line leading to passenger station and the draw bridge line at 15th Street; another signal of the same pattern at the North end of passenger yard. The two signals are to be controlled by switch tender at 15th St. and will govern single track passenger line between 15th Street and Tacoma passenger station. No train from the draw bridge line or Tacoma Division Main Line will enter passenger station yard when signal at 15th Street is at "Danger" and no train will proceed from passenger station yard to draw bridge line or Tacoma Division Main Line when signal at the north end of the yard is at "Danger."

Trains will keep to the right on double track between King Street station, Seattle, and Tacoma Wharf.

Between Prescott and Tacoma engineer will obtain card order at Prescott or Tacoma as authority to use drawbridge line. Interlocking signals at east and west approach to drawbridge control use of bridge, and trains will not proceed unless Home semaphore shows clear indication. Trains must not exceed 15 miles per hour over Tacoma Draw Bridge and 8 miles per hour over switches leading to Tacoma Passenger Station.

Train No. 322 will connect with No. 4 and No. 332 with No. 2 at First Street.

Trains will approach Prescott under full control, and will not proceed until tracks are known to be clear and signal is received from switch tender.

Conductors of trains carrying logs, before using double tracks, will carefully inspect loading, and, if insecure, will obtain orders insuring that other trains will not be met while running.

Conductors and engineers must supply themselves with copy of Block Signal Rules, governing the use of track between King Street station, Seattle, and Prescott.

the section and or and residual forms of

	()	WEST BOUND	14 Bill (			1	/		M. The		F	RST. I	DISTRI	CT (Sea	ttle Lin	e)					1/8						
V =	-  -	Time Table No. 31.				FIRST	CLASS T	RAINS.			S	ECOND C	LASS TRA	INS.		THIR	D CLASS T	RAINS.		::::::::::::::::::::::::::::::::::::::	uninga	Marphitan Later					
	7.	Oct. 31, 1909.	2 L	259	301	349	1300	(3:83.43)	1.888	1 72 57 54	677	679	603	605	The ways	1	935	961	937	200	T. FL FL	Proper	1			. 3	:
and Wyes	ers	Succeeding No. 30.	e e	Passenger	Passenger	Passenger	Passenger	*********	P. re se	N. S. No. State	Freight	Freight	Freight	Freight	No Maria	1 10 0010	Way Fr'ght		Way Fr'ght	1 1 1 1 1 1 1	47.01.84	- Mor Judy Bry	2. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.	Ì			. 1
v bus	Num	STATIONS.	e fron	DAILY	DAILY	DAILY	DAILY	1 129 -1 10	1 20 11	1	DAILY	DAILY	DAILY	DAILY	153458 a	Leiser	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	intel mi	137/13-16	Physical section is	Prayer,	1		•	
Tables	station	Telegraph Offices and	Distanc Seattle		Seattle Portland Express	No. 258	111.00 110.00 11	F. 11 3.1	1 - A	1 1 1 1 1 1	No. 602	1	Lynd Syr	- chell	, sint	le l	1 / 4/3	From Tacoma Division	1 7 3/5 1 7 1 2	Valle 3	1.13.54	Care.N					. !
WC		UD King Street Station N	-			11.30PM	1		1,003	F., J.	1 1 1 1 1	10 to 10 to	7 12 750	1			9.00AM	1		1	1	1	1	1 .			3
CC	F	YD. SEATTLE YARD. N	0.9	1. 28 8 1	*	*		!	10.5	1	7.00PM	8.50PM		1		1	9.15		1	1	•	1	†	1			ı.
	31 F	AG ARGON	3.3		* 10.51	* 11.41	***************************************				7.31	9.10						T.									1
- -		C. M. & P. S. R.R. Crossing	-		*	*	*	<u> </u>	- CO N	<u> </u>		77.3			* * .			-455	200								
v C	- 1	BIBLACK RIVERN			*11.02	* 11.52PM			-		7.50	9.30					9.40	, ,	a.		<del></del>	<u> </u>			-		
- c	F		12.6		*	*	7 .1	-	1 3		1 1 1		Communication of the second of				See page 10		3 3	1					-		
- c	F		14.7		*	*		1			1.		- ,2049 V									<del></del>		1			
- 1	- 1	2.0 KNKENTN 2.0	-		f 11.13	* 12.03AM					8.10	9.45					\c.							1			-
C	_				*	*	- 1 - 1	<u></u>	1, 5 3		1. 1 .	* * *	1				17.7								-		
Acres Comment			20.1		*	*		1.6			İ		1,		1									<u> </u>			
		1 9 IRFIRST STN	22.0		* 11.22	* 12.13			1	<u> -</u>	8.25PM	10.00	1	-				<u> </u>							-		
Deliver	second II	AUAUBURNN	CONTRACTOR .	Designation of the last of the	f 11.23	12.15AM	1111	1	37.0	A servere	# F 10	10.16	9:45PM	2.30AM		1.	06.1	A CARDONN	10.45AM					1	-		
	9 F	4.4 DIERINGER 2.5	26.9	* 10.09	* 11.33		1000	Lagrange Co.	1 3181	446	See Page 1	T	9.50	2.50				Set of 1	11.00	1 A 1 1 1 Vi				4	-		adestronous
		2.5 NSUMNERD					Nm3	a met b	11.5.8	1 3 . 8	750 x	10.25	10.00	8.00				4	11.15		1	· · · · · ·		<u>- 1</u>	-		
11/10	2	1.6			1.65. 2		1 (2.75 . 3)	4 23 3	1 2 9 4	27.15	1.03.1	10.30	10.05	3.05		1	<del></del>		11.20		<u> </u>			1	-		
V :   .		1.3 PYPUYALLUPN				LEGISLANDING PROPERTY.	1 48	1 1.50 %	1 100			10.40	10.08	3.10		-		1.30PM	11.30AM 12.25PM					1		1	
17		6.7 RNPRESCOTTN				1	1 28 4	44.1			The second	11.00	10.30	3.40				1.50	12.25PM 12.45					(		-	Chilippeni
41 6		1.7 2 TACOMAN			7 34	And a series of the series of	*	2 6.0 %	. 37, 37		5 5 1 3 1	t of at the	1	1 1/13 111	, s.v.		3 8 3	5 (4) (4) (4) (4)			*						-
C -		1.3	42.0					y 4(1) 45		<del>,</del>	1	11.10PM	10.45PM	4.00		i	<del></del>	2.05PM	1.10PM						-		
Ÿ	- -	avoma wnagr		DAILY	DAILY	DAILY	DAILY			(15,712.)	DAILY	DAILY	DAILY	DAILY			EX. SUN.		EX.MON.						-		
- -	-	Time Over District	7	JAILY	1:25	:45	1 LiteAst			12,23	1.15	2.35	1.0	1.30			.40	.35	2.25					Į.			

13.0

16.5 15.9 19.5

ative to again all and all a thore

First-Class trains when fifteen (15) minutes or more late, and extra trains running on schedule, will observe same precautions in yard limits at Seattle and Auburn as are required of second and inferior class trains by Rule 298F.

Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Sumner, Auburn and Kent.

30.0

Derailing switches at the south ends of interior siding at C. & S. brewery and Van Asselt must be left set for derail when not in use. Before entering double track at Prescott, First Street and Argo all trains will be under full control, and will not pass switches until

tracks are known to be clear and signal is received from switch tender. Yard limits at Auburn on Seattle Line extend from Yard Limit Board west of station to east leg of Wye and limits of First Street from east Wye switch to east Yard Limit Board towards Seattle.

Road crossing at Dieringer will be passenger stop for trains authorized.

At Puyallup, the upper Semaphore arms govern movement of trains using Seattle Line; lower Semaphore arms govern

movements to and from Buckley Line.

Buckley line extends to Puyallup, and the new or extreme left-hand track coming west between Meeker and Puyallup is main track for Buckley line, also passing track and operated under yard limit rules. Buckley line trains in either direction will use east bound main track of Seattle line in running around water tank at Meeker. All trains must approach this point under full control and be sure track is clear before proceeding. Buckley line trains will protect by flag when using this gauntlet.

Trains from Buckley line that have loads for Seattle line will leave them at Meeker on siding located between east and west legs were tracked to the industries by using west legs.

of the wye. Any loads for the industries at Meeker will be taken to Puyallup and from there handled to the industries by using west bound main line to passing track switch just west of the Jurin mill under protection of flag while occupying main track. Block must

be obtained and the work handled in such way as not to delay passenger trains.

In using the Buckley line between Meeker and Puyallup for passing track, following rules will govern with regard to obtaining block before again occupying main track of Seattle line. EXAMPLE: An east bound train which pulls in on Buckley line at Puyallup must, before re-entering block, obtain right to use same either by telephone from Meeker or through operator at Puyallup. The same rule to apply with regard to west bound trains which pull in on west bound passing tracks. They must also report clear by telephone from Meeker or direct to operator at Puyallup, and before again using the block obtain right to do so in the same manner.

In order to fully safeguard operation of the track known as the Buckley line, between Meeker and Puyallup, and 

Carrier to make that the plant of a contract of the

which track is also used as a passing track for main line trains, and for safeguarding the gauntlet in front of the tank in which Buckley line trains use the east bound main line, following will govern during foggy weather; Conductors and Engineers of trains from Buckley line, before leaving Meeker, will obtain from Operator at Puyallup by telephone, block, indicating position of trains on east bound track between Puyallup and Meeker, and, in addition to this, before using gauntlet, will fully protect by flag. Will also ascertain from Operator the position of trains on Buckley line between Puyallup and Meeker. No trains, either main line or Buckley line, will use this portion of the track during foggy weather, without obtaining block from Operator at Puyallup and in addition to such presention will keep under full control moving at slow taining block from Operator at Puyallup, and in addition to such precaution will keep under full control, moving at slow speed, taking such precautions, that in case track occupied, that there will be no possibility of accident.

speed, taking such precautions, that in case track occupied, that there will be no possibility of accident.

All trains using track between Argo and King St. Station will be governed by regular block rules. All trains using King St. Station

Line must observe crossing rules where N. P. and C. & P. S. and O. & W. tracks cross at Argo; also observe crossing rules on King St.

Station Line double track at Spokane Avenue "Y" switches, as follows: East-bound trains will come to full stop 200 feet west of

Spokane Avenue switch; all west-bound trains will come to full stop 200 feet east of the cross-over switch leading from west-bound to
east-bound main line at Spokane Avenue "Y," giving the usual railroad crossing whistle, and see that the cross-overs are clear before
proceeding and will proceed slowly and under full control until "Y" switches have been passed. All trains will observe crossing rules
at intersection of N. P. and King Street Station tracks between Massachusetts and Holgate Streets. Speed must not exceed 10 miles
per hour within the vard limit boards. Areo and Seattle vards. per hour within the yard limit boards, Argo and Seattle yards.

No. 364 will wait at Tacoma for connection with No. 313.

1.51 17.1 8.3

No. 362 will wait at Puyallup for connection with No. 307.

Trains must procure Colorado Street Station Line Card forms A or B, before using Colorado Street Station Line between Argo and Seattle yard.

Nos. 308 and 334 will stop at Kent to let off passengers from points south of Tacoma.

Nos. 317, 321, 335 and 5 will stop at Sumner and Puyallup and Nos. 306, 318, 324, 326, 336, 338 and 340 will stop at Kent, to let off passengers from points east of Auburn. Nos. 323, 329, 345 and 349 will stop at Kent to pick up passengers for points east of Auburn.

No. 336 will return to Auburn after connecting with No. 2.

SEE SPECIAL RULES, PAGES 2, 3, 4, 5, 6 AND 12.

g it is					· .	· VI	0 13	n H	I: N	75 V (	I I	I-C	to (Se	ittle Li	ne)			/			/	/ /		EAST	BOUNI	0/
	Time Table No. 31		4	· · · · /			<b>\</b>	: <		71.4.	1 1 2 2		FI	RST CLAS	S TRAINS	. 🗸	: / V	1							7 /	V
	Oct. 31, 1909. Succeeding No. 30	, .	304	302	260	306	316	318	322	362	324	8	320	326	312	308	314	328	330	364	332	336	338	334	340	6
arf	· · · · · · · · · · · · · · · · · · ·		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passer
ce from	STATIONS	icity of Tracks	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAI
Пасота Тасота	Telegraph Offices and Calls.	Capaci Side T	Gt. Nor. No. 28		1	No. 41	Gt. Nor. No. 4	No. 257	No. 4's and Buckley Lines Connection	Accommo-	No. 3	1	North Bend Accommo- dation	No. 7's Connection	Grays Harbor Express	Portland Seattle Express	Portland Vancouver Express	No. 42's Connection	Gt. Nor. No. 2	Kanaskat Accommo - dation	No. 2's Connection	No. 1	No. 5's Connection	Puget Sound Limited	No. 259's Connection	
42.0	U.D. KING STREET STATION N		1.20AM	7.30AM		8.80	8.40AM	9.00	10.05AM		10.15AM	1	10.30AM	2.30PM	3.00PM	4.00PM	4.20PM		6.50PM			8.15PM	10.00PM	10.15PW	10.45PM	-
41.1	Y.D SEATTLE YARD N 2.4	500	*	*	<del></del>	*	*	*	*	-	*	<del>,</del> .	•	*	*	* '	*		*	-		*	* • 1	*	•	
38.7	AGARGON 6.8	500	* 1.08	* 7.18		* 8.15	* 8.28	* 8.48	* 9.55		*10.03	-	* 10.17	* 2.18	* 2.48	* 3.48	* 4.08		* 6.38		4	* 8.03	* 9.48	* 10.03	* 10.33	-
31.9	C. M. & P. S. R R. CROSSING O.1		*	*		*	*	*	*	-	*	1.		*	*	*	*		*			*	*	* *	• 1 1	-
31.8	BIBLACK RIVERN	60	* 12.57	* 7.05		* 8.05	* 8.18	* 8.38	* 9.45		* 9.52		10.05AM	* 2.07	* 2.36	* 8.86	* 3.57		* 6.27			* 7.52	* 9.37	* 9.52	* 10.22	-
29.4	ORILLIA	5 Spur	*	*		*	*	*	*		*	1	See page 10	aje .	*	*	*		*			*	*	*	*	-
27.3	O'BRIEN'S	3 Spur	*	alt.		*	*	sje	**			1		*	**	*	*	-	*			*	*	*	*	
25.3	KNKENTN 2.0	90	* 12.46	f 6.51		* 7.56	* 8.07	* 8.28	9.89		* 9.42	3		* 1.57	2.25	* 8.25	* 3.47		* 6.17			* 7.42	* 9.27	9.42	* 10.12	-
23.3	THOMAS	8 Spur		*		*	*	4 ,	*		*			*	*	*	*		* .			*	*,1,	*	*	-
21 9	CHRISTOPHER	Spur	*	*		*	*	*	*	-	*	2		*	*	*	* _		*.			*	*	*	*	·
20.0	GRFIRST STN	70	* 12.36	* 6.42		* 7.47	* 7.57	* 8.18	9.30	y no teknolo-	* 9.82	1	· · · · · · · · · · · · · · · · · · ·	* 1.47	* 2.15	8.15	* 3.38		* 6 07		7.50PM	* 7.82	* 9.17	* 9.32	* 10.02	ļ
19.5	AUAUBURNN	300	* 12.34	f 6.40	7.80AM	7.45AM	* 7.56	8.15AM	PROFESSIONAL PROPERTY AND ADDRESS OF THE PARTY		9.80AM	10.45AM		1,45PM	2.13	3.18	* 3.86	4.45PM	* 6.06		7.40	7.3 OPM	9.15PM	9.30	10.00PM	10.
15.1	DIERINGER	No Sdg.	* 12.26	* 6.80	f 7.15		* 7.44		* 9.00	]		* 10.30			* 2.08	* 3.03	* 3.28	* 4.80	* 5.54	-	* 7.29			* 9.15		* 10.
12.6	SNSUMNERD	No Sdg.	* 12.28	f 6.25	7.09		* 7.89		8.55	<u>†                                      </u>		10.25		£7.5.15	1.58	2.58	* 3.24	4.25	* 5.49		* 7.24	1.7	!	f 9.10		9:4
11.0	MEEKER	70	* 12. 20	* 6.18	* 7.04		* 7.85		* 8.50	-0.00		* 10.20	1 11 11 11	No works you	* 1.53	* 2.53	* 3.21	* 4.20	* 5.45		* 7.19	via d		* 9.05		* 9.8
9.7	PYPUYALLUPN 6.7	70	* 12.15	6.15	7.01		* 7.33		8.47	9.35AM	Total Control of Contr	10.17	e in a header	of production by the	1.50	2.50	* 3.19	4.17	* 5.43	6.00PM	7.16	Ϋ́	Bessel (springstaneerscha	9.02	٠,	9.4
3.0	RNPRESCOTTN	No Sdg.	* 12.06	* 6.05	* 6.50		* 7.20		* 8.35	* 9.20		* 10.05			* 1.35	* 2.85	* 8.09	* 4.05	* 5.80	* 5.45	* 7.05	9		* 8.50		* 9.8
1.3	QTACOMAN		12.01AM	6.00AM	6.45AM		7.15AM	A	8.30AM	9.15AM		10.00AM	2 7.1		1.30PM	2.80PM	3.05PM	4.00PM	5.25PM	5.40PM	7.00PM			8.45PM		9.8
0.0	TACOMA WHARF	3000		* .		,				7			- 1 Sec. 1											-		-
	1		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAI
	Time Over District  Average Speed per Hour		31.4	27.1	24.3	30.0	25.7	30.0	25.7	28.3	30.0	.45	.25	.45	1.30	1.30	1.15	.45	1.25	.20	.50	. 45	1.35	1.30	.45	.4

# AUTHORIZED SURGEONS, SEATTLE DIVISION. Location of Stretchers (S).

and our or he has been a been and an high been confirmed and home the real continues to be real continues to be

CLINTON T. COOK, Oculist, Seattle P. W. MILLIS, King St. Sta. (8)
F. S. BURNS, Seattle Yd. Office (S)
Seattle Tool Car, (S)

Dr. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.

Dr. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.

Dr. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.

Dr. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.

Dr. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.

Dr. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.

Dr. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.

Dr. B. E. HOYE, Auburn, (S)

Dr. B. E. HOYE, Auburn, (S)

Dr. B. E. HOYE, Auburn, (S)

Tacoma Round House, (S)

Tacoma Round House, (S)

Tacoma Baggage Room (S)

Dr. P. B. WING, Oculist, Tacoma BURNS, Seattle 10. Seattle Tool Car, (S)

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 services 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 Railway 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 specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty,

a substitution and the water out to the matter arrange of the first of the

EAST	RO	TIN	m
LANI	$\mathbf{p}_{\mathbf{Q}}$	OI	u

	Time Table No. 31	÷		· V	RST CLA	SS TRAIN	S.	0.04 11	e of '	iviel	on Sul	GLTLIC	GULLOT							THIR	CLASS ?	TRAINS.				
	Oct. 31, 1909		8	346					67.8	676	682	680	684	686	602	: .	r	000	962	936		!	-			
e ti	Succeeding No. 30.		Passenger	Passenger -				,	Freight	Freight	Freight -	Freight	Freight	Freight	- Freight		r	Way Fr'ght	Freight	Way Fr'ght		i.				
a Wha	STATIONS	City of Tracks	DAILY	DAILY					DAILY.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		. pt	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	-  -			1		
Distance from Tacoma Wharf	Telegraph Offices and Calls	Capacit Side Tr		258's Connection	12 m.				No. 605	- 1 j	No. 601		·	No. 603										1		
	UD King Street Station N		11.00PM							practice of	****		'A			P. 44;		Jack			****		· ·		00 0 (MCC)	,
41.1	YDSEATTLE YARDN	500	*						- 4.00A	5.45AM	8.50AM	11.55AM	-9	11.00PM					2	6.05PM			- 1	2		
38.7	AGN	500	* 10.49	31				***	3.25	- 5.80	- 8.88	11.40		10.22	1,	×			· · · ·	5.50	-ex / :	***				
31.9	C. M. & P.S.R.R. Crossing		*	-	*		***		-	- 1	11	Acres 116	7 7						-	1.						
31.8	BIBLACK RIVERN	60	* 10.38		100	- 1			8.05	- 5.00AM	8.28;	11.20		10.10			7 99 F			5.20 PM	7.					-
29.4	ORILLIA	5 Spur		4				-		See page 10		4 1	317.					-		See page 10				, .		
	0'BRIEN'S	3 Spur								- 1		188 m			,											
25.3	KNKENTN		*10.28			. 1			- 2.50		8.18	11.00	7	10.00		. ,	2 5 4		1	,	n	* * *				
23,3	THOMAS	8 Spur	•	-	: ;		-				- 4	sear her.		· · ·								,				
	CHRISTOPHER	Spur	•				•:		· .		- a		parane.													/
1	GRFIRST STN		* 10.19			***		;	2.30AM	- 1	8.07AM	10.40	10 5	9.42PM				- ·							· · · · · · · · · · · · · · · · · · ·	
	AUN	300	* 10.17	12.15AM		, Li. 5				i	was.	10.35	00 L 1	y 1				10.25AM	2000		*:				CONTRACTOR AND ADDRESS OF	The distribution of the last o
	DIERINGER	No Sdg.	* 10.09	* 12.0.1AM		5		· · · ·	-			10.20	7-1 5-1 j	- '				10.15		· ·				1.		26 Automorphism
	SN SUMNERD		* 10.05	11.55PM		<u>!</u>						10.10	70 71					10.10					,			-
	MEEKER	70	* 10.02	• 11.51		?					· .	10.05	100 11					10.05	. '						30. 13	
9.7	PYPUYALLUPN	70	* 9.59	11.48	<u> </u>	4.4 ?			;			9.55	4.5 OPM	-	11.40PM			10.00	4.85AM							
.3.0	RNPRESCOTTN	No Sdg.	9.49	* 11.85	7	) h.	. : :		-			9.85	4.30		11.25			9.35	4.15	7	i	-1.		;		
	QTACOMAN			11.80PM	7	1047		, . :	1				1.31			- :		7				. :				
	TACOMA WHARF	3000	1		*****	- 13	<del></del>	30.77				9.204	4.10PM		11.00PM			9.15AM	4.00AM	,				- i		-
	1 ( ( ) ( )	7 2	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EX. SUN.	EX.SUN.	EX. SUN.		-			,	-
	Time Over District	- 1	1.15	.45			To the second	#	1.30	.45	.43	2.45	.40	1.20	.40			2.30	. 35	. 45				. 1	,	

SEE SPECIAL RULES PAGES 2, 3, 4, 5, 6 AND 12.

#### Special Rules Governing Use of Double Track Between Tacoma Wharf and King Street Station, Seattle.

- (1) Double track extends from Tacoma Wharf to King Street station, Seattle.
- (2) Trains must keep to the right unless otherwise provided.
- (3) Before clearing any train entering double track at junction or initial points, or allowing any train to cross over to opposite track for the purpose of running on such track, operators must secure train dispatcher's authority.
- (4) Upon receiving proper block clearance and displaying classification signals, any train may proceed without further orders, inferior class trains keeping clear of first class trains.
- (5) Any train having work to do, or liable to be delayed by any cause, will report to the superintendent, and will not occupy the main track on the time of first class trains without permission.
- (6) When a train crosses over to or obstructs the opposite track unless otherwise provided it must first be protected as prescribed by Rule 299 in both directions on that track and permission of Block Operator secured.
- (7) Work extras must move with current of traffic unless otherwise directed.
- (8) Any train making reverse movement on double track against the current of traffic must receive either clearance or clearance and caution card at every block office they pass.
- (9) If a train should part while in motion, the enginemen and trainmen of the front portion must give the train parted signal to trains running on the opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted must immediately reduce speed and proceed with caution until the separated
- (10) Caution must be used by engineers of trains approaching stations where any train is receiving or discharging passengers, full stop being made before passing such train. See rule No. 304, Transportation Rules.
- (11) To insure personal safety, operators having train orders or messages to deliver to passing trains should stand to the right hand side of train and avoid standing between tracks when possible to do so,

#### Rules Governing Interlocking Plant C. M. & P. S. Crossing, Black River.

All movements and the direction of traffic are governed by HOME and DISTANT SIGNALS.

All movements and the direction of trainic are governed by HOME and DISTANT SIGNALS.

HOME signals are located 550 feet from crossing and DISTANT signals are 3,000 feet from the crossing.

All movements against regular movements of traffic are governed by BACKUP or DWARF SIGNALS. These signals are located 390 feet from crossing and on opposite side of crossing from the HOME signals governing same track.

All HOME signals are equipped with two blades and two lights. DISTANT signals and DWARF signals are equipped with one blade and one light. Signal indications are as follows:

DAY INDICATIONS.

HOME SIGNALS: Both upper and lower arm horizontal STOP. Upper arm inclined upward 90° to vertical position; lower arm horizontal PROCEED AT REGULAR SPEED.

DISTANT SIGNALS. Arm inclined upward at an angle of 45° from horizontal position PROCEED WITH CAUTION; expecting to

find HOME signal at DANGER. Arm inclined upward 90° to vertical position PROCEED AT USUAL SPEED; expecting ro find HOME signal in PROCEED position.

DWARF SIGNALS: Arm horizontal STOP. Arm inclined upward 90° to vertical position PROCEED AT USUAL SPEED. Used in back-up movements.

NIGHT INDICATIONS.

HOME SIGNALS: Both upper and lower lights RED STOP. Upper light GREEN; lower light RED PROCEED AT USUAL SPEED.

DISTANT SIGNALS: YELLOW light PROCEED WITH CAUTION; expecting to find HOME signal in STOP position. GREEN light PROCEED AT USUAL SPEED; expecting to find HOME signal in PROCEED position.

DWARF SIGNALS: RED light STOP; GREEN light PROCEED AT USUAL SPEED. Used in making back-up movements.

		Œ,	

WEST BOUND.						,										PECON	בוט עו	TRICT				/	
				TH	HIRD CLA	SS TRAIN	S.		(14)	at clik	687.10	IN THIS	JUNE 1	Sì	ECOND CL	ASS	gs Way	Time Table No. 31.			FIRST	CLASS TI	RAIN
			rail S					ì	931	929	927	925	923	565	563	675	Sidings Sidings	Oct. 31, 1909.	nbers	les	343	341	34
	-			-	- su de l	D 10. 20		1	Way Freight		Way Freight	Way Freight		1	o misya	Freight	0 0	STATIONS	N.	ap ap	Passenger		
			1	926	263	930		-	EXCEPT	EXCEPT	EXCEPT	EXCEPT	EXCEPT	EXCEPT SUNDAY	EXCEPT	DAILY	Capacity Distance_f	Telegraph Offices and	Station	Vates cales ind V	DAILY	DAILY	(Na.)
	ļ		i.	9 15'9	Aslanda la	1 5 3 A A C. VA		- Tuesday	SUNDAY	SUNDAY	SUNDAY	6.45M		SUNDAY	SUNDAY	9.15PM		YDSEATTLE YARDN 0.9	CF	WC			
				* ************************************	1 1358	100		die	VIIAU	* STAIL	MARIN	10 10712	73130	VALLY	*.41.A.			UDKING STREET STATIONN	31	\$1	-	10.25AM	-
										1532 1		7.00	111/2 11/2		1000			0.3		8 : 2	1.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-
			1		ii	. ,		- Lacour								-	0.	1.6		Ş	10 10 10		-
	-	-	-					- description	. :				2				. 1.	3 G. N. CROSSING	• .				
	-				-			To the second		1		7.25	2.10			9.50	300 4.	BAD 1.9	CF 35	W f	f 7.55	* 10.40	f
	-	-	-					*				7.30	2.15		- 1	10 00	80 . 5.	FRD	CF 37	200	8.00	* 10.45	
			-	<del>-</del>	-			-		-	-				-			BKBROOKLYND		-	8 08	* 10.50	1
											-	7.50	2.50		- 2	10.50		6.1 KEITH	CF 42	f	f 8.20	* 11.00	f
				-	-			-		-			3.05	Andreas - Section	- 3	11.10	60 15.	4.0 LAKE	CF 46	Wf	f 8.30	* 11.10	f
			_	_		_		-	-	7- 1	-	3438:40		1		11.10 928 11.30	i	LAKE		A)	925	* 11.25	-
				_		_						9.80	8.25					1.7	53	WC			
										,		9.55A	3.40	1100		11.45PM		CJNOODINVILLEN 5.9		T	-	11.30	_
,		-						. 4				See page 9	4.30	Trails.		12.45AM	80 29.	MBNALTBYN 8.5		Seeks .	9.15	* 11.50AM	
	-			-	-	-		1			8.00A	4	5.00AN		9.15AM	1.30 676	150 38.	OM SNOHOMISHN 5.2	CF 69	W C S Y	9.40	12.15PM	M
	-			-		·		1			8.30		See page 9	ALL STREET CO.	9.40	1.45	45 43.	MAD	CF 74	W	9.55	12.25	
	-			-	-	\		<del></del>		-	9.00		othygiagottena z	Non-Service	9.55AN	2.00		FDD		The same	10.05	* 12.32	
	-		-	-		-			-	-	343 9.45 344 10.30		art I		See	2.20		7GETCHELL	CF 82		-	* 12.42	-
			-							-	11.00				(To Monte Cristo Bh)	2.35	-	6.2 EDGECOMB	CF	Wf		* 12.55	-
							<u>.</u>	-						'	Cristo Bh)	2.55				Y Y Y NO ME	10.40	1.03	-
						_	,	- Y	2		11.30A	-	0.00 <b>010</b> 0.000	please or	* * * * * * * * * * * * * * * * * * * *	3.10		AARLINGTONN 3.8		-	10.50	* 1.12	-
		~				con in acco			-× ; .	et with trans	12.01PM	1	a significant of the significant	ostopia/mbero		3.10	40 63.	{ BT M. & N. CROSSINGD } BRYANT	95	\$ ·	10.50	117 -1-14	1.5
						-					12.80	-	-/			3.30	65 70.	MU McMURRAYD	CF 101	W	11.05	1.25	1
						-	-				1.00	1000			1 27	3.50		MONTBORNE	CF 107	- 65	11.20	* 1.40	
			-			-		-	-	ļ.,	341 1 · 10 342 1 · 55	-		N. 10 . 2 . 1		- 3.55		BGD	CF		11.23	* 1.45 927	1
	-								-	12 1 2	2.25	-	CARG L	7.33AG 1	. 1	4.10	135 82.	7 CACLEAR LAKED	109 CF	77	11.35	* 2.00	-
				_					-10.010	9 401					1					WC	11.45AM	2.10	-
×									12.01P	8.40A	2.400	131	15,540 31			4.20 4.45	290 85.	$ \left\{ \begin{array}{ll} \{ \begin{array}{ll} \text{WL} & \text{SEDRO-WOOLLEYN} \\ 2 & \text{G. N. CROSSING} \\ 0 & \text{4} \end{array} \right\} $	117	T			
	-			7 (* 15)	160 3	997 1	111 1	1 1 1 = 1	n. r	17. 397	D.B.C.A.	1897H 31	181 1	duot	le le	, p. 15.	86.	3P. S. & B.R. CROSSING 5.1				,	
	_	-\···				-			12.50 34212.55	9.15	-	-		From Bghn Branch	n ·	5.15	45 91.	THORNWOOD	CF 122	11 35 13 1	f 12.01PM	* 2.25	f
		-					-	-	1.15	9.40	M	-	************	3.45P		5.30A		2 WKWICKERSHAMD	CF 128	YW	12.15PM	2.40	
	-	-	-	_				-	1.25	See	i.i	100,d4.2	Line Satur	3.52	4 1 1 1	-	Spur 100.		CF :	41.	See	* 2.45	
			-		-	_		_	1.35	To Bham	-	1		3.59		See Bellingham Branch	18 102.		131 CF	w	page 10 To Bham	2.50	To
	_		-		-	· /· /·				Bch	- 177		and pr			page 10		7.9	CF 133	-	Bch	3 15	-
r 1 2 -2						-			2.10	. e din			10.44 10.	4.20		· · · · · · · · · · · · · · · · · · ·		DMDEMINGD		1	4.00	* 3.16	-
									2.11			-		4.21	-		18 110.	8.9	CF 142				
						• 1, • 1		-	2.50	13 3	100	nin n	vislen:	4.45	· · · · · ·		18 119.	6 NCNOOKSACKD	CF 151			3.40	_
	,	1				- ·			1 1 1	1 11800	i ball		ν.		}	4 1	125.	0B. B. & B. C. CROSSING	ps -	1, 11		C 10 12	. 11
	-	-	-			· per i		-	3.15P		TOUT.	14 09 3	i inn	5.00P	PM	1. 1. 1.	110 125.	9 SUSUMASD	CF 157	WCST	7 14 10 A	3, 55PM	M
	-	-	-		N 734-11				EX. SUN	EX. SUN.	EX. SUN.	EX. SUN.	EX. MON.	EX. SUN	EX. SUN.	DAILY .	7 7 7 7 7 7 7	i ja atrein i pitem		. VI:	DAILY	DAILY	D
1. 2 1. 1.	1	Maria art	13.75		, Milly	\$ A COUNTY	35.12 T 191	Favet, 12.	3.15	1,00	6.45	[3.10	3.20	1.15	0.40	8-15		Time Over District			4.35	5.30	2
		1		top to clear	A 19-1	1	1.	Yard, King- m and Sumas	12.3.	11.3	7.1	7.4	11.4	23.0	12.4 arance at disignal is	11.9	1	Average Speed per Hour  Kersham STANDARD CLOCKS—Se  Woolley: (CTs hos right over N		7 47th, 8 7	21.2	f 7 1 . 4 . 1	-

All trains doing station work at Fremont and Brooklyn must stop to clear street car crossings at these points.

No. 342 will register by ticket at Woodinville and need not obtain clear-since there unless board is red.

REGISTER STATIONS—Seattle Yard, King St. Station, Woodinville, Sno-tone, a.m., unless: red signal is displayed.

Engineers will not obtain clear-ance at woodinville and wickersnam and Sumas.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

Engineers will not obtain clear-ance at woodinville and wickersnam and Sumas.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

Engineers will not obtain clear-ance at woodinville and wickersnam and Sumas.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

STANDARD CLOCKS—Seattle Yard, King St. Station, Everett, Arling-from 8 p.m., to 8 a.m., unless: red signal is displayed.

STANDARD CLOC

/	· · · · · · · · · · · · · · · · · · ·		7			1	7148	DIST				18.8 12.7			1										T BOU	
FIRST	CLASS TR	AINS.			Time Table No. 31		SS .	SECOND	CLASS.	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	THIRD	CLASS T	1 10 00 5	I as			7	1 3 1 3 1	19	1 3 3	1		1	<u>.</u>	· ·	-
48	342	344	il,	nbers	Oct. 31, 1909 Succeeding No. 30.	from	Siding	564	676	924	926	928	930	932	1				ļ							
senger	Passenger	Passenger	s, Tab	n Nur	STATIONS.	s s	ity of	Mixed	Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight				* *****								
AILY ?	DAILY	DAILY	Wate Scales and V	Statio	Telegraph Offices and Calls.	Dista	Capar	EXCEPT	DAILY	EXCEPT MONDAY	EXCEPT	EXCEPT	EXCEPT	EXCEPT	13.1	1 112	1 1 2 2 1	.n <sub>e</sub> ee(	i rigised	l logist !	140/2501	i mighted	Joy en 1		1	
					YD. SEATTLE YARDN		1250			3.00PM	-	12.30AM	-		1 1 1		17 1- 14	Statistics of the second			1	1				
OOPM		12.40%			UD. KING STREET STATIONN		17	14.145 Y	1	2.45	1	1	70380	17:22	enne.		B. 1. (C. 1)	19823 9	5	<del> </del>		-	1	1	1	- +
	1 -3 t 5-54 h 25	·4 3351	1.4	-E-17, 1	Yesler Way	125.9	-	1 - 1	-		****		- 1		-	,	-	-	-		-		-		-	-
					G. N. CROSSINC	124.3	-	7.5				11	•	1			-	-		-	-				-	-
8.45	* <b>4 35</b>	f 12.25	w.	CF	BADINTERBAYD	121.9	300		; '	2.30	1	12.01AM	- 11-							:					-	
8.40	.4.30	12.20	8	35 CF	FR FREMONT	120.0	80		1 -	2.15		11.50PM			-	•								-		-
8 28	* 4.20	12 10	-		2.1 BK BROOKLYN D		-		· · ·	-				3				ļ		**.	-			-1		-
8.18		f 12.02PA	-	39	3.1 KEITH	114.8				1.45	1	11.30	* 7								-				-	-
8 07	4 -	f 11.52M		CF 42 CF	4.0	110.8	- 60	-	•	1.20					-		*					-				
	* 3.48	11 35		46	LAKE	. ?	- 50	<u> </u>	See page 10	12.40	1 4 1	11.10 675										+		-		-
7 50					B BOTHELL		- 100		2.50AM		1	1			· · · · · ·			-						1		_
	* 3.45	11.30	T	55	CJWOODINVILLEN 5.9	102.2	100				4 1	10.20	err and plant	Grant Co					,					,		_
7 30	* 3.30	11.15			MBN 8.5		80		2.80		See 933, p9 Everett Branch	9.45	in means son	der en en		· ·						7.1			****	7
7 05	. 3.05	10.50			OM SNOHOMISHN 5.2		150		1.30 67512.50		2.00PM	8.35PM		1	3											_
6 50	2.51	10.35	W		MAD 3.1		45		12.35		1.45		1.25	1.3 SX.18						, * ,	į.				1 1	
347	* 2.45	10.25	,	OF 77	FD HARTFORDD	79.6	102		12.25		1.25		7.0	N AS								2. 1	4 5. 5		3 3	
8 30	* 2.35	10.15 343-927		CF 82	GETCHELL	75.2	60		12.10AM		3411.00PM 12.35PM	e .		i Hali					,	,					1	
6 13	* 2.21	i 9.58	WIME	CF 88	EDGECOMB	69.0	45		11.30PM		11.50AM		100	1500								-	-		1	
6 05	2.15	9.50	Y 8 ME	CF 91	A ARLINGTONN	66.0	132		11.15		11.30				1											
5 55	* 2.08	9.40	10	CF 95	{M. & N. CROSSING } BT BRYANT D}	62.2	40		11.00		11.00 10.40 343		and the second	7		-									1	
5 40	* 1.55	9.25			6.3 MUMcMURRAYD		65		10.40				1		1					ļ					\$	-
		9.25 926 9.10			5.6 MONTBORNE	50.3	25		10.20		9.40 344 <b>9.10</b> 8.80		Special Control of the Control of th	1.			-				-		è	<del></del>	-	-
	* 1.40	9.05			1.7 BQDIQ_LAKED		- 70		10.15		8.15		3 1					ļ					4		-	_
-	* 1.35 927			109	5.4		- 100						3				2 1 1					,	1		-	_
	* 1.20	8.50		114	CACLEAR LAKED		135		9.55		7.80	<u> </u>			1	<u> </u>									ļ	_
5 00	1.10	8. <b>40</b> 929	WC T	CF 117	{ WL SEDRO-WOOLLEY N } 2 G. N. CROSSING }	40.0	290		9 45 8.55		7 OOM		11.00AM	4.15PM	N. Proc.								3.4		4	
					P. S. & B. R. CROSSING	39.6	-	See 571 page 10					and the second	110	.1		4						£29.		1	
4 45	* 12.55 931	f 8.25		CF 122	THORNWOOD	34.5	45		8 35 347 <b>8</b> 30		, ,		10.85	3.45	- American								*		1 2	*
4 3 OPM	12.40	8.10AN			WKWICKERSHAMD	28.7	75	8.15AM 344					10.10	3.15PM			,						ž .			-
Cases	* 12.35	564		CF 131	SAXON	25.9	Spur						9.55		1		1 .	·					1 53		1	- (
From LLINGHAM Tanch)	12.30	(From 'BELLINGHAM Branch)		131 CF 133	2.2 ACME	23.7	18	7.55	(From BELLINGHAM Branch)				9.45	(Fee-			· .	·					· ·	T <sub>2</sub>	I	-
	12.08		-		7.9 DMDEMINGD		20	7.35					9.00	(From BELLINGHAM Branch)									\$ 11 1		1 2	-
	* 12.06PM				0.6ABBOTT	15.2	15	7.32					8.35			-	-			-	-		1 1 2		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	11.45AM			CF 142	8.9 NCNOOKSACKD		10	7.15					8.00	- 1.1	14		-			1 .					7 2 2	-
water-10-10-10-10-10-10-10-10-10-10-10-10-10-	* T . ZOM		<del>-</del> ,	CF 151.	5.4	. ? :	-	1	t .	-	<u> </u>		7		1		-		- :				1		3 1 1 1 1	
	11.00				B. B. & B. C. CROSSING	0.9	-						N OOW	- 2711.		* *							\$ . 114.00 \$ . 001 a		1	1
	11.30AM		WC ST	CF 157	SU SUMAS	0.0	110					nv arm	7.30AM		- Sept.								1	-1-ke	7.35	1 -
4.30	5.20	DAILY 4.30		: '	Time Over District	1 1/13 1	-	EX. SUN.	6.50	EX. MON. 2.30	7.00	EX. SUN. 3.55	EX. SUN.	EX.SUN.	-	-			Lang.	i tar et	Hart La	en will high	(notta)	James refer	- 4860 X 115	5 y (8.7
21.6	22.6	21.6			Average Speed Per Hour	Look ou All train and within artford, An		23.0	10.7	9.9	6.8	10.0	11.4	11.3		-	41		- 7 kukitu	1 1 1 1	1 3 3 3 5	1000	a togal	oro dag	อย่างกลา	3

WEST BOUND.											EVERETT BRA	NCI	Η.		. 1	11.	4.61
3		SECONI	CLASS 7	TRAINS.		THIRD	CLASS.		] .		Time Table No. 31.	1 .	88	SECOND	CLASS.	THIRD	CLASS
	401	487	435	715	451	933	923	les	Numbers	шо	Oct. 31, 1909.	from	Sidings	566		934	928
	G. N. Freight	G. N. Freight	G. N. Freight	G. N. Freight	G. N. Freight	Way Freight	Way Freight	r, Coal,	n Nur	Distance from Snohomish	STATIONS.	nce fr	ity of	Mixed	Color Color	Way Freight	Way Freight
	:	,	1		:::	EXCEPT	EXCEPT	Water	Station	Dista	Telegraph Offices and Calls	Distance Sme/ter	Capa	EXCEPT SUNDAY	-	EXCEPT SUNDAY	EXCEP' SUNDA
	:		,	1	!	2.55PM			-		OMSNOHOMISHN		-	See 563, p 7 8.45AM		See 927, p 7	See page
	-								BB 1	0.7	7VARDEN	-10.7	22 Spur		The second secon		- DAME
									BB 5	5.4	EBEY JCT	6.0	S 50		1		
	10.40PM	8.15PM	3.40PM	2.35PM	6.20AM	3.25	6.00	-	BB 6	6.2	WLOWELLN	5.2	16	8.20	-	7.05	7.25
	10.50	8.25	3.50	2.45	6.80	3.35PM	6.10AM	WC	BB 8	7.7	EVN	3.7	100	8.15AM	4	7.00AM	7.20
	11.00PM	8.35PM	4.00PM	2.55PM	6.40AV	ALISMANISMANISMANISMANISMANISMANISMANISMAN	POLITICATION		BB 9	8.9	PG G. N. JUNCTION N	2.5	. 40		į		-
				occupations and a	MATERIAL STREET, STREE				-		7G. N. CROSSING	-		18-72. 1	ŧ .		1
			-						BB12	11.4	SMELTER	-0.0	175		1.		· · ·
						EXCEPT SUNDAY	EXCEPT MONDAY		-			3 1		EXCEPT SUNDAY	-	EXCEPT SUNDAY	EXCEP' SUNDA'
						.40	.40		-		Time Over District	. !		.30	Jan .	.30	.30
			-			11.5	11.5		-		Average Speed per Hour	- 1		15.4	7	15.4	15.4

#### **SPECIAL RULES COVERING TRAINS ON EVERETT BRANCH**

EAST BOUND.

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

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 trains, until electric trains have cleared block.

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

WEST B	OUND.				SN	OQUALMIE BRANCH			•	EAST	BOUN	D.	28-11-	WEST BO	OUND.			]	MON	TE CRISTO BRANCH	[.		EAST	BOUL	ID.
THIRD CLASS.	FIRST	CLASS.			-	Time Table No. 31.		s,	FIRST	CLASS.	THIRD	CLASS.		SECOND CL	ASS TRAI	INS.				Time Table No. 31.	85	SE	COND CL	ASS TRA	INS.
925	B.	325	I, les	nbers	Ho e	Oct. 31, 1909. Succeeding No. 30.	шо	Sidings	320		924			7.61	567	563	al, oles	mbers	Elo	Oct. 31, 1909. Succeeding No. 30.	rom sto f Sidin	568	570		<i>;</i>
Way Freight	,	Passenger	r, Coa	ın Vu	nce fr	STATIONS.	nce fr	city of	Passenger		Way Freight			100 TH	Mixed	Mixed	s, Tal	on Nn	ford	STATIONS.	ance from te Cristo icity of Sid	Mixed	Mixed	1 /2	1.35.4
EXCEPT SUNDAY		DAILY	Wate Scales and V	Statio	Distance Woodinvi	Telegraph Offices and Calls	Distan Sallal	Capacity	DAILY		EXCEPT MONDAY			W18 57	Mon., Wed., Fri.	Tues., Thur., Sat.	Wate Scale	Static	Dista	Telegraph Offices and Calls	Mon Cape	Tues., Thur., Sat.	Mon., Wed., Fri.		1 2 2 20
See page 7		See page 10							See page 10		See page 8			05 17	See 563, p 7	See page 7				1					*** * * ,
10.25AN	4	5.55PM	CT W	CF 55	0.0	CJWOODINVILLEN	39.2	100	8.50AM		12.05PM			DG-11	10.30A	10.30AN	A	CF 77	0.0	FDHARTFORDD	42.0 102	1.00PA	2.50PM		
	•	f		BC 4	3.9	WILLOWS	35.3		f		14.74	1		50, 61		f		BD 3	1 1	LOCHLOY					
11.15AN 924	:	6.17		BC 7	6.7	RMREDMONDD	32.5	43	8.28		11.15 AM 925			01 6		f				SOBEY		_	1		
					8.0	PARADISE LOGG. RY. CRSG	31.2	-			S. Adeco.	· · · · · ·		200.0	11.30A	11.15AN	Y	BD 6	6.3	GFGRANITE FALLSD	35.7 70 Spu	12.15M	2.05		
		f		BC 9	8.8	ADELAIDE	30.4	3 Spur	f					23 11			W	10		TUNNEL No. 1					
		f ·		BC 11	9.8	SAMAMISH	29.4	6 Spur	f								THE PERSON NAMED IN		1	TUNNEL No. 2		1			
		f .		BC 12	11.2	INGLEWOOD	28.0	3 Spur	f ·					C 10 7 .	12.30PM		W Wye	BD 14	13.6	ROBE	28.4 10		1.20PM		
12.15 PM		6.45		BC 15	14.7	MONOHON	24.5	33	8.04		10.10			y graphic.	And the property of the same	-		BD 19	19.0	BOGARDUS	23.0 5 Spur	r			
12.50		6.57	W	BC 19	18.8	GD	20.4	100	7.53		9.30					-31		BD 20	19.9		22.1 6 Spu	r			
1.50		7.25		BC 26	26.0	RNPRESTON	13.2	18	7.33	<del>-</del>	8.50	4					W	BD 29	29.0		13.0 16		- 1	~	
2.15		7.37	w	BC 29	29.0	FYD	10.2	12	7.20	-	7.50	*						BD 30	30.1	BONANZA QUEEN	11.9 3 Spu	r /			
		f		BC 32	32.0	SNOQUALMIE FALLS	7.2	4 Spur	f .		1	- A1 ,	:						1 1	BARLOW PASS	1 -	r .	No.		7
2.40		7.48		BC 33	32.9	SOD SNOQUALMIED	6.3	36	7.10		7.25						WC	BD 42	42.0	MONTE CRISTO	0.0 100	1	- ( )		
8.00PM		8.00PM	YC	BC 36	35.9	BND 3.3	3.3	18	7.00AM 924		7.10AM 320	4 200			Mon., Wed. Fri.	Tues., Thur, Sat.			· .		. 1	Tues., Thur., Sat.	Mon., Wed., Fri.		
						SALLAL	0.0		MONTH SAMPLE .		4.00	1000			2.00	.45				Time Over District		.45	1.30		
EXCEPT		DAILY		,		į .			DAILY		EXCEPT MONDAY	1	-		6.9	8,2		-		Average Speed per Hour	-	8.2	9.2		-
4:35		2.05			1	Time Over District			1.50		4.55	week :	1							Commence of the control of the contr				y2 -	
7.8		17.4				Average Speed per Hour			19.8		7.3		1		J	]			1. ]	<u> </u>	] ]	1	1		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. 325 has right over No. 320 Woodinville to North Bend. West "Y" switch at North Bend will be lined for "Y."

Nos. 925 and 924 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 Pass to Bonanza Queen and from Robe to Tunnel No. 1. East bound 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. 563 and 567 will wait at Hartford for No. 343's and 344's connection, unless otherwise instructed.

Denaling Switch—Siding at Tunnel No. 2.

No. 563 has right over No. 568 Hartford to Granite Falls. No. 567 has right over No. 570. Nos. 570 and 568 will be run extra Hartford to Everett. No. 563 will be run through to Silverton and return as an extra every Saturday.

WEST BOUND.

THEW

WES	ST BOU	ND. I	LAK	EW	/AS	HINGTON BELT LINE	BR	AN	CH. E	AST BO	OUND.
THIRD	CLASS.	FIRST CLASS		1 .		Time Table No. 31.	1 4 1		FIRST CLASS	SECOND CLASS	THIRD CLASS
	935	325	l, les	nbers	E L	Oct. 31, 1909. Succeeding No. 30.	from	Sidings	320	676	936
	Way Freight	Passenger	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Black River	STATIONS	Distance from Woodinville	city of	Passenger	Freight	Way Freight
	EXCEPT SUNDAY	DAILY	Wate Scale and	Static	Dista	Telegraph Offices and Calls	Dista	Capacity	DAILY	DAILY	EXCEPT SUNDAY
	9.45AM	4.5 OPM		CF 21	0.0	BIBLACK RIVERN	24.1	60	See page 5 10.05AM	See page 6 5.00AM	See page 5.20P
	9.50 11.00 320	<b>4.55</b> 936		BA 22	2.1	{RTRENTOND}C. & P. S. CROSSING}	22.0	50	10.00 935	4.50	5.10 4.45 325
• ;.					2.2	C. & P. S. CROSSING	21.9				- 11
					4.0	C. & P. S. CROSSING	20.1	,			
		f		BA 19	5.4	KENNYDALE	18.7	-	f	r	
34.5	11.55AN	5.20		BA 12	11.8	WILBURTON	12.3	20	9.85	4.10	3.50
	12.10PW	f 5.25		BA 10	13.6	NORTHRUP	10.5	50	f 9.30	4.00	3.40
	12.30	f 5.35	W 5- 10 me	BA 7	17.4	KIRKLAND	6.7	65	f 9.20	3.45	3.25
					23.8	R. R. CROSSING	0.3	7.			
	1.00PM	5.55PM	CT W	CF 55	24.1	CJN	0.0	100	9.00A	3.00AM	2.45P
	• 3.	See page 9							(From Snoqual- mie Bch)	See page 8	
	EXCEPT SUNDAY	DAILY				· · · · · · · · · · · · · · · · · · ·			DAILY	DAILY	EXCEPT
	3.15	1.05				Time Over District	7		1.05	2.00	2.35
	7.4	21.0				Average Speed per Hour	1 777		21.0	12.0	9.3

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. 325 fails to make transfer of mail with No. 308 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. 935 has right over No. 936.

WES	ST BOU	ND.	(* f)		D.	ARRINGTON BRANCH			EA	ST BO	UND
SE	COND CLA	ASS.				Time Table No. 31.	14		SEC	COND CL	ASS. MITC
		569	les	nbers	шо	Oct. 31, 1909. Succeeding No. 30.	шо	Sidings	572	?	
•		Mixed	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Arlington	STATIONS	Distance from Darrington	city of	Mixed	1	
		EXCEPT SUNDAY	Wate Scale and	Static	Dista	Telegraph Offices and Calls	Dista Darri	Capacity	EXCEPT SUNDAY	5	
		11.00AM	CY	CF 91	0.0	Phone ARLINGTON N 4.6	28.0	132	. 5.00PM		
,			W	BK 4	4.6	COOPER	23.4	4 Spur			
		11.30AM		BK 5	5.2	TRAFTON	22.8	18	4.30		
				BK 7	7.5	CICERO	20.5	5 Spur		4	
		12.01PM		BK 11	11:0		17.0	40	3.55		
*(*)				BK 15	14.8	ROWAN	13.2	5 Spur		r 3	
		12.30	W	BK 17	17.0	Phone HAZEL D	11.0	80	3.25		
;		12.45		BK 20	20.2	LAMPSON	7.8	7 Spur	8.05		
		1.10		BK 22	21.8	IRVING.	6.2	4 Spur	2.50		
		1.30PM	CY	BK 28	28.0	PhoneDARRINGTOND	0.0	24	2.30PM		
		EXCEPT				/			EXCEPT SUNDAY		,
		2.30				Time Over District			2.30		
		13.2			-	Average Speed per Hour			13.2		

.... .. lid' r'impisi'

Register Stations—Arlington and Darrington.
Bulletin Station—Arlington.
Trains will keep under control where landslides or washouts are liable to occur.
No. 569 has right over No. 572.
West wye switch at Darrington will be kept set for the wye. This is a stub switch.

	****						******	-								
D	THIRD CLASS	SECOND	CLASS.	FIRST	CLASS.				Time Table No. 31.	- 1 -y	80	FIRST	CLASS.	SECOND	CLASS.	THIRD CLASS
6	929	675	571	347	343	I, les	nbers	from	Oct. 31, 1909. Succeeding No. 30.	from gham	Sidings	344	348	574	676	932
ht	Way Freight	Freight	Mixed	Passenger	Passenger	r, Coal, s, Tables Wyes	Station Numbers	Distance from Wickersham	STATIONS	ance from Bellingham	city of	Passenger	Passenger	Mixed	Freight	Way Freight
PT AY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY .	DAILY	Wate Scale and	Static	Dista	Telegraph Offices and Calls	Dista So. B	Capacity	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY
ge 6 OPM			411.146	4 1 1 1 1 1 1 1 1 1								See page 8	See page 8	See 565 p. 7	See page 8	See page 8
0	9.45AM	5.30AM	8.15 AV 344	8.50PM	12.15PM	Y W	CF 128	0.0	WKWICKERSHAMD	22.7	75	8.10AM 571	4.30PM	3.40PM	7.55PM	3.159
_	9.55	5.40	8.30	f 8.55	f 12.20	7.	BM 1	1.3	MIRROR LAKE	21.4	15	f 8.05	f 4.25	3.30	7.45	3.05
_	10.10	5.50	8.40	f 9.00	f 12.25		BM 4	3.8	PARK	18.9	15	f 8.00	f 4.20	3.25	7.40	2.50
	10.15	5.55	8.43	f 9.03	f 12.28		BM 5	4.8	BLUE CANYON	17.9	20	f 7.55	f 4.15	3.20	7.85	2.45
_		21-14		f	f	-	BM 7	6.6	IDLEWILD	16.1	No Sdg.	f !	f			,
0		,		f .	f	W 1 M E	BM 9	9.0	TOWANDA	13.7	No Sdg.	f	f.			
_	10.55	6.25	9.08	f 9.27	f 12.48		BM 11	11.4		11.3	20	f 7.35	f 8.55	2.58	7.10	2.00
5	11.10	6.35	9.18	9.37	12.58		BM 15	15.1	SILVER BEACH	7.6	No Sdg.	7.25	3.45	2.48	7.00	1.45
БРМ	11.25	6.40	9.20	* 9.40	* 1.00		BM 16	16.1	LARSON	6.6	30	* 7.23	* 3.43	2.45	6.55	1.40
DPM.	11.45AM	7.00AM	9.35AM	9.55PM	1.15PW 932	W Y CS	BM 20	20.1	WDBELLINGHAMD	2.6	50	7.10AM 675	3.30PM	2.30PM	6.40PM	1.15PW 343
_		74.0	75		,			21.9		0.8		f		12-1		. 377
PT NY						1.0	BM 23	22.7	FNSO. BELLINGHAMD	0.0	50					
_	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	74.7			- 1507			DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY
	2.00	. 1.30	1.20	1.05	1.00				Time Over District			1 00	1.00	1.15	1.15	2.00
	10.1	13.4	15.0	18.7	20.3	, .			Average Speed per Hour			20.3	20.3	17.2	16.0	10.1

BELLINGHAM BRANCH.

EAST BOUND.

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.

Reduce speed to six miles per hour over street car crossing between Silver Beach and Larson.

No. 929 has right over No. 932, Wickersham to Bellingham.

No. 343 has right over No. 348, Wickersham to Bellingham.

WES	T B	OUI	ND.	ROSLYN BRANCH	•	EA	ST BOU	JND.
SECOND CLASS.	S	bers	E	Time Table No. 31.	E		SECOND	CLASS.
575	Coal Table	Numbers	te from	Oct. 31, 1909. Succeeding No. 80.	ce from	Capacity of Side Tracks	576	
Mixed	Water, Scales, and W	Station	Distance f	STATIONS.	Distance Ronald	aci e Tr	Mixed	
EX. SUN.	Sca	Sta	Dis	Telegraph Offices and Calls	Dis	Car	EX. SUN.	
9.15AM	WC	1873	0.0	CLCLE ELUMN	5.3	500	11.15AM	
9.304	S	C <sub>A</sub> A	3.0	RS ROSLYN D	2,3	90	11.00AM	1
11		C <sub>A</sub>	5.0	RONALD	0.3		1 .11	1
EX. SUN.			5.3	BEEKMAN	0.0		EX. SUN.	. /
.15				Time Over District		2	.15	
12.0				Average Speed per Hour			12.0	

Maximum Grades.

Registering Station—Cle Elum, at which clearance will not be issued for Roslyn Branch trains except when red signal is displayed.

Engineers will not be required to consult register, except at initial or starting point. Derailing Switches—At Cle Elum, at upper switch at the head of wye toward Roslyn, will be left set for west leg. Roslyn coal train is required to come to a full stop above this switch. The stub switch on the main line, nearly in front of scale house at Roslyn, will be left set to act as derail to prevent cars running down main track to Cle Elum. Derail switch, 120 feet east of powder house one mile west of Roslyn, must be kept in derailing position when not in use. No. 575 has right over No. 576.

Bulletin Station—Cle Elum.

Roslyn Branches operated under staff system. Before using, trains will obtain staff which is located in staff box at the junction just west of passenger station. All other trains using branch must be operated under protection of flag.

#### COMMERCIAL SPURS.

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, 4, 7 & 8	12.7	1 E	4	Day's, F 3, 7 & 4	67.6	1 W	13
Lavilla, F 3, 4, 7 & 8	14.0			Ehrlich	73.0	1 W	20
Kenmore, F 3, 4, 7 & 8	18.4	1 E	7	Buxton	75.1	1 E	29
Wayne, F 3, 4, 7 & 8	21.0			Conway	78.2	1 E	
Hannan	21.8	1 E	14	Nookechamp, F4 & 7	78.6	1 E	5
Stockton	23.0	1 E	8	Heather	81.0	1 E	5
Bear Creek	24.8	1 E	17	Sedro Quarry	84.0	1 E	. 7
Sand Spur	25.3	1 E	12	Daniels	91.0	1 E	6 6
Grace, F 3, 4, 7 & 8	25.9	1 E	25	Lomond	92.0	1 W	20
Brace	28.5	1 E	3	Cogshall	92.4	1 E	32
XL Spur	29.5	1 E	4	Prairie, F 3, 4, 7 & 8	93.6	Siding	10
Cathcart, F 3, 4, 7 & 8	33.1	1 W	12	Brannain	95.2	1 E	. 2
Cobbner	35.5	1 W		Doran	99.5	1 W	4
Bromart	36.7	1 E	32	Canedy	100.5	1 W	5
Sinnett's	43.5	1 E	69	Standard, F 1 & 2	104.0	1 E	20
Bartlett	43.9	1 E	4	McDonald's, F1 & 2	105.1	1 .W	4
Lake Cassidy	49.3	1 W	3	Coyne	107.0	1 E	7
Kelmire	50.0	1 E	6	Van Zant's, F 1 & 2	107.2	1 W	8
Ryton	51.2	1 E	3	Case's Spur	108.3	1 E	5
Harvey	54.4	1 E	4	Eliton	112.1	1 E	13
Sisco, F 3, 4, 7 & 8	55.0	1 E	15	Lawrence, F 1 & 2	113.2	1 E	6
M. & A. Tfr.	58.3	· 1 E	6	McKee's	116.9	1 W	14
Kelly's Spur	59.0	1 W	4	Crescent	121.4	1 W	5
		1		IE BRANCH, n Woodinville.			
Derby, F 5 & 6	1.3		••••	Lovegreen	27.6	1 E	5
Campton, F 5 & 6	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	15	Quariton	34.6	1 E	
High Point, F 5 & 6	23.1	1 E	4	Tanners	38.1	1 E	15
Wescott	24.8	1 E	9	Weeks	38.2	1 E	100
				om Hartford.			
Guernsey	2.0	1 E	65	Atlas	8.3	1 E	5
Denmark	2.5	1 E	. 5	Bridge 12	9.0	1 E	8
	2.6	1 E	25	Hemple	20.2	1 E	5
Brilcom	20.0			. macampacti i i i i i i i i i i i i i i i i i i			
Beechwood	2.7	1 E	7	Tyree	23.2	1 E	21

Weiden Creek .....

Enos Quarry.....

7.3

#### 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		1 E	24
					2000		

#### DARRINGTON BRANCH.

Distance from Arlington.

STATIONS.	Miles	How Connected	Cars Capacity	STATIONS.	Miles	How Connected	Cars Capacity
Kinyon	9.5	1 E	12	Jenner	18.0	1 E	6
Etonia	10.4	1 W	10	Gorlock	18.4	Siding	25
Halterman	13.1	1 E	33	Welton	18.8	1 E	. 32
1 1		-	TABLE THE CONTRACT OF THE CONT	Fortson	21.2	1 E	26

#### LAKE WASHINGTON BELT LINE.

Distance from Black River.

Lauderback	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

#### WEST BOUND.

#### BALLARD BRANCH.

EAST BOUND.

						1.	Time Table No. 31.		so.	1 .	.i.	
* .*		3		les	umbers	from	Oct. 31, 1909. Succeeding No. 30.	from	f Sidings			
				r, Coal, s, Tables Nyes	Z		STATIONS.		acity o		7	
		4.	*	Water, (Scales, 7	Station	Distance Interbay	Telegraph Offices and Calls	Distance Ballard	Capa		i	
				S W	CF 35	0.0	BAD 1.1	1.1	300	1 11	1	
		į.			В 5	1.1	BDD	0.0	50		ė.	 
		4 4				1			.:		ş.,	 
		A. Characteristics								7.	1	* ·
	***************************************	Š		, .								 /
		1 -				ŧ.	, , ,					

#### MAIN LINE. DISTANCE FROM ELLENSBURG.

Murdock ..... 4.6 Wright ..... 23.3 Morgan's Mill ...... 61.0 Garibaldi ..... 76.6 AND RALIBORE PREPARE AND

#### MISCELLANEOUS INSTRUCTIONS.

#### Seattle Terminal Division extends from Black River to Woodinville.

including Ballard Branch and Seattle Yard, also from Argo to Massachusetts Street on Second Ave. Line.

Trains in this district will obey special instructions issued by Superintendent Seattle Terminal Division. Train orders will be signed by Superintendent Seattle Division.

#### RAILROAD CROSSINGS AT GRADE.

O. & W. crossing at Argo, C. & P. S. crossing at Argo, C. M. & P. S. crossing just east of overhead bridge on Colorado St. Line, 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 Washington 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. Standard Ry. crossing, mile post 104. 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.

#### 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 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.

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 C. P. S. Tracks. 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, Seattle

> > syan ba

#### RULES GOVERNING USE OF INTERLOCKING PLANT AT SOUTH PORTAL OF TUNNEL AT SEATTLE

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 AT SEATTLE.

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

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 AT SEATTLE.

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."

ann") 03

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

#### 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.

> J. E. CAMPBELL, Trainmaster, Seattle,

O. F. OHLSON, Chief Dispatcher, Seattle,

#### TONNAGE RATINGS—FREIGHT ENGINES.

				SEC	GND DIS	TRICT-	EAST B	OUND.									SECO	OND DIST	rrict—	WEST B	OUND.				
DISTRICTS.	Class D	2 & E 3	Class	E 6	Class	E 7	Class	3 F 3	Class	F 5	Clas	sF1	DISTRICTS.	Class D	2 & E 3	Class	E 6	Class	E 7	Class	F 3	Class	F 5	Clas	s F 1
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	e comment of the party of the p	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	850	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 Seattle	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
,						27.4				1			Thornwood to Sumas	900	30	1000	31	1200	40	1200	40	1300	. 43	1500	50
	Class D	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	s E 6	Clas	s E 7	Clas	s F 3	Clas	s F 5	Clas	s F 1
DISTRICTS.	Tons	Cars	Tons	°Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars ·	e t of t disast per	Tons	Cars	Tons	Cars.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Everett Branch—West Bound. Snohomish to Everett	800	27	850	28	1000	33	980	33	1100	37	1400	46	Monte Cristo Branch—East Bound. Monte Cristo to Silverton	200	7	215	7	300	10	285	10	335	11	435	14
Everett Branch—East Bound. Everett to Snohomish	800	27	850	28	1000	33	980	33	1100	37	1400	46	Silverton to Hartford	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Darrington Branch—East and, West Bound. Arlington and Darrington	2000	40	2000	40	2500	50	2500	. 50	3000	60	3000	60	Bellingham Branch—West Bound. Wickersham to Mirror Lake	340	11	365	12	415	14	400	13	475	16	575	19
Snoqualmie Branch—West										27 5		2.24	Mirror Lake to Larson	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Bound. Woodinville to Issaquah	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60	Larson to Bellingham	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Issaquah to Preston	260	9	300	10	415	14	400	13	450	15	550	. 18	Bellingham Brch.—East Bound Bellingham to Larson	340	11	365	12	415	14	400	13	475	16	575	19
Preston to North Bend	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Larson to Wickersham	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Snoqualmie Branch—East Bound, North Bend to Falls City	775	26	800	27	1250	41	1200	40	1350	45	1650	55	Lake Wash, Belt Line Branch—			1000		1400	40	1400	AR	1500	50	1800	60
Falls City to Preston	260	9	300	10	415	14	400	13	450	15	550	18	Black River to Woodinville	1100	37	1200	40	1400	46	1400	46	1500		1000	
Preston to Woodinville	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Lake Wash, Belt Line Branch— East Bound. Woodinville to Kirkland	800	27	825	27	975	32	960	32	1030	34	1150	38
Monte Cristo Branch—West Bound. Hartford to Granite Falls	500	17	525	18	850-	28	825	27	900	30	1000	33	Kirkland to Black River	-	40	2000	40	2500	50	2500	50	2750	55	3000	60
Granite Falls to Robe	310	10	315	10	350	12	325	11	375	13	475	16										17			
Robe to Silverton	325	11	350	12	450	15	425	14	475	16	575	19	Paragraph to 1912 can be a considered to 1921 to 1925												
									335	11			the later than the process												

FIRST	DISTRICT-	FAST	BOUND.

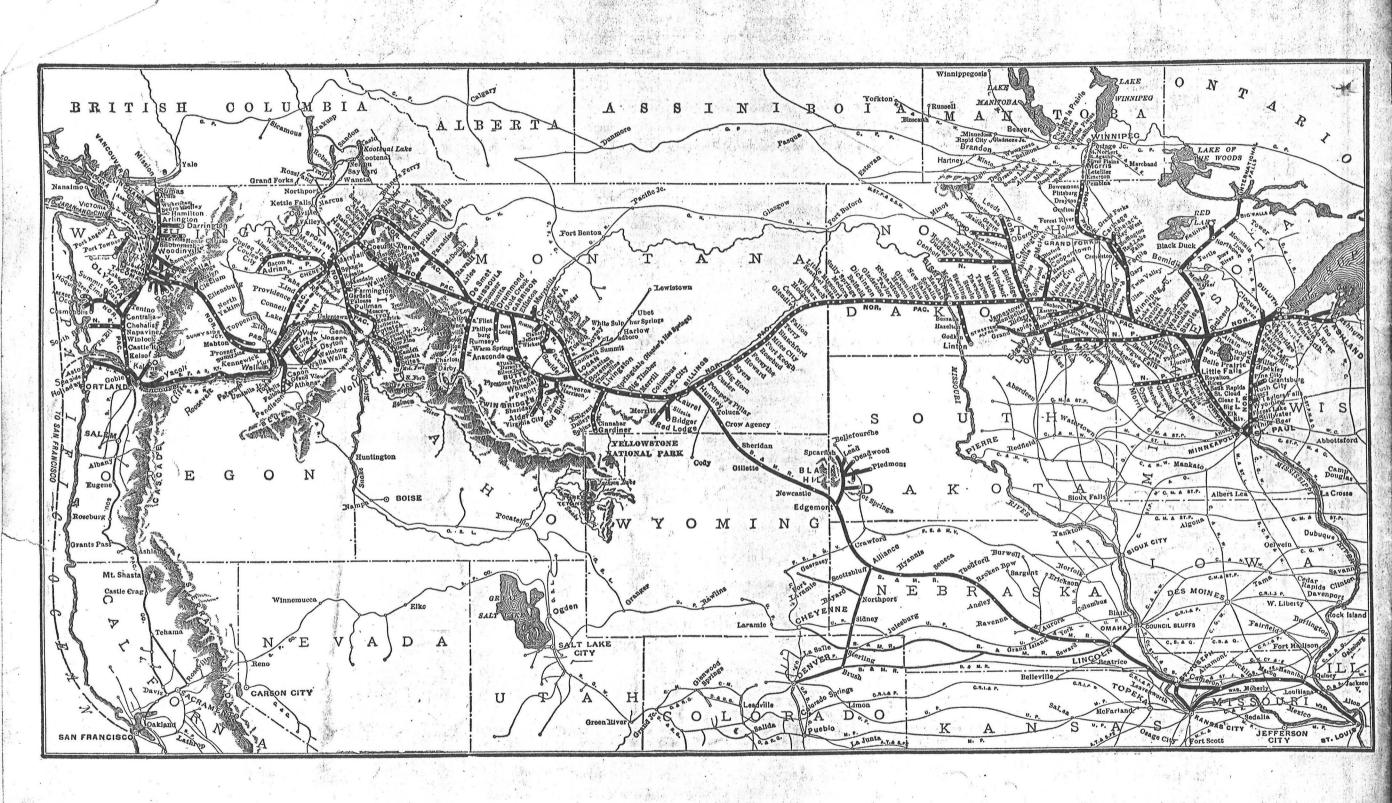
																	1	-
		Class Z		Class W		Class Y-5		Class Y-2 Class F-1			Class S		Class E-4		Class E-3 or D-3		Class C-6	
GRADES.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Auburn to Lester			1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to Easton	850	28	550	18	575	19	450	15	450	.15	400	14	250	9	235	8	175	6
Feston to Ellenshurg				60		60		60	11	60	1	60		50		50		40

Rating time freight, Class W engine, 1000 tons; Y-2, 850 tons. Tacoma to Lester.

FIDOT	DISTRICT-WEST	ROUND
FIRST	DISTRICT—WEST	BUUND.

Easton to Lester	850	28	550	18 num	575	19 num	450   Maxin	15 num	Maxim 60 Ca		400     Maxim   60 Ca		Maxii 40 C		Maxii 40 C		Maxir 40 C	
Ellensburg to Easton			1600	53	1550	52	1300	43	1250	42	1200	40	700	24	670	28	$\frac{545}{175}$	18

Rating time freight. Class W engine, 1400 tons; Y-2, 1200 tons. Ellensburg to Easton.



· [1] · [1] [1] [1] [1] [1]

PACIFIC RAILWAY COMPANY

NORTHERN PACIFICATION Superintendent

Racoma, Wash., October 30, 1909.

BULLETIN #762.

#### ALL CONCERNED: ---

Referring to Seattle Division Time Table, No. 31, effective 12:01 A.M., October 31st, 1909, page 4, Seattle line foot note, which reads: No. 336 will return to Auburn after connecting with No. 2.

This should read: No. 332 will return to Auburn after connecting with No. 2.

Be governed accordingly.

W.C.ALBEE,

Superinten dert.

Office of Division Superintendent.

Tacoma, Wash., October 30, 1909.

BULLETIN # 764.

ALL CONCERNED: ---

Refer to Seattle Division Time Table, #31, effective 12:01 A.M., October 31st, 1909, train No. 935 should read. Depart Seattle Yard 9 A.M., Argo 9:15 A.M.

Please be governed accordingly.

W. C. ALBEE,

Superintendent.



9

# METHERN PACIFIC RAILWAY COMPANY

RAILWAY COMPANY NORTHERN PACIFIC Office of Division Superintendent.

Bulletin Number 533.

Seattle, Wash., November 3, 1909.

To Conductors and Engineers: --

Effective at once, trains Nos. 259 and 260 will stop on flag at "STAMPEDE".

F.E. Weymouth,

Superint endent.

Office of Mydsion Superintendent.

RTHRN PACIFIC

Office, Bivision Superintendent.

Bulletin Number 544.

Seattle, Washington, Nevember 9, 1909.

To Train and Enginemen: --

Effective at once on time cars number 31, Eagle Gorge will be a flag stop for train No. 8.

,F.E. Weymouth

Superintendent.

# NORTHERN PACIFIC RAILWAY COMPANY Office of Division Superintendent, Bulletin Number 556.

Seattle, Wash., November 11th, 1909.

TO CONDUCTORS AND ENGINEERS: --

During the life of time card Number 31, "Doran" will be a flag stop for trains Nos. 564 and 565.

Be governed accordingly.

F.E.Weymouth,
Superintendent.

### NORTHERN PACIFIC RAILLWAY COMPANY Office, of Division Superintendent.

Bulletin Number 557.

Seattle, Washington, Nov. 11, 1909.

TO CONDUCTORS AND ENGINEERS: ---

During the life of the time cars Number 31, trains 259 and 260 will stop on flag, or to pick up express at "CHRISTOPHER," "THOMAS," O'BRIENS," "ORILLA," and EMARTIN,"

Be governed accordingly.

F.E.Weymouth,
Superintendent.

### NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent.

Bulletin Number 558.

Seattle, Wash., November 11th, 1909

TO CONDUCTORS AND ENGINEERS: --

During the life ot time card Number 31, "EASTON" will be a flag stop for train Number 8.

Be governed accordingly.

F.E. Weymouth,
Superintendent.

Office of Division Superintendent

# NORTHERN PACIFIC RAILWAY COMPANY Office of Division Superintendent Bulletin Number 574.

Seattle, Wash., Nov. 23rd, 1909.

TO ALL CONCERNED: ---

During the life of time card No. 31, train
No. 258 will stop of flag at Wymaco and Covington.

F.E.Weymouth,
Superintendent.

nnn.

### NORTHERN PACLFIC RAILWAY. COMPANY Office of Division Superintendent.

Bulletin Number 585.

Seattle, Wash., November 26th, 1909.

ALL CONDUCTORS AND ENGINEERS: --

esco sure will

Lead

During the life of time card number 31, train No. 332 will stop on flag at Summer to receive or discharge passengers.

Please be governed accordingly;

F.E. Weymouth,

Superintendeht.

#### NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent.
Bulletin No. 599.

Seattle, Wash., Dec. 6th, 1909

TO ALL CONCERNED: -

Effective Tuesday, December 7th, Nos. 259 and 260 between Cle Elum and Tacoma, and Nos. 305 and 340 between Auburn and Seattle, will be annulled until further notice.

Effective Tuesday, December 7th, and until further

notice	No.	260	will	leave	Cle Elum daily	10:30	
					Teanaway	10:39	A.I.
					Bristol	10:49	A.M.
					Kountze	10:55	A.M.
					Dudley	11:04	A.M.
					Thorperannummmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmm	11:12	A.M.
				-57	Shoskin	11:21	A.II.
		Ar:	rive	Jan .	Ellensburg	11:30	A.M.

and

No. 259 will leave--

Ellensburg	Daily	guest .	3:05 P.M.	(Meet No.	8)	w)
	Sho	skin		3:12 P.M. 3:30 P.M.		1 Pass

Thorp	3:43 P.M.	
Dudleyou sal out out out out out on an on on on on ou	3:55 P.M.	
Kountze	4:08 P.M.	
Bristol an est and an an an an and and an an an and	4:19 P.M.	
Teanaway	4:31 P.M.	
Cle Elum-	4:45 P.M.	

F.E. Weymouth,

Superintendent.

HOKTHERF PAGIFIC RAILWAY

NORTHERN PACIFIC RAILWAY COMPANY
Office of Division Superintendent.

Bulletin No. 600.

Seattle, Wash., December 6, 1909.

Agents, Conductors, Train Auditors,

and

ALL CONCERNED:

Effective December 6th, No. 41 will stop on flag at Maywood, Eagle Gorge and Kanaskat; No. 7 at Humphrey and Lemolo; No. 8 at Lemolo, and No. 42 will stop on flag at Humphrey and Maywood.

Staps for trains No. 259 and 260 will be as shown on Time Table No. 31, with the following exceptions:

No. 259 and 260 will stop on flag at Parker, Yakima City, Shoskin and Teanaway.

F.E. Weymouth,

Superintendent.