

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME TABLE

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 Employees 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,
Superintendent.

B. E. PALMER,
General Superintendent.

C. E. McMULLIN,
Superintendent Seattle Terminals.

I. B. RICHARDS,
Superintendent of Transportation.

J. C. ROTH,
Assistant Superintendent of Transportation.

SPECIAL RULES FOR FIRST DISTRICT (Main Line).

All trains will observe same precautions in yard limits Ellensburg, Cle Elum and Auburn as required of second and inferior class trains, Rule 208-F, book transportation rules.

Registering Stations—Ellensburg and Auburn. At Easton and Lester departing freights ascending will register whether "all air" or helper on rear. Palmer Jct. will be registering station for Buckley Line trains only, which will register by ticket. Engineers will not be required to consult register, except at initial or starting point.

Bulletin 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 of the wye. Switch target and switch lamp will show clear indication 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 Cle Elum, West Bound Trains taking siding will use Track No. 7, heading in at crossover located between the Depot and the extreme East switch. East bound trains taking siding, will use track No. 6 heading in just West of passenger Depot.

The passing track located between the Depot and the extreme West switch near Gravel Pit, will be known as West extension, authority for using to be given on A B C block card. Trains 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 Stampede, passing track No. 1 will be west bound passing track, and passing tracks Nos. 2 and 3 east bound passing tracks.

In tunnel section, between east switch of west 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 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. No. 41 will stop on flag at Kanasket to let off passengers for Buckley line points. No. 8 will connect with Tacoma Div. No. 362 at Kanasket.

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); Bristol (east end of loading 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); Borup (west end of west passing track); Borup (west end of east passing track); Kennedy (west end of passing track); Lester (west end of round house track); Eagle Gorge (west end of east passing track); Lemolo (west end of passing siding); Maywood (west end of east passing track); Eagle Gorge (west end of east passing track); Wynaco (west end of passing track); Byrd (west end of 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; derail is open when main line switch is not thrown for passing track. Switch lamps will not be maintained upon derailing switches in above locations.

Derailing switches at Borup and Upham will be operated as follows: Descending freight trains must not be allowed to follow passenger train from Stampede, Borup or Martin, after the operator at next block office below has reported block clear for following train, unless the operator at next block office reports that derailing switch has been opened after descending passenger train has passed, in order to protect it against following freight, in case the freight train should get beyond control before passenger train cleared at foot of grade. In protecting trains at meeting point when they meet at Borup or Upham, operator will open derail and see that it is kept open until descending train has been brought to a stop above derailing switch, or ascending train is known to be into clear on siding.

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 upon.

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 District, 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.

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 and depart.

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

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 have 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 or 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 district; 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 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 immediately 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 runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to 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.

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 have 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, beyond which point it cannot go unless the train named has arrived or receives further orders as per Block Rules Nos. 53 and 54, 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 permitting it to go, but block rights also.

WEST BOUND

FIRST DISTRICT (Seattle Line).

FIRST CLASS TRAINS.

Water, Coal, Scales, Tables and Ways	Station Numbers	Time Table No. 31		FIRST CLASS TRAINS.																								
		Oct. 31, 1909.		303	305	311	315	361	317	307	319	321	323	327	7	333	309	329	313	325	331	363	335	337	5	339	345	
		Succeeding No. 80.		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		STATIONS		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Telegraph Offices and Calls		Gt. Nor. No. 27	No. 260's Connection	Grays Harbor Limited	No. 41's Connection	Kanaskat Accommodation	No. 257's Connection	Seattle Portland Express	No. 4	No. 3's Connection	No. 8's Connection	Gt. Nor. No. 3		Puget Sound Limited	Grays Harbor Express	No. 42.	Portland & Vancouver Express	North Bend Accommodation	No. 2	Kanaskat Accommodation	No. 1's Connection				Gt. Nor. No. 1	No. 6's Connection		
W	CF 31	U.D. KING STREET STATION N 0.9	6.00AM	6.45AM	7.00AM			8.00AM	8.45AM		10.00AM	10.35AM		1.15PM	3.15PM	4.00PM	4.10PM	4.25PM	7.10PM				8.15PM		8.35PM	9.30PM		
W	CF 31	Y.D. SEATTLE YARD N 2.4	*	*	*			*	*		*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	CF 27	AG. ARGO N 6.8	6.10	6.56	7.10			8.11	8.56		10.11	10.46		1.26	3.26	4.11	4.21	4.36	7.21				8.26		8.48	9.41		
		C. M. & P. S. R. R. CROSSING 0.1	*	*	*			*	*		*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
W	CF 21	BI. BLACK RIVER N 2.4	6.19	7.07	7.19			8.21	9.07		10.22	10.57		1.37	3.36	4.21	4.31	4.50PM	7.31				8.37		9.05	9.52		
	CF 19	ORILLIA N 2.1	*	*	*			*	*		*	*		*	*	*	*	See page 10	*	*	*	*	*	*	*	*	*	
	CF 17	O'BRIEN'S N 2.0	*	*	*			*	*		*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	CF 15	KN. KENT N 2.0	6.27	7.17	7.27			8.32	9.17		10.32	11.07		1.49	3.47	4.31	4.41		7.40				8.47		9.18	10.08		
	CF 13	THOMAS N 1.4	*	*	*			*	*		*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	CF 11	CHRISTOPHER N 1.9	*	*	*			*	*		*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	CF 10	GR. FIRST ST. N 0.5	6.35	7.27	7.35			8.42	9.25AM		10.42	11.17		2.01	3.57	4.41	4.50		7.50PM				8.57		9.30	10.13		
Y	CF 9	AU. AUBURN N 4.4	6.36	7.30	7.36	7.45AM		8.15AM	8.44		9.30AM	10.45AM	11.19	1.45PM	2.05	4.00	4.45PM	4.51			7.30PM	9.00PM	9.15PM	9.32	10.15PM			
	CF 4	DIERINGER N 2.5	6.42	7.42	7.57			8.27	8.54		9.42	11.26	1.50	2.15	4.09		4.59				7.42		9.25	9.41				
	CF 2	SN. SUMNER D 1.6	6.45	7.46	8.03			8.34	8.59		9.49	11.30	1.57	2.20	4.16		5.03				7.49		9.32	9.45				
Y	1966	MEEKER N 1.3	6.47	7.48	8.08			8.38	9.04		9.53	11.33	2.00	2.25	4.20		5.06				7.53		9.35	9.48				
	1967	PY. PUYALLUP N 6.7	6.50	7.50	8.13	8.30AM		8.43	9.10		9.58	11.36	2.05	2.30	4.25		5.10				6.55PM	7.58	9.40	9.52				
	1972	RN. PRESCOTT N 1.7	7.00	8.05	8.25	8.40	8.55	9.20	9.20	10.10	11.56AM	2.25	2.45	4.40		5.20					7.05	8.10	9.50	10.05				
W		Q. TACOMA N 1.3	7.05AM	8.15AM	8.30AM	8.45AM	9.00AM	9.25AM		10.15AM		12.01PM	2.30PM	2.50PM	4.45PM		5.25PM				7.10PM	8.15PM	10.00PM	10.10PM				
W	CF 1976	TACOMA WHARF N 42.0																										
			DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY						
		Time Over District	1.05	1.45	1.15	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	.45		
		Average speed per hour	38.7	30.0	32.6	24.3	33.7	24.3	28.7	32.9	24.3	30.0	28.7	24.3	25.7	27.1	30.0	32.6	24.5	32.9	33.7	24.3	30.0	24.3	25.7	30.0		

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.

Standard Clocks—Tacoma and Seattle.

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 Tacoma Division.

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 draw-bridge 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.

1909 OCT 31 1909

EAST BOUND

Distance from Tacoma Wharf	Time Table No. 31		FIRST CLASS TRAINS.							THIRD CLASS TRAINS.									
	Oct. 31, 1909 Succeeding No. 30.		310	346					678	676	682	680	684	686	602			962	936
	STATIONS		Passenger	Passenger					Freight	Freight	Freight	Freight	Freight	Freight	Freight			Way Fr'ght	Freight	Way Fr'ght
	Capacity of Side Tracks	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
	Telegraph Offices and Calls		258's Connection					No. 605		No. 601			No. 603						
42.0	UD King Street Station N 0.9	11.00PM																	
41.1	YD SEATTLE YARD N 2.4	500 *						4.00AM	5.45AM	8.50AM	11.55AM		11.00PM					6.05PM	
38.7	AG ARGO N 6.8	500 * 10.49						3.25	5.30	8.38	11.40		10.22					5.50	
31.9	C. M. & P. S. R. R. Crossing 0.1	*																	
31.8	BI BLACK RIVER N 2.4	60 * 10.38						3.05	5.00AM	8.28	11.30		10.10					5.20PM	
29.4	ORILLIA 2.1	5 Spur *							See page 10									See page 10	
27.3	O'BRIEN'S 2.0	3 Spur *																	
25.3	KN KENT N 2.0	90 * 10.28						2.50		8.18	11.00		10.00						
23.3	THOMAS 1.4	8 Spur *																	
21.9	CHRISTOPHER 1.9	4 Spur *																	
20.0	GR FIRST ST N 0.5	70 * 10.19						2.30AM		8.07AM	10.40		9.42PM						
19.5	AU AUBURN N 4.4	300 * 10.17	12.15AM								10.35						10.25AM		
15.1	DIERINGER 2.5	No Sdg. * 10.09	12.01AM								10.20						10.15		
12.6	SN SUMNER D 1.6	No Sdg. * 10.05	11.55PM								10.10						10.10		
11.0	MEEKER 1.3	70 * 10.02	11.51								10.05						10.05		
9.7	PY PUYALLUP N 6.7	70 * 9.59	11.48								9.55	4.50PM	11.40PM				10.00	4.35AM	
3.0	RN PRESCOTT N 1.7	No Sdg. * 9.49	11.35								9.35	4.30	11.25				9.35	4.15	
1.3	Q TACOMA N 1.3		9.45PM	11.30PM															
0.0	TACOMA WHARF	3000									9.20AM	4.10PM	11.00PM				9.15AM	4.00AM	
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EX. SUN.	EX. SUN.	EX. SUN.
	Time Over District	1.15	.45					1.30	.45	.43	2.45	.40	1.20	.40			2.30	.35	.45
	Average Speed per Hour	32.6	24.3					18.7	13.1	29.2	14.9	15.0	16.5	15.0			8.0	17.1	13.1

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.

- Double track extends from Tacoma Wharf to King Street station, Seattle.
- Trains must keep to the right unless otherwise provided.
- 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.
- 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.
- 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.
- 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.
- Work extras must move with current of traffic unless otherwise directed.
- 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.
- 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 train is passed.
- 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.
- 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.
 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 to 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.

SECOND DISTRICT.

EAST BOUND.

FIRST CLASS TRAINS.			Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Table No. 31 Oct. 31, 1909 Succeeding No. 30.		Distance from Station	Capacity of Sidings	SECOND CLASS.		THIRD CLASS TRAINS.				
348	342	344			564	676			924	926	928	930	932		
Passenger	Passenger	Passenger			STATIONS.			Mixed	Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	
DAILY	DAILY	DAILY			Telegraph Offices and Calls.			EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
			WC ST	CF 31	SEATTLE YARD.....N	127.1	1250			8:00PM		12:30AM			
9:00PM	4:50PM	12:40PM			UD. KING STREET STATION.....N	126.2				2:45					
					.....Yester Way.....	125.9								
					.....G. N. CROSSING.....	124.3								
f 8:45	* 4:35 347	f 12:25	W S	CF 35	BA.....INTERBAY.....D	121.9	300			2:30		12:01AM			
8:40	4:30	12:20		CF 37	FR.....FREMONT.....D	120.0	80			2:15		11:50PM			
8:28	* 4:20	12:10		CF 39	BK.....BROOKLYN.....D	117.9									
f 8:18	* 4:18	f 12:02PM		CF 42	.....KEITH.....	114.8	50			1:45		11:30		
f 8:07	* 4:03	f 11:52AM	W	CF 46	.....LAKE.....	110.8	60			1:20		11:10 075		
7:50	* 3:48	11:35		CF 53	B.....BOTHELL.....D	103.9	50	See page 10		12:40		10:30			
7:45	* 3:45	11:30 341	WC T	CF 55	CJ.....WOODINVILLE.....N	102.2	100		2:50AM	12:30PM		10:20			
7:30	* 3:30	11:15		CF 60	MB.....MALTBY.....N	96.4	80		2:30	See 933, p9 Everett Branch		9:45			
7:05	3:05	10:50	WC SY	CF 69	OM.....SNOHOMISH.....N	87.9	150		1:30 675 12:50	2:00PM		8:35PM			
6:50	2:51	10:35	W	CF 74	MA.....MACHIAS.....D	82.7	45		12:35	1:45					
6:40 347	* 2:45	10:25		CF 77	FD.....HARTFORD.....D	79.6	102		12:25	1:25					
6:30	* 2:35	10:15 343-927		CF 82	.....GETCHELL.....	75.2	60		12:10AM	341 1:00PM 12:35PM				
6:13	* 2:21	f 9:58	W ME	CF 88	.....EDGEComb.....	69.0	45		11:30PM	11:50AM				
6:05	2:15	9:50	Y ME	CF 91	A.....ARLINGTON.....N	66.0	132		11:15	11:30 927					
5:55	* 2:08	9:40		CF 95	{.....M. & N. CROSSING.....} {BT.....BRYANT.....D}	62.2	40		11:00	11:00 10:40 343					
5:40	* 1:55	9:25 926	W	CF 101	MU.....McMURRAY.....D	55.9	65		10:40	9:40 344 9:10					
5:25	* 1:40 341	9:10		CF 107	.....MONTBORNE.....	50.3	25		10:20	8:30				
5:22	* 1:35 927	9:05		CF 109	BG.....BIG LAKE.....D	48.6	70		10:15	8:15					
5:10	* 1:20	8:50		CF 114	CA.....CLEAR LAKE.....D	43.2	135		9:55	7:30					
5:00	1:10	8:40 929	WC T	CF 117	{WL.....SEDRO-WOOLLEY.....N} {2.....G. N. CROSSING.....}	40.0	290		9:45 8:55	7:00AM		11:00AM	4:15PM		
					.....P. S. & B. R. CROSSING.....	39.6		See 571 page 10						
f 4:45	* 12:55 931	f 8:25		CF 122	.....THORNWOOD.....	34.5	45	BELLINGHAM Branch	8:35 347 8:30			10:35	8:45	
4:30PM	12:40	8:10AM 504	Y W	CF 128	WK.....WICKERSHAM.....D	28.7	75		8:15AM 344	8:00PM		10:10	8:15PM		
(From BELLINGHAM Branch)	* 12:35	(From BELLINGHAM Branch)		CF 131	.....SAXON.....	25.9	Spur 50		8:05	(From BELLINGHAM Branch)		9:55		
	12:30		W	CF 133	.....ACME.....	23.7	18		7:55			9:45	(From BELLINGHAM Branch)	
	12:08			CF 141	DM.....DEMING.....D	15.8	20		7:35			9:00			
	* 12:06PM			CF 142	.....ABBOTT.....	15.2	18		7:32			8:35		
	11:45AM			CF 151	NC.....NOOKSACK.....D	6.3	18		7:15			8:00			
					.....B. B. & B. C. CROSSING.....	0.9								
	11:30AM		WC ST	CF 157	SU.....SUMAS.....D	0.0	110		7:00AM			7:30AM			
DAILY	DAILY	DAILY			Time Over District			EX. SUN.	DAILY	EX. MON.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	
4:30	5:20	4:30						1.15	6.50	2.30	7.00	3.55	3.30	1.00	
21.6	22.6	21.6			Average Speed Per Hour			23.0	10.7	9.9	6.8	10.0	11.4	11.3	

No. 343 will wait at Woodinville 15 minutes for No. 320's connection.
 All trains leaving Maltby must keep 15 minutes apart.
 Pilchuck and Ehrlich regular stop for Nos 343, 344, 347 and 348. Days regular stop for 348.

Look out for slides M. P. 14 to 17 and 18 to 19.
 All trains keep under control where view of switches is obstructed, and within yard limits at Seattle, Interbay, Woodinville, Snohomish, Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas expecting to

find main line occupied.
 All east bound trains approach West long siding switch and Belt Line switch at Woodinville expecting to find main line occupied.
 Maximum speed between Clay and Bell Sts., Seattle, is 0 miles per hour.

Maximum speed over truss bridges and high trestles is 20 miles per hour.
 Engineers must sound whistle approaching obscure points to warn employes.

WEST BOUND.

EVERETT BRANCH.

EAST BOUND.

SECOND CLASS TRAINS.					THIRD CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Snohomish	Time Table No. 31. Oct. 31, 1909. Succeeding No. 80.		Distance from Smelter	Capacity of Sidings	SECOND CLASS.		THIRD CLASS	
401	487	435	715	451	933	923				566	934			928			
G. N. Freight	G. N. Freight	G. N. Freight	G. N. Freight	G. N. Freight	Way Freight	Way Freight								Mixed	Way Freight	Way Freight	
					EXCEPT SUNDAY	EXCEPT MONDAY				OM.....SNOHOMISH.....N	0.0	11.4	150	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
					2.55PM	5.30AM	W Y S C	CF 69	0.0	0.7	.....SNOHOMISH.....N	11.4	150	See 563, p 7	See 927, p 7	See page 8
								BB 1	0.7	.....VARDEN.....	10.7	22				
								BB 5	5.4	.....EBEY JCT.....	6.0	S 50				
								BB 6	6.2	W.....LOWELL.....N	5.2	16		8.20	7.05	7.25	
10.40PM	8.15PM	3.40PM	2.35PM	6.20AM	3.25	6.00		BB 8	7.7	EV.....EVERETT.....N	3.7	100		8.15AM	7.00AM	7.20PM	
10.50	8.25	3.50	2.45	6.30	3.35PM	6.10AM	W C S Y	BB 9	8.9	PG.....G. N. JUNCTION.....N	2.5	40					
11.00PM	8.35PM	4.00PM	2.55PM	6.40AM					10.7	.....G. N. CROSSING.....	0.7					
								BB12	11.4	.....SMELTER.....	0.0	175				
					EXCEPT SUNDAY	EXCEPT MONDAY								EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
					.40	.40								.30	.30	.30	
					11.5	11.5								15.4	15.4	15.4	
										Time Over District				.30	.30	.30	
										Average Speed per Hour				15.4	15.4	15.4	

SPECIAL RULES COVERING TRAINS ON EVERETT BRANCH

Register Stations—Snohomish and Everett. Bulletin Station—Everett.

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

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

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

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

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

WEST BOUND.

SNOQUALMIE BRANCH

EAST BOUND.

THIRD CLASS.		FIRST CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Woodinville	Time Table No. 31. Oct. 31, 1909. Succeeding No. 80.		Distance from Sallal	Capacity of Sidings	FIRST CLASS.		THIRD CLASS.	
925	325	320	924				320	924						
Way Freight	Passenger	Passenger	Way Freight											
EXCEPT SUNDAY	DAILY	DAILY	EXCEPT MONDAY											
See page 7	See page 10	See page 10	See page 8											
10.25AM	5.55PM	CT W	CF 65	0.0	CJ.....WOODINVILLE.....N	39.2	100	8.50AM	12.05PM					
		f	BC 4	3.9	.....WILLOWS.....	35.3	f						
11.15AM 924	6.17		BC 7	6.7	RM.....REDMOND.....D	32.5	43	8.28	11.15AM 925					
				8.0	.....PARADISE LOGG. RY. CRSG... 0.8	31.2							
		f	BC 9	8.8	.....ADELAIDE.....	30.4	3 Spur						
		f	BC 11	9.8	.....SAMAMISH.....	29.4	6 Spur						
		f	BC 12	11.2	.....INGLEWOOD.....	28.0	3 Spur						
12.15PM	6.45		BC 15	14.7	.....MONOHON.....	24.5	33	8.04	10.10				
12.50	6.57	W	BC 19	18.8	G.....ISSAQUAH.....D	20.4	100	7.53	9.30					
1.50	7.25		BC 26	26.0	RN.....PRESTON.....D	13.2	18	7.33	8.50					
2.15	7.37	W	BC 29	29.0	FY.....FALLS CITY.....D	10.2	12	7.20	7.50					
		f	BC 32	32.0	.....SNOQUALMIE FALLS..... 0.9	7.2	4 Spur						
2.40	7.48		BC 33	32.9	SO.....SNOQUALMIE.....D	6.3	36	7.10	7.25					
3.00PM	8.00PM	Y C	BC 36	35.9	BN.....NORTH BEND.....D	3.3	18	7.00AM 924	7.10AM 320					
				39.2	.....SALLAL.....	0.0	3 Spur						
EXCEPT SUNDAY	DAILY	DAILY	DAILY					DAILY	EXCEPT MONDAY					
4.35	2.05							1.50	4.55					
7.8	17.4							19.8	7.3					
										Time Over District				
										Average Speed per Hour				

WEST BOUND.

MONTE CRISTO BRANCH.

EAST BOUND.

SECOND CLASS TRAINS.				Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Hartford	Time Table No. 31. Oct. 31, 1909. Succeeding No. 80.		Distance from Monte Cristo	Capacity of Sidings	SECOND CLASS TRAINS.	
567	563	568	570									
Mixed	Mixed	Mixed	Mixed									
Mon., Wed., Fri.	Tues., Thur., Sat.	Tues., Thur., Sat.	Mon., Wed., Fri.									
See 563, p 7	See page 7	See 563, p 7	See page 7									
10.30AM	10.30AM	CF 77	0.0	FD.....HARTFORD.....D	42.0	102	1.00PM	2.50PM				
		f	BD 3	2.9	.....LOCHLOY.....	39.1	25 Spur				
		f	BD 5	4.6	.....SOBEY.....	37.4	20 Spur				
11.30AM	11.15AM	Y	BD 6	6.3	GF.....GRANITE FALLS.....D	35.7	70 Spur	12.15PM	2.05			
		W	BD 10	10.0	.....TUNNEL No. 1.....	32.0	10				
			BD 12	11.9	.....TUNNEL No. 2.....	30.1	10				
12.30PM		W	BD 14	13.6	.....ROBE.....	28.4	10		1.20PM		
			BD 19	19.0	.....BOGARDUS.....	23.0	5 Spur				
			BD 20	19.9	.....GOLD BASIN.....	22.1	6 Spur				
		W	BD 29	29.0	.....SILVERTON.....	13.0	16				
			BD 30	30.1	.....BONANZA QUEEN.....	11.9	3 Spur				
			BD 37	37.3	.....BARLOW PASS.....	4.7	1 Spur				
		W C T	BD 42	42.0	.....MONTE CRISTO.....	0.0	100				
Mon., Wed., Fri.	Tues., Thur., Sat.	Tues., Thur., Sat.	Mon., Wed., Fri.					.45	1.30			
2.00	.45							8.2	9.2			
6.9	8.2											
										Time Over District		
										Average Speed per Hour		

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

Table with columns for Third Class, First Class, and stations. Includes Time Table No. 31, Oct. 31, 1909. Stations include Black River, Renton, C. & P. S. Crossing, Kenndale, Wilburton, Northrup, Kirkland, R. R. Crossing, and Woodinville.

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.

WEST BOUND. DARRINGTON BRANCH. EAST BOUND

Table with columns for Second Class and stations. Includes Time Table No. 31, Oct. 31, 1909. Stations include Arlington, Cooper, Trafton, Cicero, Oso, Rowan, Hazel, Lampson, and Irving.

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.

WEST BOUND. BELLINGHAM BRANCH. EAST BOUND.

Table with columns for Third Class, Second Class, and First Class. Includes Time Table No. 31, Oct. 31, 1909. Stations include Wickersham, Mirror Lake, Park, Blue Canyon, Idlewild, Towanda, Woodlawn, Silver Beach, Larson, Bellingham, G. N. Crossing, and So. Bellingham.

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.

WEST BOUND. ROSLYN BRANCH. EAST BOUND.

Table with columns for Second Class and stations. Includes Time Table No. 31, Oct. 31, 1909. Stations include Cle Elum, Roslyn, Ronald, and Beekman.

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.

Distance from Yesler Way.

STATIONS.	Miles	How Connected	Cars Capacity	STATIONS.	Miles	How Connected	Cars Capacity
Edgewater	6.1	1 E	8	Springfield	62.1	1 E	4
Latona	7.4	1 E	4	Milldale	64.9	1 E	20
Wood Spur	9.9	1 E	16	Pilchuck	65.4	1 E	88
Pontiac, F 3, 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, F 4 & 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
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, F 1 & 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

SNOQUALMIE BRANCH.

Distance from 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

MONTE CRISTO BRANCH.

Distance from 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
Brilcom	2.6	1 E	25	Hemple	20.2	1 E	5
Beechwood	2.7	1 E	7	Tyree	23.2	1 E	21
Diffley	4.0	1 E	10	Waldheim	26.7	....	....
Enos Quarry	7.3	1 E	30	Weiden Creek	39.0	....	0

BELLINGHAM BRANCH.

Distance from Wickersham.

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

DARRINGTON BRANCH.

Distance from Arlington.

STATIONS.	Miles	How Connected	Cars Capacity	STATIONS.	Miles	How Connected	Cars Capacity
Kinyon	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
				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
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WEST BOUND.

BALLARD BRANCH.

EAST BOUND.

		Water, Coal, Saw, Tablets and Wyes	Station Numbers	Distance from Interbay	Time Table No. 31. Oct. 31, 1909. Succeeding No. 30.		Distance from Ballard	Capacity of Sidings
STATIONS.					Telegraph Offices and Calls			
		W	CF 35	0.0	BA.....INTERBAY.....D	1.1	300	
			B 5	1.1	BD.....BALLARD.....D	0.0	50	

MAIN LINE.

DISTANCE FROM ELLENSBURG.

Murdock	4.6
Wright	23.3
Morgan's Mill	61.0
Garibaldi	76.6
Soos	98.3

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 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. tracks.

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

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

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

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

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

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

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

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

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

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

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

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

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

E. W. MASON,
Trainmaster, Seattle

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 tower.

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

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

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

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

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

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

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.

DISTRICTS.	SECGND DISTRICT—EAST BOUND.												DISTRICTS.	SECOND DISTRICT—WEST BOUND.													
	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1			Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1			
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	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	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	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	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	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	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	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	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	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	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	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	660	22
													Thornwood to Sumas.....	900	30	1000	31	1200	40	1200	40	1300	43	1500	50	1500	50

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1		DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1			
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	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	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	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	575	19
Snoqualmie Branch—West Bound. Woodinville to Issaquah.....	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60	Mirror Lake to Larson.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60	1800	60
Issaquah to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18	Larson to Bellingham.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	3000	60
Preston to North Bend.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Bellingham Brch.—East Bound Bellingham to Larson.....	340	11	365	12	415	14	400	13	475	16	575	19	575	19
Snoqualmie Branch—East Bound. North Bend to Falls City....	775	26	800	27	1250	41	1200	40	1350	45	1650	55	Larson to Wickersham.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60	1800	60
Falls City to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18	Lake Wash, Belt Line Branch— West Bound. Black River to Woodinville..	1100	37	1200	40	1400	46	1400	46	1500	50	1800	60	1800	60
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	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.....	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60	3000	60
Granite Falls to Robe.....	310	10	315	10	350	12	325	11	375	13	475	16															
Robe to Silverton.....	325	11	350	12	450	15	425	14	475	16	575	19															
Silverton to Monte Cristo.....	200	7	215	7	300	10	285	10	335	11	435	14															

FIRST DISTRICT—EAST BOUND.

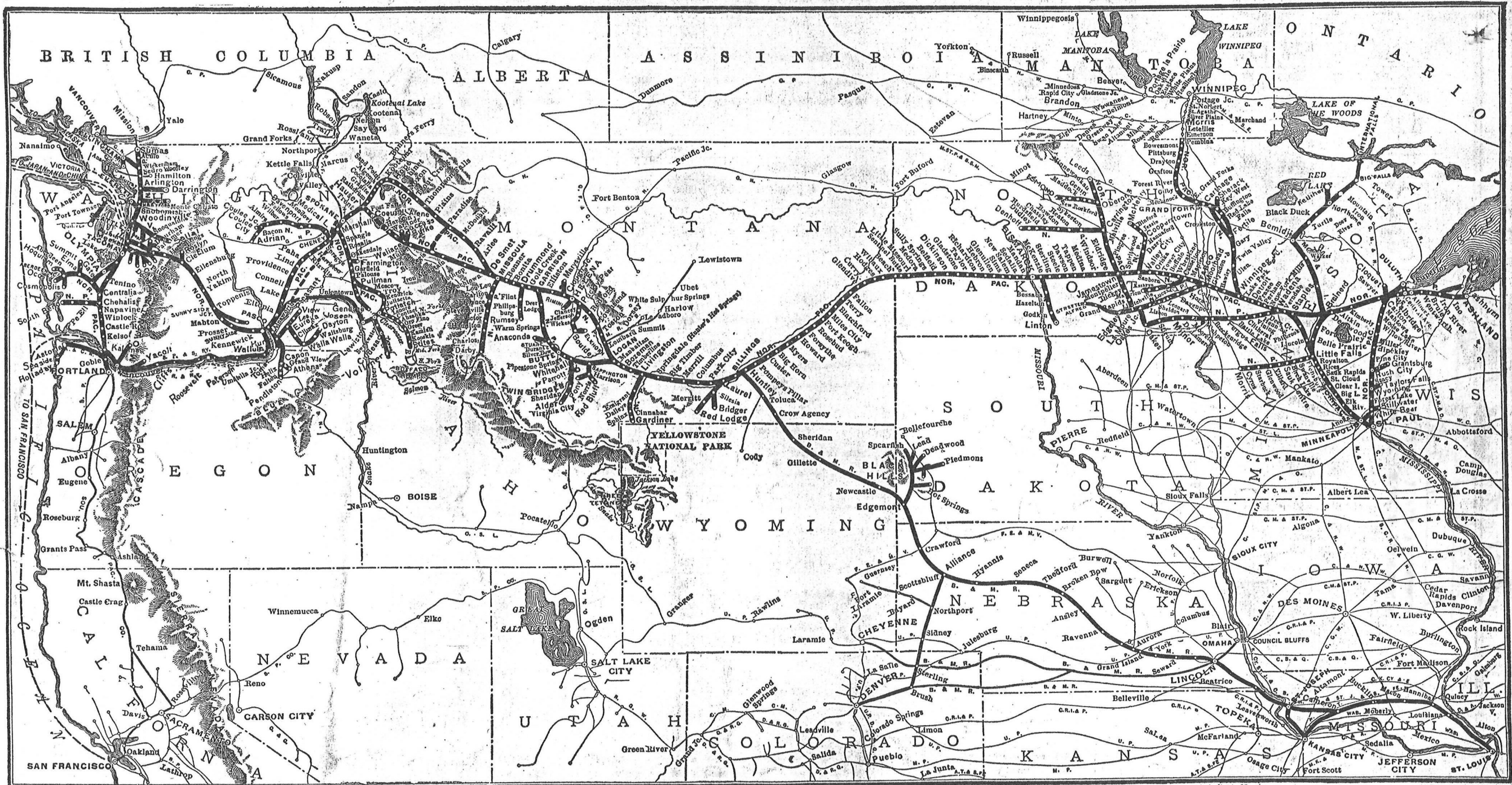
GRADES.	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Auburn to Lester.....	1100	37	1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to Easton.....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

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

FIRST DISTRICT—WEST BOUND.

Ellensburg to Easton.....			1600	53	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester.....	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Tacoma, via Auburn or Buckley Line.....			Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars		Maximum 40 Cars		Maximum 40 Cars	

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



FIRST DISTRICT (Seattle Line)
N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Office of Division Superintendent

Eacoma, 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,

Superintendent.

FIRST DISTRICT (Seattle Line)

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

EXPRESS CLASS TRAINS.

Office of Division Superintendent.

934

96

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.

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Office of Division Superintendent
НОРТНЕРН ПАЦИФИК РАЙЛВЕЙ КОМПАНИ

NORTHERN PACIFIC RAILWAY COMPANY

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,

Superintendent.

Office of Division Superintendent
МОНИТЕРИ БУСІВІС БУІ П'АКА КО Р'АА

Office, Division Superintendent.

Bulletin Number 544.

Seattle, Washington, November 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.

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

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 RAILWAY 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 "MARTIN,"

Be governed accordingly.

F.E. Weymouth,

Superintendent.

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Office of Division Superintendent.

Bulletin Number 558.

Seattle, Wash., November 11th, 1909

TO CONDUCTORS AND ENGINEERS:--

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

Be governed accordingly.

F.E. Weymāuth,
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 on flag at Wynaco and Covington.

F.E. Weymouth,
Superintendent.

F. E. W.

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Office of Division Superintendent.

Bulletin Number 585.

Seattle, Wash., November 26th, 1909.

ALL CONDUCTORS AND ENGINEERS:--

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

Please be governed accordingly;

F. E. Weymouth,
Superintendent.

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N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

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 A.M.
 Teanaway----- 10:39 A.M.
 Bristol----- 10:49 A.M.
 Kountze----- 10:55 A.M.
 Dudley----- 11:04 A.M.
 Thorp----- 11:12 A.M.
 Shoskin----- 11:21 A.M.
 Arrive Ellensburg----- 11:30 A.M.

and

No. 259 will leave--

Ellensburg Daily - 3:05 P.M. (Meet No. 8)

Shoskin (Arr.----- 3:12 P.M. (No. 1 Pass
 (Lv.----- 3:30 P.M.
 Thorp----- 3:43 P.M.
 Dudley----- 3:55 P.M.
 Kountze----- 4:08 P.M.
 Bristol----- 4:19 P.M.
 Teanaway----- 4:31 P.M.
 Cle Elum----- 4:45 P.M.

F.E. Weymouth,

Superintendent.

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.

Stops 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.