

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME ~~31A~~ TABLE

Heavily edited. The marked changes were implemented in TT 31B on February 27, 1910.

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

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

~~SATURDAY,~~ ~~January~~ ~~1st,~~ ~~1910.~~
Sunday *February* *27th.*

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,
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.

WEST BOUND.

FIRST DISTRICT.

EAST BOUND.

Main table with columns for Second Class, First Class Trains, Stations, and Second Class. Includes handwritten notes like 'full face', 'light type', and 'high type' throughout the schedule.

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 interior class trains, Rule 298-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 CleElum, 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.

East bound freight trains will stop at Lester to make terminal test and will stop at Easton to examine wheels and brakes.

West bound freight trains will stop at Easton to make terminal test and will stop at Lester to examine wheels and brakes.

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. No. 41 will stop on flag at Kanaskat to let off passengers for Buckley line points. No. 8 will connect with Tacoma Division 396 at Kanaskat.

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 Jct. 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); Martin (east end of West 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); 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 bound passing track); Wynaco (west end of passing track); Byrd (west end of passing track); Covington (west end of east bound passing track); Wynaaco (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.

Speed of trains must not exceed 15 miles per hour between west switch, Ellensburg yard and depot.

All trains will reduce speed to 10 miles per hour through incorporated city limits of Cle Elum.

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.

No 6 will connect with Tacoma Division No 396 at Kanaskat.

Take out.

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 Wyes	Station Numbers	Time Table No. 311 <i>217</i> <i>1910</i> <i>Jan 1, 1910</i>	Succeeding No. 217	Distance from Seattle	301	325	321	315	395	335	307	305	303	309	327	7	333	323	317	313	345	349	397	351	353	5	329	331	
					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					Seattle Portland Express	Gt. Nor. No. 27	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 Special	North Bend Accommodation	No. 2	Kanaskat Accommodation	No. 1's Connection			Gt. Nor. No. 1	No. 6's Connection	
T W Y	CF 31	U.D.	KING STREET STATION N 0.9	0.0	12.15AM	6.00AM	7.45AM				8.00AM	8.45AM		10.00AM <i>730</i>	10.35AM		1.15PM	3.45PM	4.00PM	4.10PM	4.25PM	7.10PM				8.00PM	8.85PM	9.30PM <i>730</i>	
W C P	CF 31	Y.D.	SEATTLE YARD N 2.4	0.9	*	*	*				*	*		*	*		*	*	*	*	*	*				*	*	*	*
	CF 27	AG.	ARGO N 6.8	3.3	* 12.26	* 6.10	* 7.55				* 8.11	* 8.56		* 10.11 <i>741</i>	* 10.46		* 1.28	* 3.56	* 4.11	* 4.21	* 4.36	* 7.21				* 8.10	* 8.48	* 9.41 <i>741</i>	
			C. M. & P. S. R. R. CROSSING 0.1	10.1	*	*	*				*	*		*	*		*	*	*	*	*	*				*	*	*	*
W Y	CF 21	BI.	BLACK RIVER N 2.4	10.2	* 12.36	* 6.19	* 8.04				* 8.21	* 9.07		* 10.22 <i>752</i>	* 10.57		* 1.37	* 4.06	* 4.21	* 4.31	* 4.50PM	* 7.31				* 8.22	* 9.05	* 9.52 <i>752</i>	
	CF 19		ORILLIA 2.1	12.6	*	*	*				*	*		*	*		*	*	*	*	See page 10	*				*	*	*	*
	CF 17		O'BRIEN'S 2.0	14.7	*	*	*				*	*		*	*		*	*	*	*	*	*				*	*	*	*
	CF 15	KN.	KENT N 2.0	16.7	f 12.47	* 6.27	* 8.12				8.32	* 9.17		* 10.32 <i>803</i>	* 11.07		1.49	4.17	* 4.31	* 4.41		* 7.40				f 8.32	* 9.18	* 10.08 <i>803</i>	
	CF 13		THOMAS 1.4	18.7	*	*	*				*	*		*	*		*	*	*	*	*	*				*	*	*	*
	CF 11		CHRISTOPHER 1.9	20.1	*	*	*				*	*		*	*		*	*	*	*	*	*				*	*	*	*
	CF 10	GR.	FIRST ST N 0.5	22.0	* 12.57	* 6.35	* 8.20				f 8.42	9.25AM		* 10.42 <i>813</i>	* 11.17		* 2.01	f 4.27	* 4.41	* 4.50		7.50PM				* 8.42	* 9.30	* 10.13 <i>813</i>	
Y	CF 9	AU.	AUBURN N 4.4	22.5	f 12.59	* 6.36	* 8.21	7.45AM		8.26AM	8.44		9.30AM	10.15AM <i>815</i>	* 11.19	1.45PM	2.05	4.30	4.45PM	* 4.51				7.30PM	8.45PM	9.15PM	* 9.32	* 10.15 <i>815</i>	
	CF 4		DIERINGER 2.5	26.9	* 1.09	* 6.42	* 8.27	f 7.57		* 8.32	* 8.54		* 9.42		* 11.26	* 1.50	* 2.15	f 4.39		* 4.59				* 7.42		* 9.25	* 9.41		
	CF 2		SUMNER N 1.6	29.4	f 1.13	* 6.45	* 8.31	8.08		* 8.38	8.59		* 9.49		* 11.30	* 1.57	2.20	4.46		* 5.03				* 7.49		* 9.32	* 9.45		
Y W	1966		MEEKER 1.3	31.0	* 1.17	* 6.47	* 8.33	* 8.08		* 8.41	* 9.04		* 9.53		* 11.33	* 2.00	* 2.25	* 4.50		* 5.06				* 7.53		* 9.35	* 9.48		
	1967	PY.	PUYALLUP N 6.7	32.3	f 1.22	* 6.50	* 8.35	8.18	8.30AM	* 8.43	9.10		* 9.58		* 11.36	* 2.05	2.30	4.55		* 5.10			6.53PM	* 7.58		* 9.40	* 9.52		
	1972	RN.	PRESCOTT N 1.7	39.0	* 1.35	* 7.00	* 8.47	* 8.25	* 8.40	* 8.55	* 9.20		* 10.10		* 11.56AM	* 2.25	* 2.45	* 5.10		* 5.20			* 7.05	* 8.10		* 9.50	* 10.05		
W		Q.	TACOMA N 1.3	40.7	1.45AM	7.05AM	8.55AM	8.30AM	8.45AM	9.00AM	9.25AM		10.15AM		12.01PM	2.30PM	2.50PM	5.15PM		5.25PM			7.10PM	8.15PM		10.00PM	10.10PM		
W C STY	1976		TACOMA WHARF 42.0																										
			Time Over District		1.30	1.05	1.10	.45	.15	.34	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		27.1	38.7	35.9	24.3	33.7	34.4	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.

Class W and heavier power must not cross drawbridge or enter on approach to drawbridge at Tacoma.

Train 335 will stop at Sumner when running in advance of No. 315.

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. 306 will connect with No. 4 and No. 350 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.

WEST BOUND

FIRST DISTRICT (Seattle Line)

Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Table No. 31A <i>Feb 27</i> 1910. Succeeding No. 31A	STATIONS. Telegraph Offices and Calls.	Distance from Seattle	FIRST CLASS TRAINS.				SECOND CLASS TRAINS.				THIRD CLASS TRAINS.						
					337				605	677	679	603	935	961	937	971			
					Passenger				Freight	Freight	Freight	Freight	Way Fr'ght	Way Fr'ght	Freight	Way Fr'ght			
					DAILY No. 258				DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY			
T W	CF 31	UD King Street Station N 0.9		0 0	11.30PM														
W C	CF 31	YD. SEATTLE YARD. N 2.4		0.9*															
	CF 27	AG..... ARGO .....N 6.8		3.3*	11.41														
		C. M. & P. S. R.R. Crossing 0.1		10.1*															
W	CF 21	BI...BLACK RIVER...N 2.4		10.2*	11.52PM														
	CF 19	.....ORILLIA 2.1		12.6*															
	CF 17	.....O'BRIEN'S..... 2.0		14.7*															
	CF 15	KN.....KENT.....N 2.0		16.7*	12.03AM														
	CF 13	.....THOMAS..... 1.4		18.7*															
	CF 11	.....CHRISTOPHER..... 1.9		20.1*															
	CF 10	GR.....FIRST ST.....N 0.5		22.0*	12.13														
Y	CF 9	AU.....AUBURN.....N 4.4		22.5	12.15AM														
	CF 4	.....DIERINGER..... 2.5		26.9															
	CF 2	SN.....SUMNER.....D 1.6		29.4															
Y W	1966	.....MEEKER..... 1.3		31.0															
	1967	PY.....PUYALLUP.....N 6.7		32.3															
	1972	RN.....PRESCOTT.....N 1.7		39.0															
W	1978	Q.....TACOMA.....N 1.3		40.7															
W C STY		.....TACOMA WHARF.... 42.0																	
					DAILY														
		Time Over District		.45															
		Average speed per hour		30.0															

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.

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 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 track. 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 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 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.

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 yard limit boards, Argo and Seattle yards.

No. 396 will wait at Puyallup for connection with No. 307. No. 398 will wait at Puyallup for connection with No. 323.

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. 335, 303, 351 and 5 will stop at Sumner and Puyallup and Nos. 316, 336, 304, 310, 352 and 332 will stop at Kent, to let off passengers from points east of Auburn.

Nos. 309, 317, 331 and 337 will stop at Kent to pick up passengers for points east of Auburn.

No. 352 will return to Auburn after connecting with No. 2.

FIRST DISTRICT (Seattle Line)

EAST BOUND

FIRST CLASS TRAINS.

Time Table No. 314, Feb. 3, 1910. Succeeding No. 31A. Table with columns for stations (Tacoma Wharf to King Street Station) and train numbers (326, 302, 316, 328, 336, 306, 396, 304, 8, 346, 308, 310, 314, 318, 330, 398, 350, 352, 324, 332, 334, 6, 322, 338). Includes arrival and departure times and average speeds.

SEE SPECIAL RULES, PAGES 2, 3, 4, 5, 6, 12 AND 14.

SPECIAL RULES GOVERNING USE OF DOUBLE TRACK BETWEEN TACOMA WHARF AND KING ST. 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 of initial points, operators must secure dispatcher's authority.
(4) Work extras must move with current of traffic unless otherwise directed.
(5) Any train making reverse movement on double track against the current of traffic must have train order authority and receive clearance or clearance and caution card at every block office they pass.

- (6) If a train should part while in motion, the enginemen and trainmen of front portion must give the Train Parted signal to trains running on opposite track.
(7) 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.

RULES GOVERNING AUTOMATIC SIGNALS BETWEEN PRESCOTT AND HOLGATE AVE., SEATTLE.

Automatic signals of the three position upper quadrant semaphore type, govern train movements between Prescott and Holgate Ave., Seattle. When semaphore arm is at horizontal position or shows red light by night, indicates STOP; when semaphore arm is at 45 degrees upwards or shows yellow light by night, indicates CAUTION; when semaphore arm is at 90 degrees upwards or shows green light by night, indicates CLEAR.

switches may be used provided movement is fully protected by flag. Indicator at main track crossovers indicate the condition of the opposite track and not the track on which they are located, in other words, eastbound indicators are located on westbound tracks and vice-versa.

FIRST DISTRICT (Seattle Line)

EAST BOUND

Time Table No. 31A Feb 27, 1910 Succeeding No. 31A	FIRST CLASS TRAINS.				SECOND CLASS TRAINS.							THIRD CLASS TRAINS.			
	STATIONS	Capacity of Side Tracks	678	676	682	680	684	602	686	962	972	938	936		
Distance from Tacoma Wharf															
42.0 UD. King Street Station N 0.9															
37.1 YD. SEATTLE YARD. N 2.4	500		4.00AM	5.45AM	8.50AM	11.55AM							6.05PM		
38.7 AG. ARGO. N 6.8	500		3.25	5.30	8.38	11.40							5.50		
31.9 C. M. & P. S. R. R. Crossing 0.1															
31.8 BL. BLACK RIVER. N 2.4	60		3.05	5.00AM	8.28	11.20							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		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		2.30AM		8.07AM	10.40							9.42PM		
19.5 AU. AUBURN. N 4.4	300					10.35						10.10AM			
15.1 DIERINGER. 2.5	No Sdg.					10.20						9.50			
12.6 SN. SUMNER. D 1.6	No Sdg.					10.10						9.40			
11.0 MEEKER. 1.3	70					10.05						9.30			
9.7 PY. PUYALLUP. N 6.7	70					9.55	4.50PM	8.40PM		4.35AM	5.40AM	9.15			
3.0 RN. PRESCOTT. N 1.7	No Sdg.					9.35	4.30	8.10		4.15	5.10	8.50			
1.3 Q. TACOMA. N 1.3															
0.0 TACOMA WHARF	3000					9.20AM	4.10PM	8.00PM		4.00AM	5.00AM	8.40AM			
Time Over District		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.		
Average Speed per Hour			1.30	.45	.43	2.35	.40	.40	1.18	.35	.40	1.30	.45		
			18.7	13.1	29.2	16.5	15.0	15.0	16.5	17.1	15.0	13.0	13.1		

SEE SPECIAL RULES PAGES 2, 3, 4, 5, 6, 12 AND 14.

RULES GOVERNING AUTOMATIC SIGNALS—Continued.

40, 2900 ft. east of M. P. 31, No. 42, 400 ft. east of M. P. 32 (located outside of west-bound main line), No. 44, 2700 ft. east of M. P. 34 (located outside of west-bound main line), No. 46, 2200 ft. east of M. P. 36 (located outside of west-bound main line), No. 48, 3900 ft. east of M. P. 37 (located outside of west-bound main line), No. 50, near M. P. 39, No. 52, 1700 ft. west of Holgate Avenue, No. 49, 3400 ft. west of Holgate Avenue, No. 47, near M. P. 2, No. 45, 2400 ft. west of M. P. 9, No. 35, 3100 ft. west of M. P. 9, No. 33, 1900 ft. west of M. P. 11, No. 31, 1900 ft. west of M. P. 13, No. 29, 1500 ft. west of M. P. 15, No. 27, 2800 ft. west of M. P. 17, No. 25, 4800 ft. west of M. P. 18, No. 23, 2500 ft. west of M. P. 20, No. 21, 700 ft. west of M. P. 21, No. 19, 4300 ft. west of M. P. 21 (located between east and west bound main line), No. 17, 3600 ft. west of M. P. 23, No. 15, 3000 ft. west of M. P. 25, No. 13, 5000 ft. west of M. P. 26, No. 11, 2100 ft. west of M. P. 29, No. 9, 1800 ft. west of M. P. 30 (outside of passing track), No. 7, 600 ft. west of M. P. 32, No. 5, 300 ft. west of M. P. 34, No. 3, 1000 ft. west of M. P. 36, No. 1, 3500 ft. west of M. P. 37.

Signals number 37 and 38, C. M. & P. S. crossing, formerly distant signals now operated semi-automatic assuming the caution and stop position automatically and cleared through operation of home signals, numbers 39 and 40. When signals No. 39 and 40 are in caution or clear position signals Nos. 37 and 38 will also show clear. Signals 39 and 40 will go to stop position as soon as train

has passed signal and cannot be placed in caution position by towerman until train has cleared block ahead and cannot be placed in clear position until train clears second signal ahead.

Signal number 52 located 1700 ft. west of Holgate Ave., Seattle, operates in two positions only—Clear and Stop, and will go to stop position when head end of train passes signal and will go to clear when rear of train passes Holgate Ave. Signal No. 1 located 3500 ft. west of M. P. 37, operates in three positions, going to stop position when head end of train passes signal and will go to caution position when rear of train has passed 2000 ft. beyond and will go to clear position when rear of train has passed crossover at Prescott. Mile posts and signals are numbered from Tacoma to Seattle on east bound track and are numbered from Seattle to Tacoma on west bound track. Trains will run with current of traffic by block signals. The movement of trains will be supervised by superintendent, who will issue instructions to operators. A train having work to do which may detain it more than 10 minutes must obtain permission from operator at the last station before entering block in which work is to be done. Operator must obtain authority to give this permission from dispatcher. Except as affected by these rules all block signal and train rules remain in force.

3, No 43, 500 ft west of M.P. 4, No 41, 2500 ft west of M.P. 6,
No 39, 1500 ft west of M.P. 8, No 37, 1300 ft west of M.P.

RULES GOVERNING INTERLOCKING PLANT C. M. & P. S. CROSSING (Black River).

All movements and the direction of traffic are governed by "Home Signal" No. 40 east bound track, and "Home Signal" No. 39 on west bound track, which are located 500 feet from crossing.

All movements against regular movements of traffic are governed by back-up or dwarf signals. These signals are located 390 feet from crossing and on opposite side of track from "Home Signals" Nos. 39 and 40. Signals Nos. 39 and 40 are equipped with two blades and two lights: Dwarf signals are equipped with one blade and one light.

"DAY INDICATIONS."

"Home Signals." Both upper and lower arm horizontal—Stop. Upper arm inclined upward 90 degrees to vertical position; lower arm horizontal—Proceed at regular speed. Upper arm at 45 degrees, upward position—Proceed with caution.
"Dwarf Signals." Arm horizontal—Stop. Arm inclined upward 90 degrees 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. Upper light yellow; lower light red—Proceed with caution.
"Dwarf Signals." Red light—Stop. Green light—Proceed at usual speed. Used in back-up movements.

THIRD CLASS TRAINS.

SECOND CLASS

FIRST CLASS TRAINS.

Time Table No. 31A
Jan. 1, 1910, Feb. 27
Succeeding No. 31A.

STATIONS.
Telegraph Offices and Calls

YD.....SEATTLE YARD.....N	0.9	CF 31	W C S T
UD....KING STREET STATION...N	0.3		
.....Yesler Way.....	1.6		
.....G. N. CROSSING.....	2.4		
BA.....INTERBAY.....D	1.9	CF 35	W S
FR.....FREMONT.....D	2.1	CF 37	
BK.....BROOKLYN.....D	3.1	CF 39	
.....KEITH.....	4.0	CF 42	
.....LAKE.....	6.8	CF 46	W
B.....BOTHELL.....D	1.7	CF 53	
CJ.....WOODINVILLE.....N	5.9	CF 55	W C T
MB.....MALTBY.....N	8.5	CF 60	
OM.....SNOHOMISH.....N	5.2	CF 69	W C S Y
MA.....MACHIAS.....D	3.1	CF 74	W
FD.....HARTFORD.....D	4.4	CF 77	
.....GETCHELL.....	6.2	CF 82	
.....EDGEComb.....	3.0	CF 88	W I M E
A.....ARLINGTON.....N	3.8	CF 91	Y S M E
{ BT... M. & N. CROSSING.....D } {BRYANT..... } 6.3		CF 95	
MU.....McMURRAY.....D	5.6	CF 101	W
.....MONTBORNE.....	1.7	CF 107	
BG.....BIG LAKE.....D	5.4	CF 109	
CA.....CLEAR LAKE.....D	3.2	CF 114	
{ WL... SEDRO-WOOLLEY.....N } { 2....G. N. CROSSING..... } 0.4		CF 117	W C T
.....P. S. & B. R. CROSSING.....	5.1		
.....THORNWOOD.....	5.8	CF 122	
WK.....WICKERSHAM.....D	2.8	CF 128	Y W
.....SAXON.....	2.2	CF 131	
.....ACME.....	7.9	CF 133	W
DM.....DEMING.....D	0.6	CF 141	
.....ABBOTT.....	8.9	CF 142	
NC.....NOOKSACK.....D	5.4	CF 151	
.....B. B. & B. C. CROSSING.....	0.9		
SU.....SUMAS.....D		CF 157	W C S T

Station Numbers	Water, Coal, Scales, Tables and Wyes	
Passenger	Passenger	
DAILY	DAILY	
7.40AM	10.25AM	4.20PM
7.55	* 10.40	f 4.35
8.00	* 10.45	4.40
8 08	* 10.50	4 48
f 8.20	* 11.00	f 4.58
f 8.30	* 11.10	f 5.08
8.47	* 11.25	5.25
8.52	11.30	5.30
9.15	* 11.50AM	5.50
9.40	12.15PM	6.15
9.55	12.25	6.30
10.05	* 12.32	6.40
10.15	* 12.42	6.52
f 10.32	* 12.55	7.07
10.40	1.03	7.15
10.50	* 1.12	7.25
11.05	1.25	7.40
11.20	* 1.40	7.55
11.23	* 1.45	7.58
11.35	* 2.00	8.10
11.45AM	2.10	8.20
f 12.01PM	* 2.25	f 8.35
12.15PM	2.40	8.50PM
* 2.45	See page 10	See page 10
To Bham Bch	2.50	To Bham Bch
3.15		
* 3.16		
3.40		
3.55PM		
DAILY	DAILY	DAILY
4.35	5.30	4.30
21.2	22.9	21.6

931	929	927	925	923	565	563	675
Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Mixed	Mixed	Freight
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY
			6.45AM	1.40AM			9.15PM
			7.00				
			7.25	2.10			9.50
			7.30	2.15			10 00
			7.50	2.50			10.50
			8.20	3.05			11.10
			343 8.40				928
			9.30	3.25			11.30
			9.55AM	3.40			11.45PM
			See page 9	4.30			12.45AM
			8.00AM	5.00AM		9.15AM	1.30
			8.30		See page 9	9.40	1.45
			9.00		Everett Branch	9.55AM	2.00
						343	
			343 9.45			See page 9	2.20
			344 10.30			(To Monte Cristo Bh)	2.35
			11.00				2.55
			11.30AM				3.10
			926				3.30
			12.01PM				3.50
			12.30				3.55
			1.00				4.10
			341 1.10				4.20
			342 1.55				4.45
			2.25				
			7.30AM	8.40AM			
				344			
			344 8.20	9.15		From Bghm Branch	5.15
			8.25				
			8.45	9.40AM		3.45PM	5.30AM
			564			930	
			8.55	See page 10		3.52	
			9.05	To Bham Bch		3.59	
			9.40			4.20	
			9.42			4.21	
			10.22			4.45	
			10.45AM			5.00PM	
			EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	DAILY
			3.15	1.00	6.45	3.10	3.20
			12.3	11.3	7.1	7.4	11.4
						23.0	12.4
							11.9

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 clearance there unless board is red.
 REGISTER STATIONS—Seattle Yard, King-street Station, Woodinville, Snohomish, Sedro-Woolley, Wickersham and Sumas.
 Engineers will not be required to examine registers except at initial or starting points. No. 563 will register arrival at Hartford.
 Trains will not obtain clearance at Woodinville and Wickersham from 8 p. m. to 8 a. m. unless red signal is displayed.
 BULLETIN STATIONS—Seattle Yard, King St. Station, Everett, Arlington, Sedro-Woolley, Bellingham and Sumas.
 STANDARD CLOCKS—Seattle Yard, King St. Station, Everett and Sedro-Woolley.
 No. 675 has right over No. 676 Woodinville to Wickersham.
 No. 344 will take siding at Woodinville for No. 341.

SECOND DISTRICT.

EAST BOUND.

FIRST CLASS TRAINS.			Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Table No. 31A Succeeding No. 31A.	Stations. Telegraph Offices and Calls.	Distance from Sumas	Capacity of Sidings	SECOND CLASS.		THIRD CLASS TRAINS.				
348	342	344							564	676	924	926	928	932	930
Passenger	Passenger	Passenger							Mixed	Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight
DAILY	DAILY	DAILY	W C ST	CF 31	YD.....SEATTLE YARD.....N	127.1	1250	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
9.00PM	4.50PM	12.40PM			UD...KING STREET STATION...N	126.2				2.45					
					..... Yesler Way	125.9								
					..... G. N. CROSSING	124.3								
8.45	* 4.35	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									
8.18	* 4.13	f 12.02PM		CF 42	..... KEITH	114.8	50			1.45		11.30		
8.07	* 4.03	f 11.52AM	W	CF 46	..... LAKE	110.8	60			1.20		11.10		
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	W C 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, pg Everett Branch	9.45			
7.05	3.05	10.50	W C 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	* 2.45	10.25		CF 77	FD.....HARTFORD.....D	79.6	102		12.25	1.25					
6.30	* 2.35	10.15		CF 82	.....GETCHELL.....	75.2	60		12.10AM		341 11.00PM 12.35PM			
6.18	* 2.21	f 9.58	W M E	CF 88	.....EDGECOMB.....	69.0	45		11.30PM		11.50AM			
6.05	2.15	9.50	Y M E	CF 91	A.....ARLINGTON.....N	66.0	132		11.15		11.30				
5.55	* 2.08	9.40		CF 95	{.....M. & N. CROSSING.....}	62.2	40		11.00		11.00				
5.40	* 1.55	9.25	W	CF 101	{BT.....BRYANT.....D}	62.2	40		11.00		10.40				
5.25	* 1.40	9.10		CF 107	MU.....McMURRAY.....D	55.9	65		10.40		9.40 344 9.10				
5.22	* 1.35	9.05		CF 109	.....MONTBORNE.....	50.3	25		10.20		8.30			
5.10	* 1.20	8.50		CF 114	BG.....BIG LAKE.....D	48.6	70		10.15		8.15				
5.00	1.10	8.40	W C T	CF 117	CA.....CLEAR LAKE.....D	43.2	135		9.55		7.30				
					WL...SEDRO-WOOLLEY...N	40.0	290		9.45 8.55		7.00AM		4.15PM	4.25PM	
					{ 2.....G. N. CROSSING.....}										
					.....P. S. & B. R. CROSSING.....	39.6		See 571 page 10						
f 4.45	* 12.55	f 8.25		CF 122	.....THORNWOOD.....	34.5	45	BELLINGHAM Branch	8.35				3.45	3.55
4.30PM	12.40	8.10AM	Y W	CF 128	WK.....WICKERSHAM.....D	28.7	75	347 344-931	8.05AM 8.00PM				3.15PM	3.20	
	* 12.35	(From BELLINGHAM Branch)		CF 131	.....SAXON.....	25.9	Spur 50		7.55		(From BELLINGHAM Branch)			2.55
	12.30		W	CF 133	.....ACME.....	23.7	18		7.45				(From BELLINGHAM Branch)	2.50
	12.08			CF 141	DM.....DEMING.....D	15.8	20		7.30					2.45	
	* 12.06PM			CF 142	.....ABBOTT.....	15.2	18		7.28					1.85
	11.45AM			CF 151	NC.....NOOKSACK.....D	6.3	18		7.12					1.05	
					.....B. B. & B. C. CROSSING.....	0.9								
	11.30AM		W C ST	CF 157	SU.....SUMAS.....D	0.0	110		7.00AM					12.40PM	
DAILY	DAILY	DAILY						EX. SUN.	DAILY	EX. MON.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	
4.30	5.20	4.30			Time Over District			1.05	6.50	2.30	7.00	3.55	1.00	3.45	
21.6	22.6	21.6			Average Speed Per Hour			26.5	10.7	9.9	6.8	10.0	11.3	10.2	

Take out

565

No. 343 will wait at Woodinville 15 minutes for No. 346's connection.
 No. 344 will wait at Wickersham 15 minutes for No. 564'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 6 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 employees.

WEST BOUND.

EVERETT BRANCH.

EAST BOUND.

Main schedule table for Everett Branch. Columns include West Bound (401-451), Everett Branch (933-923), Stations (Snohomish to Smelter), East Bound (566, 934, 928). Includes special rules for Everett branch.

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.

WEST BOUND.

SNOQUALMIE BRANCH

EAST BOUND.

WEST BOUND.

MONTE CRISTO BRANCH.

EAST BOUND.

Main schedule table for Snoqualmie and Monte Cristo branches. Columns include West Bound (925, 345), Snoqualmie Branch (346, 924), Stations (Woodinville to Sallal), East Bound (567, 563), Monte Cristo Branch (568, 570), Stations (Hartford to Monte Cristo).

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.

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.

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

THIRD CLASS		FIRST CLASS	Time Table No. 31A Feb 27 Jan 1 1910. Succeeding No. 31A			FIRST CLASS	SECOND CLASS	THIRD CLASS
935	345		346	676	936			
Way Freight	Passenger		Passenger	Freight	Way Freight			
EXCEPT SUNDAY	DAILY		DAILY	DAILY	EXCEPT SUNDAY			
9.45AM	4.50PM		See page 5 10.05AM	See page 6 5.00AM	See page 6 5.20PM			
9.50 11.00 346	4.55 936		10.00 935	4.50	5.10 4.45 345			
STATIONS								
Telegraph Offices and Calls								
0.0	BI	BLACK RIVER	24.1	60				
2.1	BA	RENTON (RT. RENTON D) (. C. & P. S. CROSSING)	22.0	50				
2.2		C. & P. S. CROSSING	21.9					
4.0		C. & P. S. CROSSING	20.1					
5.4	BA	KENNYDALE	18.7					
11.55AM	5.20		9.35	4.10	3.50			
12.10PM	f 5.25		f 9.30	4.00	3.40			
12.30	f 5.35		f 9.20	3.45	3.25			
1.00PM	5.55PM		9.00AM	3.00AM	2.45PM			
	See page 9		(From Snoqualmie Bch)	See page 8				
EXCEPT SUNDAY	DAILY		DAILY	DAILY	EXCEPT SUNDAY			
3.15	1.05		1.05	2.00	2.35			
7.4	21.0		21.0	12.0	9.3			
Time Over District								
Average Speed per Hour								

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. 345 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.

WEST BOUND. DARRINGTON BRANCH. EAST BOUND.

SECOND CLASS		Time Table No. 31A Feb 27 Jan 1 1910. Succeeding No. 31A			SECOND CLASS	
569		572				
Mixed		Mixed				
EXCEPT SUNDAY		EXCEPT SUNDAY				
11.00AM	C Y	5.00PM				
11.30AM		4.30				
12.01PM		3.55				
12.30	W	3.25				
12.45	BK	3.05				
1.10	BK	2.50				
1.30PM	C Y	2.30PM				
EXCEPT SUNDAY		EXCEPT SUNDAY				
2.30		2.30				
13.2		13.2				
Time Over District						
Average Speed per Hour						

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.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Time Table No. 31A Feb 27 Jan 1 1910. Succeeding No. 31A			FIRST CLASS		SECOND CLASS		THIRD CLASS
929	675	571	347	343	344	348	574	676	932				
Way Freight	Freight	Mixed	Passenger	Passenger	Passenger	Passenger	Mixed	Freight	Way Freight				
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY				
9.45AM	5.30AM	8.15AM 344	8.50PM	12.15PM	See page 8 8.10AM 571	4.30PM	See 565 p. 7 3.40PM	See page 8 7.55PM	See page 8 3.15PM				
9.55	5.40	8.30	f 8.55	f 12.20	f 8.05	f 4.25	3.30	7.45	3.05				
10.10	5.50	8.40	f 9.00	f 12.25	f 8.00	f 4.20	3.25	7.40	2.50				
10.15	5.55	8.48	f 9.08	f 12.28	f 7.55	f 4.15	3.20	7.35	2.45				
			f	f	f	f							
10.55	6.25	9.08	f 9.27	f 12.48	f 7.35	f 3.55	2.58	7.10	2.00				
11.10	6.35	9.18	9.37	12.58	7.25	3.45	2.48	7.00	1.45				
11.25	6.40	9.20	* 9.40	* 1.00	* 7.23	* 3.43	2.45	6.55	1.40				
11.45AM	7.00AM 344	9.35AM	9.55PM	1.15PM 932	7.10AM 675	3.30PM	2.30PM	6.40PM	1.15PM 343				
STATIONS													
Telegraph Offices and Calls													
0.0	WK	WICKERSHAM	22.7	75									
1.3		MIRROR LAKE	21.4	15									
3.8		PARK	18.9	15									
4.8		BLUE CANYON	17.9	20									
6.6		IDLEWILD	16.1	No Sdg.									
9.0		TOWANDA	13.7	No Sdg.									
11.4		WOODLAWN	11.3	20									
15.1		SILVER BEACH	7.6	No Sdg.									
16.1		LARSON	6.6	30									
20.1		BELLINGHAM	2.6	50									
21.9		G. N. CROSSING	0.8										
22.7		SO. BELLINGHAM	0.0	50									
Time Over District													
Average Speed per Hour													

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.

SECOND CLASS		Time Table No. 31A Feb 27 Jan 1 1910. Succeeding No. 31A			SECOND CLASS	
575		576				
Mixed		Mixed				
EX. SUN.		EX. SUN.				
9.15AM	W C Y	11.15AM				
9.30AM	S	11.00AM				
EX. SUN.		EX. SUN.				
.15		.15				
12.0		12.0				
Time Over District						
Average Speed per Hour						

Maximum Grades. 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. Bulletin and Register Station—Cle Elum. Roslyn Branch 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 343, 344, 347 & 348	12.7	1 E	4	Day's, F 343, 344 & 347.....	67.6	1 W	13
Lavilla, F 343, 344, 347 & 348	14.0	....	....	Ehrlich.....	73.0	1 W	20
Briarcrest, F 343,344,347&348	17.0	....	....	Buxton.....	75.1	1 E	29
Kenmore, F 343,344,347 & 348	18.4	1 E	7	Conway.....	78.2	1 E	....
Wayne, F 343, 344, 347 & 348	21.0	....	....	Nookechamp, F 344 & 347..	78.6	1 E	5
Hannan.....	21.8	1 E	14	Heather.....	81.0	1 E	5
Stockton.....	23.0	1 E	8	Sedro Quarry.....	84.0	1 E	7
Bear Creek.....	24.8	1 E	17	Daniels.....	91.0	1 E	6
Sand Spur.....	25.3	1 E	12	Lomond.....	92.0	1 W	20
Grace, F 343,344, 347 & 348..	25.9	1 E	25	Cogshall.....	92.4	1 E	32
Brace.....	28.5	1 E	3	Prairie, F 343, 344, 347 & 348.	93.6	Siding	10
XL Spur.....	29.5	1 E	4	Brannain.....	95.2	1 E	2
Cathcart, F 343,344,347 & 348	33.1	1 W	12	Morgood, F 564 & 565.....	98.9	1 E	....
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 341 & 342.....	104.0	1 E	20
Bartlett.....	43.9	1 E	4	McDonald's, F 341 & 342.....	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 341 & 342.....	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 343, 344, 347 & 348..	55.0	1 E	15	Lawrence, F 341 & 342.....	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 345 & 346.....	1.3	....	....	Lovegreen.....	27.6	1 E	5
Campton, F 345 & 346.....	8.6	1 E	3	Craven.....	29.3	Siding	14
Pickering, F 345 & 346.....	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 345 & 346.....	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 345 & 346.....	7.3	....	....
Jones, F 345 & 346.....	20.3	1 E	5	Pines.....	6.9	1 E	6
Firloch, F 345 & 346.....	19.8	1 E	4	May Creek, F 345 & 346.....	6.6	1 E	4
Periton.....	16.6	1 E	2	Sanford, F 345 & 346.....	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.

Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Interbay	Time Table No. 31 A.		Distance from Ballard	Capacity of Sidings
			STATIONS.	Telegraph Offices and Calls		
	CF 35	0.0	BA.....	INTERBAY.....	1.1	300
	B 5	1.1	BD.....	BALLARD.....	0.0	50

MAIN LINE.

DISTANCE FROM ELLENSBURG.

Wright.....	23.3
Morgan's Mill.....	61.0
Garibaldi.....	76.6
Soos.....	98.3

Adelaide

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. 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.

J. E. CAMPBELL,
Trainmaster, Seattle.

R. G. CAMERON,
Trainmaster, Seattle.

JOHN FITZSIMMONS,
Trainmaster, Seattle.

O. F. OHLSON,
Chief Dispatcher, 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.

TONNAGE RATINGS—FREIGHT ENGINES.

DISTRICTS.	SECND 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
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
													Thornwood to Sumas.....	900	30	1000	31	1200	40	1200	40	1300	43	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
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 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
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
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
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
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
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.....	2000	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													
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	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.

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

Dr. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.					
CLINTON T. COOKE, Oculist, Seattle	M. B. MATTICE, Sedro-Woodley (S)	W. E. GIBSON, Issaquah, (S)	Dr. J. C. McCAULEY, Ellensburg (S)	Dr. D. O. KEARBY, Cle Elum, (S)	Tacoma Hospital, (S)
P. W. WILLIS, King St. Sta. (S)	E. M. ADAMS, Arlington (S)	E. S. CLARK, Sumas, (S)	Easton, (S)	Dr. B. E. HOYE, Auburn, (S)	Tacoma Round House, (S)
F. S. BOURNS, Seattle Yd. Office (S)	N. S. McCREADY, Snohomish, (S)	A. M. SMITH, Bellingham, (S)	Lester, (S)	Puyallup, (S)	Tacoma Baggage Room (S)
Seattle Tool Car, (S)	W. C. COX, Everett, (S)				Tacoma Wharf, (S)
					Tacoma (Toolcar) (S)
					Dr. P. B. WING, Oculist, Tacoma

NOTE.

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

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical 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.

