NORTHERN PACIFIC RALWAY COMPANY.

SEATTLE DIVISION

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

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

SUNDAY, August 14th, 1910.

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.

I. B. RICHARDS,

General Superintendent.

C. E. McMULLIN,

Superintendent Seattle Terminals.

P. H. McCAULEY
Superintendent of Transportation.

J. C. ROTH,

Assistant Superintendent of Transportation.

W	EST BO	OUND.											FIRST D	IST	RIC	т.									EAST BOUNI	D.
THIRD	CLASS	SI	ECOND CI	LASS		FIRST	CLASS T	TRAINS.		-			Time Table 32		b0			FIRST CLA	ASS TRAIN	is.	SECONI	CLASS.	THIRD	CLASS.		
939	937	601	605	603	5	1	3	257	41	es	bers	E	August 14, 1910. Succeeding No. 31D.	E	Passin	258	4	42	2	6	602	684	938	940		
Way Freight	Way Freight	Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	r, Coal	n Nun	nce fro	STATIONS.	nce fro	ity of	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Way Freight	Way Freight		
EXCEPT SUNDAY	EXCEPT	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Water Scales and V	Station	Distar Ellens	Telegraph Offices and Calls	Distar	Capac	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	·		
8.15AM		10.15PM	5.50PM	11.55AM	5.05PW 940	3.15PM	6.05A	4.00AM	3.05A	W C S T		0.0	EBELLENSBURG DN	105.6	6	5.25AN	12.30PM	9.35PM	11.45PM	12.45AM	8.00AA	-	 	5.00PM		
8.80		10.30	6.05	12.16PM 4 12.21	* 5.12	* 3.21	* 6.13	* 4.10	* 3.12		1851	3.6	SHOSKIN	102.0	0 70	* 5.19	* 12.21	* 9.26	* 11.86	* 12 36	7.50	8.45		4.40		Y
8.55		10.44	6.17	12.45	f 5.20	* 3.30 684	6.23	f 4.22	* 3.20		1855	7.6	TPTHORP DN	98.0	0 140	* 5.15	12.14	f 9.20	* 11 32	* 12.30	7.40	3.30 3.25	-	4.25		7
9.20		10.55	6.29	1.00	* 5.26	* 3.35	* 6.30	* 4.30	* 3.25		1858	10.6	DUDLEY	95.0	0 140	* 5.11	* 12.08	* 9.16	* 11.29	* 12.24	7.80	3.05		4.05		į
9.40		11:17	6.44	1.20	* 5.34	* 3.43	* 6.39	* 4.38	* 3.33	-	1862	14.5	KOUNTZE	91.1	1 80	* 5.03	* 12.01PM	* 9.09	* 11.22	* 12 17	7.15	2.45		3.43 1 3.38		
9.55		11.30	- 6.51	1.30	* 5.38	* 3.47	f 6.44	* 4.43	* 8.87	W 1 8	1865	16.9	BRBRISTOLDN	88.7	7 140	* 5.00	f 11.56A	* 9.05	* 11.18	* 12.12	7.05	2.35	· · · · · · · · · · · · · · · · · · ·	3.15		
10.15		11.45	7.05	1.45	* 5.46	* 3.54	* 6.51	* 4.52	* 3.44	M.W			3.9 TEANAWAY	-	_				* 11.11	* 12.05AM	6.51 3 6.46	2.20		2.5		
10.40AM 12.05PM		11.54PM 12.15AM	7.25	2.05 684-940	5.54	* 4.00	7.05	5.01	* 8.57	WCY			CLCLE ELUMDN	-			11.42	8.50	* 11.05	11,59PM	3 6.46 6.30	2.05 1.45 603-940		2.35		
4		12.15AM 6	7.40	2.35	* 6.02	* 4.08	* 7 15	* 5.10	* 4.05		1877	29 ()	BAKER	76.6	80	* 4.38	* 11.82	* 8.36	* 10.56	* 11 51	6.02	603-940		2.35 1.25 603-684		
12.80		12.37	7.58	2.45	* 6.05	* 4.14	f 7.20		* 4.09	<u> </u>			2.4 NSNELSON'SDN						* 10.53		5.55	1.20				
12.50 940				3.00	* 6.10		* 7.26	* 5.20	* 4.14				3.0 TALMAGE		_			* 8.27	* 10.49		5.45			12.50 939 1 .20PM	·	
1.10 684 2.00		1.17	42 8.27 8.50	8.30		* 4.30	7.85	5.29 602		w c			3.7 ESEASTON DN 4.0	_[11.15		* 10.44			1.10 939 12.55				
۵.00									* 4.23 258								940				5.29 5.24 ₂₅₇			4 10.50		
2.20		1.84	9.10	3.48	* 6.29	ļ	* 7.45	* 5.39					UPUPHAM DN 3.9	_						* 11.25	5.00	12.85		10.30		
2.45		1.50	9.40	4.10	* 6.40	* 4.58	* 8.00	* 5.53	* 4.43 602				RTDN 2.8		_				* 10.28		4.43 41 4.33	12.20		10.15		
8.05		2.10	2 10 06 2 10 16	4.30	* 6.51	* 5.05	* 8.12	* 6.05	* 4.54	L			SISTAMPEDEDN			602	* 10.49		* 10.16 605		4.03 258 3 .40	12.05PM		9.45		
8.20		2.26	10.30 6 10.54	4.45		* 5.13	* 8.19	<u> </u>		<u> </u>			BOBORUP DN			· .				* 10.54	3.10	11.40AM		9.15	· .	
8.85		2.40 602						* .6.25					KENNEDY							* 10.42	2.40 601			8.50		
3.42		2.50	11.18	5.07			940						WNWESTON DN	-				* 7.27		* 10.84	2.15	11.00		3 8.33 8.2		
4.00PM				1 5.25 938 5 .50		* 5.35 603-938				WCT			DMLESTER DN		5 290	601	10.10 684	7 15		* 10.22	1.80	4 9.49	5.20PM 1-603	8.00AM		
uo	7.45	8.80	11.35	6.00	7.25	* 5.40	8.55	6.45	f 5.28		1913	64.1	HOT SPRINGS	41.5	100	8.04	10.00	7.05	* 9.82	10.12	1.05	9.85	5.00	da		
estei	8.10	8.50	11.47	6.20	* 7.85	* 5.49	f 9.07	* 6.55	f 5.88		1917	69.0	MYMAYWOOD	36.6	140	* 2.52	* 9.49	f 6.55	* 9.22	* 10.00	12.45	9.07 3 9.02	4.30	No days, T		
to I.	8.35 684	4.10	11.58PM	6.40 42 6.45	* 7.45	* 5.57	f 9.18	* 7.01	* 5.47	W	1921	73.2	CUHUMPHREYN	32.4	140	* 2.43	f 9.88	* 6.45	* 9.14	* 9.49	12.27	8.35 937	4.00	lo. 940 Thursd		
Easton nd Frida	9.00 3-4 9.45	4.80	12.10AM	7.01	î 7.55	* 6.05	9.28 4-937	* 7.07	f 5.55	w	1925	76.9	EGEAGLE GORGED	28.7	7 140	* 2.34	9.28 3-937	f 6.85	* 9.04	f 9.40	12.10AM	8.10	8.20) is a		
	10.00	4.40	12.20	7.10	* 8.00	* 6.10	* 9.34	* 7.12	* 6.00		1928	79.5	MxLEMOLON	26.1	50	* 2.28	* 9.20	* 6.30	* 8.58	* 9.32	11.46PM	7.55	8.00	annul and		
annulled esdays, a	10.80	5.05	12.40	7.22	* 8.10	* 6.20 42	* 9.44	* 7.20 684	* 6.10AM		1932	83.8	JCPALMER JCT DN	21.8	70	* 2.18	* 9.10	* 6.20PM	* 8.47	* 9.21	11.25	7.30AM 257	2.85	lled I Satu		
s and	11.00	5.10	12.45	7.26	* 8.15	* 6.25	9.46	* 7.28		WY	A 1	85.0	GVKANASKAT DN 3.1	20.6	140	* 2.15	9.05		* 8.45	9.17	11.15		2.05	Lester urdays.		
939 is	11.15	5.80	1.00	7.86	* 8.18	* 6.33	* 9.53	* 7.28			4		BYRD 2.2		l		* 8.54		* 8.37	* 9.06	10.40		1.45	s to		
 	11.30AM 93812.50PM	5.45	1.10	7.42	* 8 _{.2} 32	* 6.40	9.57	7.38			7		ARRAVENSDALE DN 7.0	1	1		8.48		* 8.32	* 9.01	10.80		1.30 93712.50	Eas		
No. Monday	1.30	6.25	1 38 2581.43	8.10 8.55 2-6-5	* 8.45 6-603	* 6.57	f 10.10	f 7.45		W			COCOVINGTONB	1			f 8.30		* 8 .15	1 8 45 5-603	9.55		12.20PM	ston or	1	
	1.55	6.45	2.10	9.30 602	* 8.55	* 7.05	f 10.18	f 7.51			A 17	100.6	WYWYNACON	5.0	70	* 1.37	f 8.21		* 8.05	f 8.35	9.30		11.50AM	n Tue		
	2.30PM	7.05AM	2.30AM	9.45PM	9.10PM	7.20PM	10.80AM	8.05AM		Y	C ₉ F	105.6	AUAUBURN DN	0.0	250	1.25AM	8.10AM 257		7.55PM	8.25PM	9 _. 10PM		11.20AM	υ _ι		
EX. SUN.	EX. MON.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX.SUN.	EX. MON.		
7.45	7.00	8.55	8.40	9.50	4.05	4.05	4.25	4.05	3.05				Time Over District			4.00	4.20	3.15	3.50	4.20	10.50	8.30	6.00	9.00		
8.0	6.3	11.6	11.5	10.9	25.9	25.9	23.8	25.9	₹27.4				Average Speed per Hour			26.5	24.2	27.2	27.7	24.2	9.8	10.0	7.3	7.0		

SEE SPECIAL RULES, PAGE 2

SPECIAL RULES FOR FIRST DISTRICT (Main Line).

REGISTERING STATIONS—Ellensburg, Easton, Lester and Auburn. At Easton and Lester passenger trains register by ticket; clearance will not be required at Easton or Lester, unless red signal is displayed. At Easton and Lester trains terminating will register arrival, and at Easton and Lester departing freights ascending will register whether "all air" or helper on rear. Palmer Junction 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.
In tunnel section, between east switch of west passing track at Martin and west switch of Track No. 1, at Stampede, (A) westbound trains will not pass Martin or eastbound trains Stampede without receiving block clearance. (B) Flagging is not required.

(C) Head and tail lights will be used both day and night. At Palmer Junction, the upper semaphore arms govern movement of trains via main line; lower arms govern movement to and Buckley Line.

Buckley Line.

Switch at Palmer Junction will be set for the Auburn line. Speed of freight trains over switches at Palmer Junction must not

switch at Fainter Junction will be set to the Rabuth like. Spect of the Rabuth like special respectively. Switch at Fainter Junction will be exceed twenty (20) miles per hour.

Westbound passing track at Ravensdale extended westward 18-10 miles connected with passing track at Henrys. This extended track will be known as the westbound passing track Ravensdale, and conductors of westbound trains using this siding, if given clearance to depart on arrival of certain trains, should, if delayed on the west end of this track, call up on telephone, located at the west switch, and ascertain whether any further instructions for them. This track will be used as a switching lead for trains switching at the

No. 939 is annulled Easton to Lester on Mondays, Wednesdays and Fridays. No. 940 is annulled Lester to Easton on Tuesdays, Thursdays and Saturdays.
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.

(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 east passing track); Borup (east end of east passing track); Eagle Gorge (west end of westbound passing track); Soos Creek (spur track); Auburn (east end Gravel Pit siding).

Interlocking derails are located as follows:—Kountz (east end of passing track); Teanaway (east end of east passing track); Martin (east end of extension to house track); Upham (east end of east passing track); Martin (east end of east passing track); Borup (west end of west passing track); Borup (west end of east 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 passing track); Lemolo (west end of passing track); Kanaskat (west end of wye); Byrd (west end of passing track); Covington (west end of westbound passing track); Wynaco (west end of passing track). Derail is connected with main line switch and the derail is closed when main line

be maintained upon derailing switches in above locations.

e switch is not thrown for passing track; derail is open when main lin

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.

Siding at Auburn Gravel Pit will be operated as an intermediate siding.

Position of "Wye" switches at Auburn will be ascertained before using.

Will be for Seattle leg of the wye. Switch target and switch lamp will show clear indication for Seattle leg.

Speed westbound 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

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

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

When trains of any class by train order, or trains of same class by time table, meet at Upham, Martin, Stampede, Borup, Kennedy or Weston, ascending train will take siding. It must be understood that meeting by train orders refers to trains having a positive meeting order, and meeting by time table refers to stations designated on time card as a scheduled meeting point between two trains of the same class, and that, except as specified in this rule and the following paragraph, an inferior train meeting a superior train at either of these stations must take siding and clear the time of superior train five minutes, as per general rule.

Descending freight trains in making meeting point with ascending passenger trains at Stampede will be required to be into clear before passenger train is due Borup; at Borup or Kennedy before due at Weston, and at Weston before passenger train due to leave Easton.

At Dudley, Weston and Humphrey, Track No. 1, located next to main track, will be known as Eastbound Passing Track.

At Stampede, passing track No. 1 will be westound passing track, and passing track, and passing track, and passing track, and passing track, movement should be protected by flag, and whenever westbound trains find it necessary to use eastbound passing track, movement should be protected by flag, and whenever westbound trains find it necessary to use eastbound passing track, movement should be protected by flag, and whenever westbound trains find it necessary to use eastbound passing track, movement should be protected by f

NOTE.—Maximum speed of passenger trains is one minute, or sixty seconds, per mile. This limit must not be exceeded. 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. 6 will connect with Tacoma Division 398 at Kanaskat.

RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNAL RULES.

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

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

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

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

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

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it a 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 raske 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 only have train rights permitting it to go, but block rights also.

WEST BOUND

FIRST DISTRICT (Seattle Line).

		Time Table No. 32					; :	-			-			1	FIRST CL	ASS TRAI	NS.			-			-				
ا ء		August 14, 1910.		301	337	325	315	305	395	321	335	357	307	303	333	339	359	323	317	313	345	349	397	331	351	5	
Coal, Scales, and Wyes	bers	Succeeding No. 31D.	E	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
Coal,	Num	STATIONS	ce fro	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY,	
Water, Tables	Station	Telegraph Offices and Calls	Distan Seattle	Seattle Portland Express	No. 258	Gt. Nor. No. 27	No. 41's Connection	No. 4	Kanaskat Accommo- dation	Grays Harbor Limited	No. 257's Connection	Gt. Nor. No. 275	Seattle Portland Express	No. 3's · Connection	Puget Sound Limited	Gt. Nor. No. 277	Gt. Nor. No. 269	Grays Harbor Express	No. 42.		North Bend Accommo- dation		Kanaskat Accommo- dation	No. 6's Connection	No. 1's Connection		
TW Y	C F 31	U.D. KING STREET STATION DN	0.0	12.15AN	12 30AM	6.00AM		7.15 AM		7.45AM		7. 5 OAN	8.00A	A	12.00N	12.10PM	3:30PM	3.35PM	4.00PM	4.10PM	4.25PM	7.10PM		7.30PM			- ~ **
WCST	C F 31	Y.D SEATTLE YARD DN	0.9	*	*	*		*		*	-	*	*		*	*	*	*	*	*	*	*		*			
	C F 27	AGARGO DN 6.8	3.3	* 12.26	* 12.41	* 6.10		* 7.25		* 7.55		* 8.01	* 8.11		* 12.11PM	* 12.21	* 3.41	* 3.45	* 4.09	* 4.21	* 4.36	* 7.21		* 7.41			-
		C. M. & P. S. R. R. CROSSING No Connection 0.1	10.1	*	*	*		*		*		*	*		*	*	*	*	*	*	*	*		*	-		
WY	C F 21	BIBLACK RIVER D	10.2	* 12.36	* 12.52	* 6.19		* 7.37		* 8.04		f 8.11	* 8.21		* 12.21	* 12.31	* 3 51	* 3.57	* 4.20	* 4.31	* 4.50PM	* 7.31		* 7 52			
	C F 19	ORILLIA	12.6	*	*	*		*	:	*		*	*		*	f 12.35	*	*	*	*	See page 10	*		*			
	C F 17	0'BRIEN'S	14.7	7 *	*	*		*		*		*	*		*	f 12.38	*	*	*	*		*		*			
	C F 15	KNKENTD	16.7	f 12.47	* 1.08	* 6 27		f 7.46		* 8.12		8.22	8.32		12 32	12.42	* 4 01	4.08	* 4.29	* 4.41		* 7.40		* 8.03			
	C F 13	THOMAS	18.7	7 *	*	*		*		*		*	*		*	f 12.45	*	*	*	*		*		*			
	C F 11	CHRISTOPHER	20.1	*	*	*		*		*		*	*	:	*	f 12.49	*	*	*	*		*		*			
	C F 10	GRFIRST ST D	22.0	* 12.57	* 1.13	* 6.35		* 7.56		* 8.20		* 8.32	f 8.42		* 12.42	* 12.52	* 4 10	f 4.18	* 4 38	* 4.50		7.50PM		* 8 13			
Y	C F 9	AUAUBURN DN	22.5	f 12.59	1.15AN	* 6.36		* 8.00AN	1	* 8.21	8.26AM	8 34	8.44	10.45AM	12.45	12.55	* 4 11	4 21	* 4.40	* 4.51	5 Harris H		to the sto de to the	8.15PM	7.30PM	9 25PM	
	CF 4	DIERINGER	26.9	* 1.09		* 6.42				* 8.27	* 8.32	* 8.44	8.54	* 10.55	* 12.55	* 1.05	* 4.19	f 4.80	* 4.45	* 4.59					* 7.42	* 9.35	استان بين درن خطار
	C ₂ F	SNSUMNERD	29.4	f 1.18		* 6.45				* 8.81	f 8.38	8.49	8.59	11.04	1.02	1.12	* 4.23	4.35	* 4.49	* 5.08					7.49	* 9 45	
Y W	1966	MEEKER	31.0	* 1.17		* 6.47				* 8.33	* 8.41	* 8.54	* 9.04	* 11.08	* 1.06	* 1.16	* 4.26	* 4.38	* 4.52	* 5.06					* 7.58	* 9 50	
	1967	PYPUYALLUP DN 6.7	32.3	1.22		* 6.50	7.30AM		8.30AM	* 8.35	* 8.43	9.00	9.10	11.18	1.13	1.23	* 4 30	4.50	4.55PM	* 5.10			6.53PM		7.58	* 9 55	-
	1972	RNTIDEWATER DN 1.7	39.0	* 1.35		* 7 00	* 7.45		* 8.40	* 8.47	* 8.55	* 9.10	* 9.20	* 11.25	* 1.25	* 1.35	* 4 40	* 5.08		* 5.20	,		* 7.05	Control Section of the Section	* 8.10	* 10.07	/
W		QTACOMA DN	40.7	1 4 5AA	A	7.05AM	7.50AM		8.45AM	8.55AM	9.00AM	9.15AM	9.254	11.30AM	1.30PM	1.40PM	4 45PM	5.15PM		5.25PM			7.10PM		8.15PM	10.15PM	17.
W C STY	1976	TACOMA WHARF	42.0																								
		m: 0 5:		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	-
		Time Over District Average speed per hour	-	27 1	30.0	38.7	$\frac{.20}{25.2}$	30.0	33.7	35.9	34.4	28.7	28 7	24.3	1.30 27 1	27.1	$\frac{1.15}{32.6}$	23.0	35 2	32.6	24.5	32 9	33 7	30 0	24 3	$\left -\frac{50}{24} \right $	

Registering Stations-Auburn, Puyallup, Tacoma and Tacoma Wharf. At 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 Tidewater must not exceed fifteen (15) miles per hour.

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

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 Tide water 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.

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 Tidewater and Tacoma engineer will obtain card order at Tidewater 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.

Trains will approach Tidewater 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 Tidewater.

Trains using track known as Buckley Line between Puyallup and Palmer Jct. will provide themselves with copy of Tacoma Division Time Card and be governed by instructions issued by Superintendent Tacoma Division.

Time Table No. 32	
Size Passenger Passenger	
TW OF UD King Street Station DN 0 0 8.856 10 00 9	
TW OF UD King Street Station DN 0 0 8.856 10 0000 5.20	
T W OF UD King Street Station DN 0 0 8.856 10 00 0	
T W OF UD King Street Station DN 0 0 8.856 10 00 0	
ST OF OF OF OF OF OF OF O	
CF AGARGODN 3.3 * 8.48 *10.11	1 2
C. M. & P. S. R. R. Crossing 10.1 *	1
W CF 21 2.4 10.2 * 9.05 f 10.21	-2
CF ORILLIA	
CF 17	
C F 15 KNKENT	
C F 13 1.4 18.7 * * * * * * * * * * * * * * * * * * *	
C F 11 CHRISTOPHER 20.1 * * * C F 11 0.5 * * * * * * * * * * * * * * * * * * *	
C F GRFIRST STD 22.0 * 9.30 * 10.42 4.30 6.45 7.05 8.40PM	
Y CF AUAUBURNDN 22.5 * 9.32 f 10.44 2.30AM 5.00 6.50 7.07 See Page 1 9.45PM 8.00PM	
CFDIERINGER 26.9 * 9.41 *10.54 2.50 5.20 9 50 8.15	distribution of the state of th
CF 2 SNSUMBERD 29.4 * 9.45 f 10.58 3.00 5.35 7 10 7.25	
Y 1966 MEEKER 31.0 * 9.48 * 11.02 8.05 5.45 7.20 7.80 10.05 8.30	
1967 PYPUYALLUPDN 32.3 * 9.52 f 11.07 8.10 6.15 7.35 7.85 10.08 4.00 2.85pm 4.20pm	and the second s
1972 RNTIDEWATER DN 39.0 * 10.05 * 11.20 3.40 6.35 7.55 7.50 10.80 4.20 8.05 4.40	
W 1976 Q TACOMA DN 40.7 10.10PM 11.30PM 8.00AM	
W CTACOMA WHARF 42.0 4.00AM 7.00AM 8.00PM 10.45PM 4.45PM 3.15PM 5.00PM	
DAILY DAILY EX. MON. DAILY DAILY DAILY DAILY EX. SUN. EX. MON. EX. MON. EX. MON. EX. MON.	
Time Over District 1.35 1.30 1.30 1.30 1.40 1.45 1.15 1.0 .40 1.45 .40 .40 .40 .40 .40 .40 .40 .40 .40 .40	<u> </u>

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, Auburn and Puyallup as 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 Tidewater, 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.

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.

The train order signal arm at Black River governing trains on east bound track is connected up with electric track circuit so that if railroad crossing is clear and there are no train orders the signal will show clear until after the engine has passed about 300 feet beyond train order signal post, at which time it will automatically go to danger. As train order signal will be in stop position when rear of train passes signal it will be necessary for conductor to secure proper clearance from operator authorizing him to pass telegraph office with signal set in stop position.

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, and will proceed slowly and under full Control until "Y" switches at Spokane avenue have been passed. All trains will observe crossing rules at intersection of N. P. and King Street Station tracks between Massachusetts and Holgate Streets.

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

No. 350 will connect with No. 397 at Puyallup and with No. 2 at First St. No. 306 will connect with No. 4 at Auburn.

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. 304, 336, 352 and 332 will stop at Kent to let off passengers from points east of Auburn.

Nos. 331 and 337 will stop on flag at Kent to pick up passengers for points east of Auburn.

No. 316 will stop on flag at Sumner, Auburn and Kent to let off passengers from points east of Meeker.

No. 317 will stop on flag at Kent, Auburn and Sumner for passengers for points east of Palmer Jct.

Trains must procure Colorado Street Line Card forms A or B, before using Colorado Street Line between Argo and Seattle yard. When making back-up movement, running test of air brakes must be made from rear of train.

FIRST DISTRICT (Seattle Line)

EAST BOUND

							,				FIR	ST CLAS	S TRAINS	S.										
	326	338	302	360	316	336	306	310	396	346	304	308	358	314	340	318	324	398	330	352	350	6	332	334
f acks.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Pas en
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Capac	Gt. Nor. No. 28	258's Connection	Portland Seattle Express	Gt. Nor. 274	No. 41	No. 257	No. 4's Connection	Buckley Line Connection	Kanaskat Accommo- dation	NorthBend Accommo- dation	No. 3	Portland Seattle Express	Gt. Nor. No. 272	Portland Seattle Special	Gt. Nor. 278	No. 42's Connection	Grays Harbor Express	Kanaskat Accommo- dation	Gt. Nor. No. 2	No. 1	No. 2's and Buckley Line Connection		No. 5's Connection	Puget Sound Limited
	1.20AM			7.40AM	8.30AM	9.00AM		·	·	10.80AM	11.80AM	3.00PM	4.20PM		5.25PM				6.50PM				10.15PM	
	*		*	*	*	*		*		*	*	*	*	*	*		*		*	*	*		*	*
	* 1.08		* 7.18	* 7.28	* 8.15	* 8.48		* 9.24		* 10.17	* 11.19	* 2.48	* 4.08	* 4.48	* 5.13		* 6.13		6.38	* 8.03	* 8.28		* 10.03	* 10.33
	*		*	*	*	*		*		*	*	*	*	*	*		*		*	*	*		*	*
60	* 12.57		* 7.05	f 7.15	* 8.05	* 8.38		* 9.12		10.05AM	* 11.07	* 2.36	* 8.56	* 4.36	f 5.00		* 6.02		* 6.27	* 7.52	* 8.18		* 9.50	* 10.22
5	*		*	*	*	*		*		See page 10	*	*	*	*	f 4.55		*		*	*	*		*	*
3	*		*	*	*	*		*			*	*	*	*	f 4.50		*		*	*	*	× .	*	*
	* 12.46		f 6.51	7.01	* 7.56	* 8.28	<u> </u>	9.02			* 10.57	f 2.25	* 3.45	* 4.25	4.46		f 5.48		* 6.17	* 7.42	8.06		* 9.40	10.12
8	*		*	*	*	*		*			*	*	*	*	f 4.42		*		*	*	*		*	*
Spur 4	*		*	*	*	*		*			*	*	*	*	f 4.38		*		*	*	*		*	*
Spur 70	* 12.86		* 6.42	* 6.52	* 7.47	* 8.18		* 8.52			* 10.47	* 2.15	* 3.86	* 4.15			f 5.37		* 6.07	* 7.32	7.55		* 9.28	* 10.02
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No Sdg.					<u></u>															-				f 9.40
⁷⁰	·		-					The state of the s						_										* 9.85
	* 12.15	12.48	6.15			,	7.32	8.80	9.35AM					* 3.59	4.10	4.50PM	5.15			,		7.50		9.32
No Sdg.	* 12.06	12.85	* 6.05	* 6.15			* 7.20	* 8.05	* 9.20			* 1.35	* 8.09	* 3.49	* 8.55	* 4.35	* 5.00	* 5.05	* 5.30		* 7.05	* 7.35		* 9.20
	12.01AM	12.30AM	6.00AM	6.10AM		. 1	7.15 AM	8.00AM	9.15AM			1.30PM	3.05PM	3.45PM	3.5 OPM	4.30PM	4.55PM	5.00PM	5.25PM		7.00PM	7.30PM		9.15P
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	1.19	.45	1.30	1.30	.45	.45	.45	1.35	. 20	.25	.45	1.30	1.15	1.15	1.35	.20	1.30	.25	1.25	.45	1.40	.45	.50	1.30
	8 Spur 90 8 Spur 70 300 No Sdg. 70 No	Passenger DAILY Gt. Nor. No. 28 1.20AM * 1.20AM * 1.20AM * 60 *12.57 5 Spur 3 Spur 90 *12.46 8 Spur 70 *12.36 300 *12.34 No Sdg. No *12.23 Sdg. 70 *12.20 70 *12.15 No Sdg. 12.01AM DAILY	Passenger Passenger Passenger	Passenger Passenger Passenger Passenger DAILY DAILY DAILY DAILY Gt. Nor. No. 28 Connection Express 7.30Am	Passenger Pass	Passenger	Passenger Pase	Passenger Pass	Passenger	Passenger Pase	Passenger		326 338 302 360 316 336 306 310 396 346 304 308	326 338 302 360 316 336 306 310 396 346 304 308 358	Passenger Pass	326 338 302 360 316 336 306 310 396 346 304 308 358 314 340 Passenger Passe	326 338 302 380 316 336 306 310 396 346 304 308 358 314 340 318 326 326 326 326 326 326 326 326 326 326	326 338 302 360 316 336 306 310 396 346 304 308 358 314 340 318 324 326 338 302 360 316 336 306 310 396 346 304 308 358 314 340 318 324 326 338 302 360 316 336 306 310 396 346 304 308 358 314 340 318 324 326 338 302 360 316 336 306 310 396 346 304 308 358 314 340 318 324 327 328 328 328 328 328 328 328 328 328 328				Same Part Part	Same Same	Same Parameter Parameter

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 Staion, Seattle.
 (2) Trains must keep to the right unless otherwise provided.
 (3) Work extras must move with current of traffic unless otherwise directed.
 (4) Any train making reverse movement on double track against the current of traffic must have train order authority and receive a clearance or clearance and caution card at every block office they pass.
 (5) 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 rack. 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.
- (6) 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.
- (7) No train will enter double track at Tidewater, Puyallup, Auburn, Black River, King St. Station or Argo without obtaining clearance card issued by authority of train dispatcher, except, that west bound passenger trains arriving at Auburn will pull into Auburn proper, or First Street Station, from the Palmer Cut Off when signals are clear.
- (8) A train having taken the siding at any station will not pull out onto main line without authority of clearance card issued by dispatcher.

RULES GOVERNING AUTOMATIC SIGNALS BETWEEN TIDEWATER AND HOLGATE STREET, SEATTLE.

- (1) Between Tidewater and Holgate Street, Seattle, train movements will be governed by automatic semaphore signals.
- (2) Indications:
 - strons: Semaphore arm in horizontal position, or red light by night, "Stop." Semaphore arm 45 degrees upward, or yellow light by night, "Caution." Semaphore arm 90 degrees upward, or green light by night, "Clear."
- Governing arm is that seen to the right of signal mast by approaching train.
- (4) Trains finding semaphore arm in "Stop" position will, after coming to full stop, proceed with caution, expecting to find train in block, open switch, broken rail, or car fouling main track.
 - (5) Trains finding semaphore arm at "Caution" will proceed under control, prepared to stop at next signal.
- (6) Signal lights not burning, or white light by night, will be considered a stop signal, and position of signal ascertained and report of circumstances made from next telegraph office.

 Indicators of miniature semaphore pattern, with push button underneath, are located at all switches and cross overs except at Orillia, O'Briens, Thomas, Christopher and Reservation.

 Normal position of indicators is "Stop."

 To ascertain whether block is occupied or not, push the button underneath the indicator.

 If block is clear when button is pushed, indicator will show clear position, and remain in that position until switch is thrown, when it will again go to "Stop" position.

 If indicator does not clear when button is pushed, there is a train in the block or approaching, and switch must not be thrown.

 If indicator, having been cleared by pushing the button, does not go to stop position when switch is opened, it will show that signals governing this track have not gone to Stop position, and in such cases movement must be made under protection of flag. Signal lights not burning, or white light by night, will be considered a stop signal, and position of signal ascertained and report

- If indicator cannot be cleared, after waiting five minutes and a train does not appear, switches may be used provided movement is fully protected by flag.
- Indicators at main track cross overs show condition of opposite track, and not the track on which they are located.
- Indicators on side track cross overs are located on siding end of cross overs, and indicate condition of main track to which cross

Indicators on side track cross overs are located on siding end of cross overs, and indicate condition of main track to which cross over leads.

Indicators at single switches indicate the condition of track to which switch leads.

Switch instruments are connected to main line switches and both end of crossover switches within automatic signal limits. The opening of any switch will set and hold signal of that block at STOP until switch is again closed. The opening of any switch at either end of main track crossover will hold signals on both tracks at stop. If either end of a siding crossover is opened, it will set and hold the signal at stop that controls block on main track to which it leads. Neither switch or crossover must, therefore, be opened until movement of train is to be made and must be closed immediately after movement has been made and switches locked. When it is necessary to stop at any signal, stop must be made 30 feet before reaching signal in order not to foul track circuits. Cars and engine on side tracks must stand back of insulated joints in order that signals will not be held at stop. Whenever a train is mentioned in these rules, the term "Train" applies to either a road or switch engine with or without cars. The practice of dumping cinders from engines within automatic block limits is prohibited, as it interferes with operation of signals.

Signals governing east bound trains are numbered and located as follows: Signal No. 2 is located 150 ft. east of Tidewater Telegraph office, No. 4, 2800 ft. east of M. P. 3, No. 6, 2900 ft. east of M. P. 4, No. 8, 4000 ft. east of M. P. 6, No. 10, 4600 ft. east of M. P. 18, No. 12, 2200 ft. east of M. P. 10 (outside of passing track), No. 14, 250 ft. east of M. P. 19, No. 16, 3300 ft. east of M. P. 13, No. 18, 4900 ft. east of M. P. 15, No. 20, 4300 ft. east of M. P. 20 (outside of passing track), No. 28, 500 ft. east of M. P. 22, No. 30, 4100 ft. east of M. P. 19, No. 26, 2500 ft. east of M. P. 24, No. 34, 3900 ft. east of M. P. 26, No. 36, 4600 ft. east

EAST BOUND

Time Table No. 32			FI	RST CLASS TRAINS.					SECO	ND CLASS	TRAINS.		/ .				-	THIRI	CLASS 1	TRAINS.			
August 14, 1910		322	356			678	684	676	680	698	690	602	682	686	962	972	938	936					
Succeeding No. 31D.	assing	Passenger	Passenger			Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Way Fr'ght	Way Fr'ght	Way Fr'ght					
STATIONS	of P	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY			1		
Telegraph Offices and	apacit	Grays Harbor Limited	Gt. Nor. No. 276			No. 605				No. 601	Gt. Nor.			No. 603				žn d			* * * * * * * * * * * * * * * * * * * *		
42.0 UD King Street Station DN	35		11.15PM			<u> </u>					8 00PM								- [.				•
0.9 YD.SEATTLE YARD.DN 2.4		*	*			4.00AM		5.45AM	6.45AM	8.50AM			12.25AM	11.00PM				6 05PM			:		
38.7 AG ARGO DN	·	* 10.49	* 11.04			8.25		5.80	6.80	8.38	7.45		12.10AM	10.22				5 50					
31.9 C. M. & P.S. R. R. Crossing No Connection 0.1		*	*															·			:		
31.8 BIBLACK RIVERD		* 10.88	* 10.58			3.05		5.00AM	6.15	8.25	7.25		11.55PM	10.10				5.20 PM	·			-	
29.4 ORILLIA	5 Spur	*	*					See page 10										See page 10					
27.3O'BRIEN'S	3 Spur	*	*																				
25.3 KNKENTD	90	* 10.28	*10.43			2.50			6.00	8.10	7.00		11.40	10.00			<i>!</i>						
23.3THOMAS	Spur	*	*																				
21.9CHRISTOPHER	Spu	*	*												:				;				
20.0 GRFIRST STD		* 10.19	* 10.85			2.30A			5.47	7.55AM	6.48		11.20	9.45PM									
19.5 AUAUBURN DN 4.4	კ00	* 10.17	* 10.84		ويدركننيوك والجوور	-			5.45		6.40		11.15				10.10AM						
15.1DIERINGER 2.5	No Sdg.		* 10.28			_			5.85		6.20	8.50			-		9.50						
12.6 SN SUMNERD	Sdg.		* 10.24			_			5.30		6.15	8.40	10.50				9.40		-	' : '			
11.0 MEEKER	70		* 10.21				4.10		5.25		6.05	8.30	10.40		4.35AM	5.40AM	9.30						
9.7 PYPUYALLUP DN 6.7			* 10.19			.	4.10A		5.20		6.00 5.85	8.25	8.45		4.35AM 4.15	5.40AM	8.50				•		
3.0 RN,TIDEWATER. DN	-		* 10.09				8.50		4.55		5.30PM		0.40						<u> </u>				-
1.3 Q TACOMA DN 1.3	-	9.45	10.05PM			-	3.30A	<u></u>	4.454	4		8.00PM	8.30PM		4.00AM	5.00AM	8.40AM						
0.0 TACOMA WHARF		DATE	DATE			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	·			EX. SUN.	EX. SUN.						_
Time Over District	l	DAILY 1.15	DAILY 1.10			1.30	.40	.45	2.00	.55	2.30	1.00	3.55	1.15	.35	.40	1.30	45					-
Average Speed per Hour	1	32.6	35.9	-		18.7	15.0	13.1	20.5	23.0	17.0	19.5	10.5	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.

ft. east of M. P. 30, No. 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. 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 Street, No. 47, near M. P. 2, No. 45, 2400 ft. west of M. P. 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. 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 numbers 38 and 39, 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 37 and 40. When signals No. 37 and 40 are

in caution or clear position signals Nos. 39 and 38 will show clear. Signals 37 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 Street, 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 Street. Signal No. I 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 2006 ft. beyond and will go to clear position when rear of train has passed crossover at Tidewater. Mile posts and signals are numbered from Tacoma to Seattle on east and west bound tracks. 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.

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.

"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.

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.

"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.

WEST BOUND.					-		-					•					TRICT		1		
		1		THIRD (CLASS TR	AINS.							1	D CLASS		ssing ler Way	Time Table No. 32 August 14, 1910	2		CLASS T	ı
								929		927	923	569	563	675	687	f Pas m Yes	Succeeding No. 31D.	Number Coal, Tables	343	341	34
	44.5							Way Freight	Way Freight	Way Freight	Way Freight	Mixed	Mixed	Freight	Freight	cks cks	STATIONS.	2 02	Passenger	Passenger	Passe
								EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	Capad Tra Distar	Telegraph Offices and Calls	Station Water, Scales,	E DAILY	DAILY	DAI
										-	7.30AM			9.15PM			YDSEATTLE YARD DN		ç		
											7.50 343						UDKING STREET STATION DN			10.20AM	M 4.
<u>.</u> .			·								- 343					0.	0.3 0Yesler Way	<i>:</i>	925	1	
											-	<u> </u>					1.6				-
									<u> </u>	-		<u> </u>			0.10		6 G. N. CROSSING No Connection 2.4	T		* 10.05	-
	· · ·										8.15			9.50	2.10		0 BAD 1.9	CF W 35 S		* 10 35	- 12
											8.20		2	10 00	2.15	80 5.	9 FRD 2.1	CF 37	8.00	* 10.40	4.
	-												ą.			8.	0 BK BROOKLYND 3.1	C F 39	8 08	* 10.47	4
								-			8.35			10.50	2.50	50 11.	1KEITH4.0	CF 42	f 8.20	* 10.55	f-4.
	•							,			8.55			11.10	8.05	60 15.	- 	CF W	f 8.30	* 11.05	f5.
			·	<u> </u>							9.30			11 30	3.25	50 21.	9 B BOTHELLD	CF	8.47	* 11.20	-5.
				<u> </u>	-						9.55AN		i	11.45PM	3.40	100 23.	1.7 6 CJDN	CF W		11.28 344	- 5.
										-				12.45AM	676		5.9 5 MBDN	55 T		344 * 11.47AM	_
										8.00A	See page 9 Snoq Branch	ļ	0 1544				8.5	60			<u></u>
				 	ļ			-			-		9.15AM		5.00AM		0 OM SNOHOMISH DN 5.2	69 S Y		12.12PM	-
										8 80	_		9.40	1.45	See page 9 Everett Branch	<u> </u>	2 MA MACHIAS D 3.1	CF W	9.55	12.22 342	6.
								- · ·		9.00			9.55AM	2 00	Sa .	102 46.	3 FD HARTFORD	CF 77	10.05	* 12.80	6 .
	9									343 9.45 344 10.30	3		See page 9	2.20		60 50.	7 Sg GETCHELLN 6.2	CF 82	10.15 344-927	* 12.40 928	6.
				-						11.00			(To Monte Cristo Bh)	2.35		45 56.	3.0	CF W 1 M	f 10.32	* 12.53	7.
				- 						11.25 11.30 342-928	-			2.55		132 59.	9 AARLINGTONDN 3.8	CF Y	10.40	1.00	7.
			1	-					ļ	342-928 12.01Pl				3.10		40 63.		CF G M	10.50	* 1.10	
																	Track Connection 6.3	95	928		7.
										12.45	-			8.80		65 70.	0 MU McMURRAYD 5.6	CF W	11.05 342	1.22	7.
										1.20	_	1		8.50		25 75.	6MONTBORNE	CF 107	11.20	* 1.38	. 7.
										341 1.32	2	~		8.55		70 77.	3 BGBIG LAKED	CF 109	11.23	* 1.42 927	7.
										2.25				4.10		135 82.	7 CACLEAR LAKED	CF	11.35	* 1.58	8.
]]	-			7.804	8.40A	M 2 45P	M			4.20		290 85.		CF W C T	C 11.45AM	2.07	8.
				-					344	_	.			4.45			Track Connection 0.4	117 T			
									_	_	_					86.	Track Connection 5.1				
,								8 20 344 8 25	9.15		1.	From Bghm Branch		5.15		45 91.	4THORNWOOD 5.8	CF 122	f 12.01PM	* 2.23	f. 8.
	-		. ;		-			8.45 570	9.40A	M		3.45 ^{PM} 930	,	5.30AM		75 97.	2 WKD 2.8	CF Y 128 W	12.15PM	2.38	8.
		3				-		8.55	See page 10		1.	3.52		See		Spur 100.		CF 131	See page 10	* 2.43	Se
	<u> </u>							9.25 9.40 342	To Bham	-	: .	3.59	-	See Bellingham Branch		18 102.	2ACME	CF W	To Bham	2.48 930	To B
				<u> </u>		-	-	342 9.50	Bch	-	-	4.05	-	page 10		20 104.	1.8 0STANDARD		Bch	930 f 2.53	Вс
			- 					10.05		-		4.20	·	n. Ay				CF 135 CF			-
							-			_	-	<u></u>	-				DMDEMINGD	141		8.12	
							-	10.40			_	4.45	-			4	6 NCD 5.4	CF 151	_	8.85	
						3.4					1					125.	0 B. B. & B. C. CROSSING No Connection 0.9				
		,						11.004	M			5.00PM			4 , 1	110 125.	9 SUD	CF W 0 157 S 1	C	3.50PM	1
									-	EX. SUN			EX. SUN.	DAILY	EX. MON.				DAILY	DAILY	DAI
				<u> </u>	·	ļ		3.30	1.00	7.1	9.8	1.15 23.0	12.4	8-15	3.20		Time Over District Average Speed per Hour		4.35	22.9	21.

street car crossings at these points
REGISTER STATIONS Seattle Yard, King-street Station, Woodinville, Snohomish, Sedro-Woolley, Wickersham and Sumas.

Trains will not obtain clearance at Wickersham from 8 p. m. to 8 a. m. unless red signal is displayed. Short siding at Wickersham must be left clear for No. 348.

Trains will not obtain clearance at Wickersham from 8 p. m. to 8 a. m. unless red signal is displayed. Short siding at Wickersham must be left clear for No. 348.

No. 975 has right over No. 976 woodinvine to wickersnam. No. 929 has right over No. 930 Sedro-Woolley to Sumas. No. 675 has right over No. 688 Seattle Yard to Snohomish. Nos. 342, 344 and 348 will take siding when meeting No. 341.

15							SEC	DNE	DIST	RICT.				-						1		EAS'	r bour	ND.
	FIRST (CLASS TR	AINS.		. [Time Table No. 32		<u>, </u>		OND CLA	ASS.	Т.	HIRD CL	ASS TRAI	NS.									
		342			ers	August 14, 1910		Passing	570	688	676	924	928	930	932								.)	
				Coal, Fables	Num	Succeeding No. 31D.	12	8	Mixed		Freight	Way Freight	Way Freight	Way Freight	Way Freight					-	-			
		Passenger		ater, ales, al Wy	ation	STATIONS. Telegraph Offices and Calls.	istanc	Capacity Traeks	EXCEPT SUNDAY	EXCEPT				EXCEPT SUNDAY	EXCEPT SUNDAY									
	DAILY	DAILY		WC ST	CF	Calls. YDSEATTLE YARDDN 0.9		1250	SUNDAY	12.30AM		3.30PM		JONDAI	JONDAI							. 5.		
	9 00PM	2.30PM		ST		UD. KING STREET STATION. DN				-		3.25								-			•	
	675				,:	0.3 Yesier Way 1.6	125.9				# ± ± ±						-							
	,	**	-		*	1.6G. N. CROSSING	124.3				rig /oodi shan													
M	8.45	* 2.15	f 12.35	w	CF	2.4 BAD 1.9	121.9	300		12.01AM	75 has right 676 Woodin- Wickersham.	8.10												
	8.40	2.10	12.28	<u>s</u>		1.9 FR FREMONTD	120.0	80		11.50PM		2.55					-			-				
	8 28	* 2.02	12 16		CF	2.1 BK BROOKLYND	117.9				Vover ville t			- to	<u> </u>									
		* 1.55	, ,		39 CF	3.1 KEITH	114.8	50		11.30	65	2.25	· .	right Sedro nas.	·									
		* 1.45		w	42 CF	4.0 LAKE	110.8	60				2.05		has 930 Sur										
				11/2	46	6.8 BD	103.9	50		11.10 675 10.80	See page 10			929 No. 40						-				
	7.50	924		Wo	53	1.7		100	-	10.20	2.50AN 687	342 1:19		No. over Woolle				-		_				
	7.45	1.25		T		CJWOODINVILLEDN 5.9 MB MALTBY DN		80		9.45	2.30		See 925, p9	6}						_				
		* 1.07	11.15	777.0		MBDN 8.5		150		8.35PM	·		Everett Branch 2.00PM		· ·								· · ·	
	7.05	12 40		- L		OM SNOHOMISH DN 5.2 MA MACHIAS D		45			1.30 67512.50 12.85		1.45					·		_			<u> </u>	
$-\parallel$	6.50	12.22 341	10.35			MAD 3.1 HARTEORD		102	·		12.25		1.25							-				
		* 12.12PM				FD HARTFORDD	75.2	60		-	12.10AN							·				-	-	
		* 11.57AM		<u>. </u>		Sg GETCHELL N 6.2					11.80PM		12.55 341 12.35 12.10PM							_				
		* 11.38		W 1 M E	90	EDGECOMB	69.0	120		right Seattle mish.	11.15	<u></u>											-	
	6.05	11.30 927-928	9.50	Y 8 ME	01	A ARLINGTON DN 3.8	66.0	132		as r s Se nomis			11.50AM 11.20 342-927							_				
	5.55	* 11.20	9.40		CF 95	\M. & N. CROSSING\ BTBRYANTD \\ Track Connection 6.3	62.2	40		75 has 688 Snoho	11.00		10.50 10.40 343	:				-						
	5.40	* 11.05	9.25	w		MUD 5.6	55.9	65		6 Z S	10.40		9.40 344 9.10											
	5.25	* 10.50	9.10		CF 107	MONTBORNE	50.3	25		No. Over Yard	10.20		8.80											
	5.22	* 10.47	9.05		CF 109	BGD 5.4	48.6	70			10.15		8.15											
	5.10	* 10.32	8.50		CF 114	CAD 3.2	43.2	135			9.55		7.30											
	5.00 932	10.25	8.40 931	WC	CF 117	WL SEDRO-WOOLLEY DN 2 G. N. CROSSING	40.0	290			9 45 8 55		7 00AM	4.00PM	4 50 th									
~	*	ļ 				Track Connection 0.4P. S. & B. R. CROSSING	39.6		See 571								-							
	f 4.48	* 10.08	f 8.25		CF 122	Track Connection 5.1THORNWOOD	34.5	45	page 10 BELLINGHAM		8 35 347 8 30	-		3.87	4.10					_	-			
	4.35PM	·	929 8 10 AM	Y W	CF	5.8 WKWICKERSHAMD	28.7	75	8.05AM 344-929		8.00P			3.15 569	3.20PM					-				
	2	9.53 * 9.45	570	-W	128 CF	2.8 SAXON	25.9	Spur						8.00										
	(From BELLINGHAM Branch)		(From BELLINGHAM Branch)		131 CF	2.2 ACME	23.7	18	7.45		(From BELLINGHAM Branch)	<u> </u>	<u> </u>	3412.48 2.43	/P								<u>-</u>	
Y		929 f 9.35		 	133 CF 135	1.8STANDARD	21.9	20	7.41					2.43	(From BELLINGHAM Branch)									
		9.18	, ,		CF	6.1 DMDEMINGD		20	7.30	<u> </u>				1.45								1,0193		
		8.55		<u> </u>	141 CF	9.5 NC NOOKSACKD		18	7.12			<u> </u>		1.05										\
< 1				<u> </u>	151	5.4 B. B. & B. C. CROSSING	0.9																	
4		8.40AA	4	WC		No Connection 0.9 SUSUMASD		110	7.00A		-	 		12.40PA						_				
	DAILY	DAILY	DAILY	ŠŤ	157		ļ			FEX SUN	DAILY	EX. MON	EX. SUN.	EX. SUN.							<u> </u>			
	4.25	5.50	4.40			Time Over District			1.05	3.55	6.50	2.30	7.00	3.20	1.10				:					
	21.6	21.6	20.9	nwille 1	15	Average Speed Per Hour autes for No. 346's connection.	All trai	ns lea	26.5 ving Malti	10.0 by must k	10.7 ep 15 mir	9.9 nutes apart. 344, 347 an	6.8	12.0	11.	Sedro-Woolley, Wickersham and	Sumas expect		Maximum spee This limit mu					
,	No.	344 will wos. 341, 342	ait at Wic 2, 343, 347	kersha	am 15	minutes for No. 570's connec-re	gular stop t	or 348	·					find ma	in line occ	oied.	witch and Be	t Line	This limit mu Maximum spee Maximum spee Engineers mus	ed between Cl	ay and Bell S			
-	homish	for motor	connection	fron	Ever	rett. a	nd within	yard	limits at	Seattle	Interbay	Woodinville	. Snohomis	h. switch a	at Woodinv	e expecting to find main line occur	neu.		Engineersmus	si souna whist	re approsent	ng obscure t	Jim ou co wal	I chipioyes.

WEST BOUND.	,										EVERETT BRA	NCI	I.			-
		SECONI	CLASS ?	TRAINS.		THIRD	CLASS.				Time Table No. 32.		Pi.	SECOND CLA	SS. THIRI	CLASS
	401	487	435	715	451	925	687	l, les	Numbers	E	August 14, 1910. Succeeding No. 31D	from	of Passing	564	926	688
	G. N. Freight	Way Freight	Way Freight	r, Coal, s, Tables	Nu	Distance from Snohomish	STATIONS.	-	city of	Mixed	Way Freight	Way Freight				
					,	EXCEPT SUNDAY	EXCEPT MONDAY	Water, Scales,	Station	Dista	Telegraph Offices and Calls	Distance Smelter	Capacity Tracks	EXCEPT SUNDAY	EXCEPT	EXCEPT SUNDAY
					-	2.55PM	5.30AN	W Y S C	CF 69	0.0	OMSNOHOMISHDN	11.4	150	See 563, p 7 8.45AM	See 927, p 7.30	7 See page 8
									BB 1	0.7	VARDEN 4.7	10.7	22 Spur			
									BB 5	5.4	EBEY JCT	6.0	S 50			
	10.40PM	8.15PM	3.40PM	2.35PM	6.20AM	3.25	6.00		BB 6	6.2	WDN 1.5	5.2	16	8.20	7 05	7.25
	10.50	8.25	3.50	2.45	6.30	3.35PM	6.10AM	W C S Y	BB 8	7.7	EVDN 1.2	3.7	100	8.15AM	7.00	M 7.20PM
	11.00PM	8.35PM	4.00PM	2.55PM	6.40AM	The second secon			BB 9	8.9	PGDN 1.8	2.5	40			
					د سی هم					10.7	No Connection 0.7	0.7				
									BB12	11.4	SMELTER	0.0	175			-
				· · · · · ·		EXCEPT SUNDAY	EXCEPT MONDAY							EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
						.40	.40				Time Over District			.30	.30	.30
	1					11.5	11.5			Į	Average Speed per Hour			15.4	15.4	15.4

EAST BOUND.

SPECIAL RULES COVERING TRAINS ON EVERETT BRANCH

Register Stations-Snohomish and Everett. Bulletin Station-

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 di-

rection 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 immediate-

WEST BO	UND.				SN	OQUALMIE BRANCH	[E	AST BOUND	_ \W	VEST BO	OUND.			I	MON	ITE CRISTO BRANCH	.•			EAST	BOUI	ND.
RD CLASS.	FIRST (CLASS.				Time Table No. 32.		18	FIRST CLA	SS. THIRD CI	Si	ECOND CL	ASS TRAI	NS.	- [Time Table No. 32.		8	SEC	COND CLA	SS TRA	INS.
923		345	oal, ables s	Numbers	e om	August 14, 1910. Succeeding No. 31D.	from	f Passing	346	924			565	563	ıl, les	Nnmbers	шо	Assessed 14 1010		202	566	568		
Way Freight		Passenger	O = 0	n Nu	Distance from Woodinville	STATIONS.		city of ks	Passenger	Way Freight			Mixed	Mixed	r, Cos 8, Tab ∛yes	N N	nce fr	STATIONS.	nce fr e Cris	city of	Mixed	Mixed		
EXCEPT SUNDAY		DAILY	Water, Scales, and Wy	Statio	Dista Woo	Telegraph Offices and Calls	Distan Sallal	Capacity Tracks	DAILY	EXCEPT MONDAY			Mon., Wed., Fri.	Tues., Thur., Sat.	Wate Scale and	Station	Distance Hartford	Telegraph Offices and Calls	Distance from Monte Cristo	Capa Trac	Tues., Thur., Sat.	Mon., Wed., Fri.		
See page 7	5	See page 10						-	See page 10	See page 8			See 563.p 7	See page 7										
10.25AM		5.55PM	C T W	CF 55	0.0	CJDN 3.9	39.2	100	8.50AM	12.05PM			10.30AM	10.30AM		CF 77	0.0	FDD 2.9	42.0	102	1.00PM	2.50PM		
		f		BC 4	3.9	WILLOWS	. 35.3		f					f		BD 3	2.9	LOCHLOY	39.1	25 Spur	:			1
11.15AM 924		6.17		BC 7	6.7	RMREDMONDI	32.5	43	8.28	11.15 AM 923	_	-		f		BD 5	4.6	SOBEY	37.4	20 Spur	'			-
					8.0	PARADISE LOGG. RY. CRSG Track Connection 0.8	. 31.2				-	_	11.30AM	11.15AM	Y	BD 6	6.3	GFD 3.7	35.7	70 Spur	12.15PM	2.05		1
		f		BC 8½	8.6	CAMPTON	. 30.6	6 Spur	f		-				w	BD 10	10.0	TUNNEL No. 1	32.0	10				-
		f		BC 11	9.8	SAMAMISH	. 29.4	6 Spur	f							BD 12	11.9	TUNNEL No. 2	30.1	10				- -
		f		BC 12	11.2	INGLEWOOD	. 28.0	3 Spur	f		-	_	12.30PM		W Wye	BD 14	13.6	ROBE	28.4	10		1.20PM		1
12.15 PM		6.45		BC 15	14.7	MONOHON	. 24.5	33	8.04	10.10	-					BD 19	19.0	BOGARDUS	23.0	5 Spur				-
12.50		6.57	w			GISSAQUAHI	_		7.53	9.30					-	BD 20	19.9	GOLD BASIN	l l					- -
1.50		7.25		BC 26	26.0	RNPRESTONI	13.2	18	7.88	8.50					w			SILVERTON	13.0					- -
2.15		7.87	w	BC -	29.0	FYFALLS CITYI	10.2	12	7.20	7.50	-		:			BD 30	30.1	BONANZA QUEEN	11.9	3 Spur				-
		f		BC 32	32.0	SNOQUALMIE FALLS	. 7.2	4 Spur	f		_					BD 37	37.3	BARLOW PASS	4.7					-
2.40		7.48		BC 33	32.9	SOSNOQUALMIEI	6.3	36	7.10	7.25	_				W _C	BD 42	42.0	MONTE CRISTO	0.0	100				
3.00PM	<u>;</u>	8.00PM	ΥC	BC 36	35.9	BNNORTH BEND	3.3	18	7.00AM 924	7.10 ^{AM}			Mon., Wed. Fri.	Tues., Thur, Sat.							Tues., Thur. Sat.	Mon., Wed., Fri.		- -
		:			39.2	SALLAL	. 0.0	3 Spur					2.00	.45				Time Over District			.45	1.30		_ -
EXCEPT SUNDAY		DAILY							DAILY	EXCEPT MONDAY		_	6.9	8.2				Average Speed per Hour			8.2	9.2		-
4.35		2.05				Time Over District			1.50	4.55	_						-							
7.8	,	17.4				Average Speed per Hour	[19.8	7.3	_ []]										.]

REGISTER STATIONS—Woodinville and North Bend.
Trains will keep under control within yard limits at Woodinvile and Issaquah.
The maximum rate of speed over truss bridges and high trestles must not exceed 20 miles per hour. Trains must not exceed schedule time descending Preston and Fall City grades, and must be kept under control where view of switches is obstructed.
Frieight 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 Sadal. No. 345 has right over No. 346 Woodinville to North Bend. West "Y" switch at North Bend will be lined for "Y."
Nos. 923 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 565 will wait at Hartford for No. 343's and 344's connection, unless otherwise instructed.

No. 563 has right over No. 566 Hartford to Granite Falls. No. 565 has right over No. 568. Nos. 568 and 566 will be run extra Hartford to Everett. No. 563 will be run through to Silverton and return as an extra every Saturday.

Bracing in Tunnel No. 4 will not clear man on top of box car.

												=
WE	ST BOU	ND. I	AK	E W	/AS	HINGTON BELT LINE	BR	ANG	CH. E	AST BO	UND.	
THIRD	CLASS.	FIRST CLASS				Time Table No. 32.			FIRST CLASS	SECOND CLASS	THIRD CLASS	
· .	935	345	ll, les	mbers	E.	Aug. 14, 1910. Succeeding No. 81D.	mic	cks	346	676	936	
	Way Freight	Passenger	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Black River	STATIONS	Distance from Woodinville	Capacity of Passing Tracks	Passenger	Freight	Way Freight	ı
	EXCEPT SUNDAY	DAILY	Wate Scale and	Static	Dista Black	Telegraph Offices and Calls	Dista Wood	Capa Passi	DAILY	DAILY	EXCEPT SUNDAY	
	9.45AM	4.50PM	WY	CF 21	0.0	BIBLACK RIVERD	24.1	60	See page 5 10.05AM	See page 6 5.00AM	See page 6 5.20PM	A SE
3	9.50 11.00 346	4.55 936		BA 22	2.1	{ RT RENTON D } C. & P. S. CROSSING } No Connection 0.1	22.0	50	10.00 935	4.50	5.10 4.45 345	
					2.2	Track Connection 1.8	21.9					ı
7			Ģ.		4.0	No Connection 1.4	20.1					
		f		BA 19	5.4	KENNYDALE	18.7		f			I
	11.55AM	5.20		BA 12	11.8	WILBURTON	12.3	20	9.85	4.10	8.50	
	12.10PM	f 5.25		BA 10	13.6	NORTHRUP	10.5	50	f 9.30	4.00	8.40	
	12.80	f 5.35	W 5- 10 me	BA 7	17.4	KIRKLAND	6.7	65	f 9.20	8.45	8.25	
					23.8	No Connection 0.3	0.3					
i	1.00PM	5.55PM	C T W	CF 55	24.1	CJD N	0.0	100	9.00AM	8.00AM	2.45PM	I
		See page 9							(From Snoqual- mie Bch)	See page 8		
	EXCEPT SUNDAY	DAILY							DAILY	DAILY	EXCEPT SUNDAY	١
	3.15	1.05				Time Over District			1.05	2.00	2.35	ı
	7.4	21.0			<u> </u>	Average Speed per Hour			21.0	12.0	9.3	ı

Register Stations—Woodinville and Black River. Nos. 345 and 346 will register by ticket at 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. 335 has right over No. 336

No. 935 has right over No. 936.

WES	T BOU	ND.			DA	ARRINGTON BRANCH	•		EA	ST BOU	J ND
THIRD CLASS	FIRST	CLASS.				Time Table No. 32.			FIRST	CLASS.	THIRD CLASS
933	353	327	ıl, iles	Numbers	w o.	Aug. 14, 1910. Succeeding No. 31D.	W o.	facks	328	354	934
Way Freight	Passenger	Passenger	ter, Coal, les, Tables Wyes	on Nu	Distance from Arlington	STATIONS	Distance from Darrington	Capacity of Passing Tracks	Passenger	Passenger	Way Freight
EXCEPT SUNDAY	DAILY	DAILY	Wate Scale and	Station	Dista	Telegraph Offices and Calls	Dista Darr	Capa Passi	DAILY	DAILY	EXCEPT SUNDAY
9.30AM	7.30PM	11 .10AM	CY	CF 91	0.0	PhoneARLINGTON DN 4.6	28.0	132	9.30AM	5.30PM	4.30PM
10.00	7.47	11.27	W	BK 4	4.6	COOPER	23.4	4 Spur	9.18	5.13	4.00
10.20	7.56	11.36AM		BK 7	7.5	CICERO	20.5	Spur	9.04	5.04	8.40
10.40	8.07	11.47		BK 11	11.0	0\$0 2.1	17.0	40	8.58	4.53	8.20
10.55	8.13	11.53		BK 13	13.1	HALTERMAN	14.9	33	8.47	4.47	8.05
₹.05	8.18	11.58AM		BK 15	14.8	ROWAN	13.2	5 Spur	8.42	4.42	2.55
11.20	8.25	12.05PM	W	BK 17	17.0	Phone	11.0	80	8.35	4.35	2.40
11.30	8.31	12.11		BK 19	18.8	WELTON	9.2	32	8.29	4.29	2.30
11.40	8.89	12.19		BK 21	21.2	FORTSON	6.8	26	8.21	4.21	2.20
11.55AM	8.41	12.21		BK 22	21.8	IRVING	6.2	4 Spur	8.19	4.19	2.05
12.15PM	8.58	12.88		BK 26	25.7	EDITH	2.3	10 Spur	8.07	4.07	1.45
12.30PM	9.00PM	12.40PM	СҮ	BK 28	28.0	PhoneDARRINGTOND	0.0	24	8.00AM	4.00PM	1.30PM
3.00	1.30	1.30				Time Over District			1.30	1.30	3.00
9.3	18.6	18.6	<u> </u>			Average Speed per Hour			18.6	18.6	9.3

Register Stations-Arlington and Darrington.

Bulletin Station—Arlington.

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

No. 933 has right over No. 934—Arlington to Darrington.

West wye switch at Darrington will be kept set for the wye. This is a stub switch.

When making back-up movement, running test of air brakes must be made from rear of train.

W .	WEST BOUND. BELLINGHAM BRANCH.											EAST BOUND.			
THIRD CLASS	SECOND	CLASS.	FIRST	CLASS.				Time Table No. 32.			FIRST	CLASS.	SECOND	CLASS.	THIRD CLASS
931	675	571	347	343	les les	mbers	E E	Aug. 14, 1910. Succeeding No. 31D.	om	of Tracks	344	348	572	676	932
Way Freight	Freight	Mixed	Passenger	Passenger	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Wickersham	STATIONS	Distance from So. Bellingham	city o	Passenger	Passenger	Mixed	Freight	Way Freight
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	Wate Scale and	Statie	Dista Wick	Telegraph Offices and Calls	Dista So. B	Capacity Passing T	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY
. 1								1					See 569 p. 7		See page 8
9.45AM	5. 30 AM	8.15AM 344	8.50PM	12.15PM	W	CF 128	0.0	WKD	22.7	75	8.10AM 571	4 . 35 PM 341	3.40PM	7.55PM	3.15PM
9.55	5.40	8.30	f 8.55	f 12.20		BM 1	1.3	MIRROR LAKE	21.4	15	f 8.05	f 4.27	3.30	7.45	8.05
10.10	5.50	8.40	f 9.00	f 12.25		BM 4	3.8	PARK	18.9	15	f 8.00	f 4.22	8.25	7.40	2.50
10.15	5.55	8.43	f 9.03	f 12.28		BM 5	4.8	BLUE CANYON	17.9	20	f 7.55	f 4.16	8.20	7.35	2.45
			f	f		BM 7	6.6	IDLEWILD	16.1	No Sdg.	f	f			
			f	f	W 1 M E	BM 9	9.0	TOWANDA	13.7	No Sdg.	f	f			
10.55	6.25	9.08	f 9.27	f 12.48		BM 11	11.4	WOODLAWN	11.3	20	f 7.35	f 3.55	2.58	7.10	2.00
11.10	6.35	9.18	9.87	12.58		BM 15	15.1	SILVER BEACH	7.6	No Sdg.	7.25	3.45	2.48	7.00	1.45
11.25	6.40	9.20	* 9.40	* 1.00		BM 16	16.1	LARSON	6.6	30	* 7.23	* 3.43	2.45	6.55	1.40
11.45AM	7.00AM 344	9.85AM	9.55PM	1.15PM 932	W Y CS	BM 20	20.1	WDBELLINGHAMD	2.6	50	7.10AM 675	3.30PM	2.30PM	6.40PM	1.1 5 PM 343
							21.9		0.8				_ 187-1		
						BM 23	22.7	FNSO. BELLINGHAMD	0.0	50					[]
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY
2.00	1.30	1.20	1.05	1.00				Time Over District	-		1 00	1.05	1 15	1.15	2.00
10.1	13.4	15.0	18.7	20.1				Average Speed per Hour			20.1	18.7	17 2	16.0	10.1

Register Stations—Wickersham and Bellingham. Bulletin Station—Bellingham.

Trains will be kept under control between Towanda and Blue Canyon and at all other points where slides are liable to occur and in yard limits at Bellingham and Wickersham. Maximum grades Larson to Bellingham and Mirror Lake to Wickersham. Freight trains will test air brakes before descending these grades.

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

ham. 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. 931 has right over No. 932, Wickersham to Bellingham.

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

WEST BOUNI			ND.		ROSLYN BRANCH.	EAST BOUND.							
	SECOND	CLASS			S.		Time Table No. 32.			SECOND CLASS			
579	577	575	573	Coal, Fables es	Numbers	from	Aug. 14, 1910. Succeeding No. 31D.	from	574	576	578	580	
Mixed	Mixed	Mixed	Mixed	ter, Calles, Ta		ance	STATIONS.	nan	Mixed	Mixed	Mixed	Mixed	
DAILY	DAILY	DAILY	DAILY	Wate Scale: and V	Station	Dista Cle E		Distance Beekman	DAILY	DAILY	DAILY	DAILY	
6.00PM	1.00PM	10.30AM	7.00AM	W C	1873	0.0	CLDN	7.1	8.30AM	11.80AM	5.15PM	7.00P	
6.05	1.05	10.35	7.05			2.0	MINE 5	5.1	8 25	11 25	5.10	6.55	
6.15	1.15	10.45	7.15	s	C _A	3.5	RS ROSLYN	3.6	8 15	11.15	5.00	6.45	
6.28	1.23	10.53	7.23		C _A	5.2	RONALD	1.9	8.05	11.05	4 50	6.35	
6.30PM	1.30PM	11.00AM	7.30AM	-		6.1	BEEKMAN	1.0	8.00AM	11.00AM	4.45PM	6.30P	
			<u>·</u>			7.1	LAKEDALE	0.0					
.30	.30	.30	.30				Time Over District		. 30	.30	30	.30	
12.2	12.2	12.2	12.2				Average Speed per Hour		12.2	12.2	12.2	. 12.2	

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

Extra trains must wait at Roslyn until second class trains clear at Cle Elum. All trains will run under full control while within yard limits at Cle Elum, expecting to find switches occupied.

Bulletin and Register Station-Cle Elum.

Nos. 575 and 579 have right over Nos. 576 and 580 Cle Elum to Beekman.

COMMERCIAL SPURS.

MAIN LINE.

Distance from Yesler Way.

STATIONS.	Miles	How Connected	Cars Capacity
Edgewate:	6.1	1 E	8
Latona	7.4	1 E	4
Wood Spur	9.9	1 E	16
Pontiac, F 343, 344, 347 & 348	12.7	1 E	4
Lavilla, F 343, 344, 347 & 348	14.0	1 E	
Belden	14.2	1 E	8
Briarcrest, F 343,344,347&348	17.0	••••	
Kenmore, F 343,344,347 & 348	18.4	1 E	۰, 7
Renwood,	20 1	1 W	
Wayne, F 343, 344, 347 & 348	21.0		
Hannan	21.8	1 E	14
Stockton	23.0	1 E	8
Bear Creek	24.8	1 E	17
Sand Spur	25.3	1 E	12
Grace, F 343,344, 347 & 348	25.9	1 E	25
Brace	28.5	1 E	3
XL Spur	29.5	1 E	4
Cathcart, F 343,344,347 & 348	33.1	1 W	12
Cobbner	35.5	1 W	• • • • •
Bromart	36.7	1 E	32
Sinnett's	43.5	1 E	69
Bartlett	43.9	1 E	4
Lake Cassidy	49.3	1 W	3
Kelmire	50.0	1 E	6
Ryton	51.2	1 E	3
Harvey	54.4	1 E	4
Sisco, F 343, 344, 347 & 348	55.0	1 E	15
M. & A. Tfr	58.3	1 E	6
Kelly's Spur	59.0	1 W	4

STATIONS.	Miles	How Connected	Cars Capacity
Springfield	62.1	1 E	4
Milldale	64.9	1 E	20
Pilchack.	65.4	1 E	88
Day's, F 343, 344 & 347	67.6	1 W	13
Ehrlich	73.0	1 W	20
Buxton	75.1	1 E	29
Conway	78.2	1 E	
Nookechamp, F 344 & 347	78.6	1 E	5
Heather	81 0	1 E	5
Sedro Quarry	84.0	1 E	7
Daniels	91.0	1 E	6
Lomond	92.0	1 W	20
Cohone	92.1	1 E	18
Prairie, F 343, 344, 347 & 348	93.6	Siding	10
Brannain	95.2	1 E	2
Morgood, F 570 & 569	98.9	1 E	
Doran. F 570, 569, 341 & 342	99.5	1 W	4
Canedy	100.5	1 W	5
Vancom	103 4	1 E	
McDonald's,F341-342-570-569	105.1	1 W	4
Coyne	107.0	1 E	7
Van Zant's, F341-342-570-569	107.2	1 W	8
Case's Spur, F 570-569	108.3	1 E	5
Abbott, F570-569	110.7	Siding	18
Eliton	112.1	1 E	13
Lawrence, F 341-342-570-569	113.2	1 E	6
McKee's	116.9	1 W	14
Crescent	121.4	1 W	5
	· .		

SNOQUALMIE BRANCH. Distance from Woodinville.

Derby, F 345 & 346	1.3		
Adelaide, F 345 & 346	8.8	1 E	3
Pickering, F 345 & 346	16.3	1 E	3
Grand Ridge, F 346	21.9	1 W	15
High Point, F 345 & 346	23.1	1 E	4
Wescott	24.8	1 E	9

Lovegreen	27.6	1 E	5
Craven	29.3	Siding	14
Niblock	32.4	1 W	100
Quariton	34.6	1 E	
Tanners	38.1	1 E	. 15
Weeks	38.2	1 E	100

MONTE CRISTO BRANCH,

Distance from Hartford.

Guernsey	2.0	1 E	65
Denmark	2.5	1 E	- 5
Brilcom	2.6	1 E	25
Beechwood	2.7	1 E	. 7
Diffley	4.0	1 E	10
Enos Quarry	7.3	1 E	30
· .		}	

Atlas	8.3	1 E	5
Bridge 12	9.0	1 E	8
Hemple	20.2	1 E	5
Tyree	23.2	1 E	21
Waldheim	26.7		
Weiden Creek	39.0		0
<u></u>			

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
	١.						15 1 15

DARRINGTON BRANCH.

Distance from Arlington.

STATIONS.	Miles	How Connected	Cars Capacit y	STATIONS.	Miles	How Connected	Cars Capacity
Etonia	10.4	1 W	10	Pulworth	22.4	1 E	4
Jenner	18.0	1 E	6	Gorlock	18.4	Siding	25

LAKE WASHINGTON BELT LINE.

Distance from Black River.

						T	
Lauderback	22.1	1 W	4	Midlakes, F 346-345	12.6	1 W	5
Jones, F 345 & 346	20.3	1 E	5	Hazelwood, F 345 & 346	7.3		
Firloch, F 345 & 346	19.8	1 E	4	Pines	6.9	1 E	6
Feriton	16.6	1 E	2	May Creek, F 345 & 346	6.6	1 E	4
Kincaid	16.0	1 E	5	Sanford, F 345 & 346	4.1	1 E	2

EVERETT BRANCH.

Distance from Snohomish.

Dibuild it our buries and												
Sherwood	4.1	1 E	4	Madrona	8.4	1 E	80					

BALLARD BRANCH.

Distance from Interba

		Distance in	om Interday.	
Ballard	1.1	50	Station No. B 5.	

MAIN LINE.

DISTANCE FROM ELLENSBURG.

Younger .		23.3
Morgan's	MIII	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.

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-

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.

> J. E. CAMPBELL, Trainmaster, Seattle.

R. G. CAMERON. 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 horizon-

The distant signal is the semaphore arm with a forked end, which in a horizontal position indicates "Caution, proceed with Caution," and 60° below horizontal indicates "Proceed."

By night signal indications are given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed." Yellow indicates "Caution, proceed with Caution."

West bound N. P. trains from tunnel are governed by upper arm of semaphore, located about 150 feet east of tower building. East bound N. P. trains to the tunnel and to the water front are governed by dwarf signal, located about 350 feet west of the

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

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

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

West bound trains from water front will give one long blast of whistle for N. P. Main Line. Hand signals must not be taken against interlocking signals, except when given by the towerman from the center of the track, with a yellow flag by day and a yellow light by night.

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

JOHN FITZSIMMONS. Trainmaster, Seattle. O F. OHLSON. Chief Dispatcher, Seattle.

TONNAGE RATINGS—FREIGHT ENGINES.																											
	SECOND DISTRICT—EAST BOUND.								SECOND DISTRICT—WEST BOUND							OUND.											
DISTRICTS.	Class D	2 & E 3	Class	s E 6	Class	E 7	Class	s F 3	Class	F 5	Clas	s F 1	DISTRICTS.	Class D	2 & E 3	Class	E 6	Class	E 7	Class	F 3	Class	F 5	Class	s F 1		
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		
Sumas to Wickersham	800	27	850	28	950	31	925	31	1100	36	1300	43	Seattle to Fremont	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60		
Wickersham to Thornwood	425	14	450	15	550`	18	535	18	600	20	700	23	Fremont to Keith	525	18	550	18	615	20	600	20	650	21	750	25		
Thornwood to Clear Lake	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Keith to Woodinville	1200	40	1200	40	1500	50	1500	50	1650	55	1800	60		
Clear Lake to McMurray	425	14	450	15	540	18	525	18	575	19	675	22	Woodinville to Maltby	320	11	340	11	415	14	400	14	450	15	600	19		
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	625	20	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	3 2	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		
	-				<u> </u>	,					ļ		Thornwood to Sumas	900	30	1000	31	1200	40	1200	40	1300	43	1500	50		
	Class D	2 & E 3	Class	s E 6	Class	E 7	Class	s F 3	Class	s F 5	Clas	s F 1			DISTRICTS.		2 & E 3	Clas	s E 6	Clas	ss E 7	Clas	s F 3	Clas	s F 5	Class	s F 1
DISTRICTS.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	DISTRICTS.	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,														
Everett Branch—East Bound.	000	97	050	00	1000	33	980	33	1100	37	1400	46	Monte Cristo to Silverton Silverton to Hartford	2000	40	2000	40	2500	50	285	50	335 3000	60	435 3000	60		
Everett to Snohomish	. 800	27	850	28	1000				1100		1400		Bellingham Branch—West	2000	40	2000	40	2000		2500	- 500	3000					
Darrington Branch—East and West Bound. Arlington and Darrington	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Bound, Wickersham to Mirror Lake	340	11	365	12	415	14	400	13	475	16	575	19		
Snoqualmie Branch—West													Mirror Lake to Larson	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60		
Bound. Woodinville to Issaquah	. 1200	40	1200	40	1500	50	1500	50	1800	60	2200	60	Larson to Bellingham	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60		
Issaquah to Preston	_	-	300	10	415	14	400	13	450	15	550		Bellingham Brch.—East Bound Bellingham to Larson	340	11	365	12	415	14	400	13	475	16	575	19		
Preston to North Bend	. 2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Larson to Wickersham	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60		
Snoqualmie Branch—East Bound. North Bend to Falls City	. 775	26	800	27	1250	41	1200	40	1350	45	1650	55	Lake Wash, Belt Line Branch— West Bound,			1000		1400		1400	40	1500		1000			
Falls City to Preston	. 260	9	300	10	415	14	400	13	450	15	550	18	Black River to Woodinville	1100	37	1200	40	1400	46	1400	46	1500		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	07	975	32	960	32	1030	34	1150	20		
Monte Cristo Branch—West Bound.													Kirkland to Black River	2000	-	2000	40	2500	50	2500	50	2750	55	3000	60		
Hartford to Granite Falls	. 500	17	525	18	850	28	825	27	900	30	1000	33	Mikiand to Diack Itivei	2000	100	2000	10	2000	30	2000	00	2100	00	3000			
Granite Falls to Robe	. 310	10	315	10	350	12	325	11	375	13	475	16							,						1 44		
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	1	.													
re typic industry on a publication of its re- trigger unlaw to to the court of the court	, , , , , , , , , , , , , , , , , , ,		: e										CT-EAST BOUND.		9-12				<u> </u>	,							
	er .		GRAI	DES.			Class Tons		Class Tons	i_	Class Tons		Class Y-2 Class F-1 Tons Cars Tons Cars	Tons	cars	Tons		Class E-		Tons					λ. 		
							I UIID	- G16	TOTIS	COLD	TATE	COLD	Tong Onio Tong Onio	1000		I TONO	CMID	1 2000		****	- CO. 13						

1						FIRST	DISTR	HCT-E	AST BC	OUND.							-		
GRADES.	Class Z		Class W		Class Y-5		Class	Y-2	Y-2 Class F		-1 Class S		Class E-4		Class E-3 or D-3		Class	C-6	
GRADES.		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Auburn to	Lester			1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to	Easton	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	.8	175	6
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.												٠.				
Ellensburg to Easton	1600	53	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Tacoma, via Auburn or Buckley Line	Maxim 60 Ca		Maxir 40 C		Maxi 40 C		Maxii 40 C									
Reting time freight Class W angine 1400 tons: V.2 1200 tons Ellenghurg to Easton																

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

Dr. S. W. MO	WERS, Chief Surgeon, Western Div.,	Tacoma.		
CLINTON T.COOKE, Oculist, Seattle M. B. MATTICE, Sedro-Woolley (S) W. E. GIBSON, Issaquah, (S)	Dr. J. C. McCAULEY, Ellensburg(S)	Dr. D. O. KEARBY, Cle Elum, (S)	Tacoma Hospital, (S)	1
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)	Dr. P
Seattle Tool Car, (S) W. C. COX, Everett, (S)	, , , ,			Dr. V
	•		· ·	1 .

NOTE.

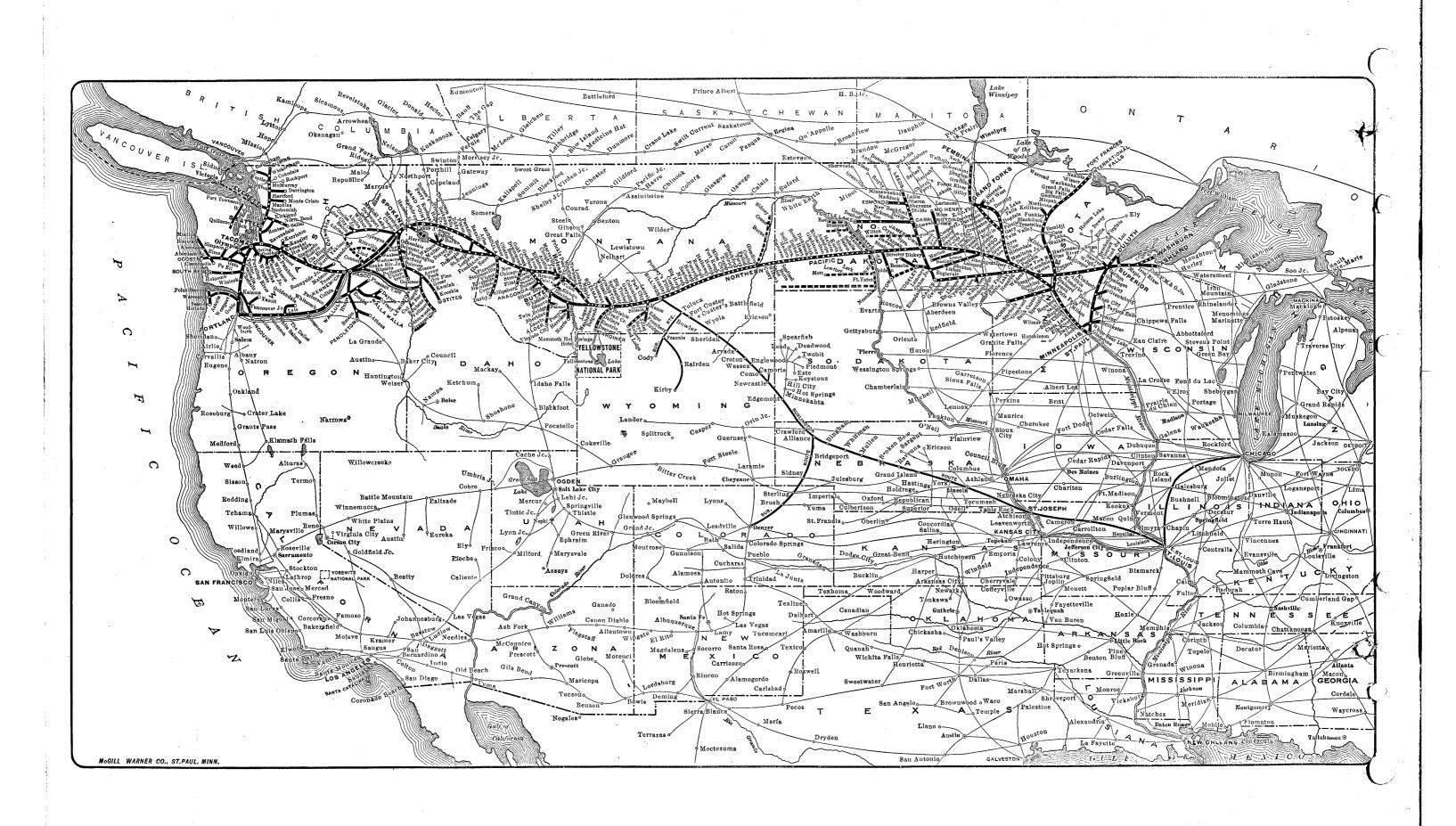
Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority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

Tacoma Wharf, (S)
Tacoma (Toolcar) (S)
P. B. WING, Oculist, Tacoma W. G. CAMERON, Specialist,

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.



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