NORTHERN PACIFIC RAILWAY 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, November 20th, 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.

WEST BOUND.		FIRST DISTRICT.			EAST BOUND.
THIRD CLASS SECOND	FIRST CLASS TRAINS.	Time Table 22	FIRST CLASS TRAINS.	SECOND CLASS. THIRD CLA	ss.

THIRD	CLASS	SECOND CLASS		FIRST	CLASS T	KAINS.					Time Table 33		sing	- 1		TIRST CLA	OS IKAIN	10.		CLASS.	THIKD	CLASS.	1	_
939	937	601	5	1	3	257	41	al, bles	ımber	rom	November 20, 1910. Succeeding No. 32A.	rom	of Pas	258	4	42	2	6	602	684	938	940		
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	S. Tal	on Nu	unce f	STATIONS.	ince f	ks by	assenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Way Freight	Way Freight		
EXCEPT	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Wate Scale and	Stati	Dista	Telegraph Offices and Calls	Aubi	Trac	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY		
8.15AM 602		6.00PM	5.05PM 940	3.15PM	6.05AM	4.00AM	3.05A	W C S T	1848	0.0	EBELLENSBURG DN 1	05.6		5.25AM	12.30PM	9.20PM	11.45PM	12.45AM	8.00AM	4.00PM		5.00PM		
8.30		6.15	* 5.12	* 3.21	* 6.13	* 4.10	* 3.12		1851	3.6	SHOSKIN 1	02.0	70 *	5.19	* 12.21	* 9.13	* 11.86	* 12 36	7.50	8.45		4.40		
8.55		6.80	f 5.20	* 3.30 684	6.23	f 4.22	* 8.20		1855	7.6	TPTHORPDN	98.0	140 *	5.15	12.14	f 9.07	* 11 82	* 12.30	7.40	3:30 3:25		4.25		
9.20		6.41	* 5.26	* 3.35	* 6.80	* 4.30	* 8.25		1858	10.6	DUDLEY	95.0	140 *	5.11	* 12.08	* 9.02	* 11 29	* 12.24	7.80	8.05		4.05		
9.40		7.00	* 5.84	* 3.43	* 6.39	* 4 38	* 3.88		1862	14.5	KOUNTZE	91.1	80 *	5.08	* 12.01PM	* 8.55	* 11.22	* 12 17	7.15	2.45		3.43 1 3.38		_
9.55		7.12	* 5.38	* 8.47	f 6.44	* 4.48	* 3.37	W 1 ₁₀	1865	16.9	BRBRISTOLDN	88.7	140 *	5.00	f 11.56AM	* 8.51	* 11.18	* 12.12	7.05	2.85		3.15		
10.15		7.25	* 5.46	* 8.54	* 6.51	* 4.52	* 3.44	7	1869	20.8	TEANAWAY	84.8	150 *	4.52 257	* 11.48	* 8.44	* 11.11	* 12.05AM	6.51 3 6.46	2.20		2.55		
10.40AM 12.05PM		7.50	5.54	* 4.00	7.05	5.01	* 8.57	WCY	1873	24.8	CLCLE ELUMDN	80.8	500	4.45	11.42 939	8.88	* 11.05	11.59PM	6.80	2.05 1.45 940		2.35 1.25		-
12.30		8.05	* 6.02	* 4.08	* 7.15	* 5.10	* 4.05		1877	29.0	BAKER	76.6	80 *	4.38	* 11.82	* 8.25	* 10.56	* 11.51	6.02			1.05		_
12.50 940		8 16 42 8 21	* 6.05	* 4.14	f 7.20	* 5.14	* 4.09		1880	31.4	NSNELSON'SDN	74.2	140 *	4.85	f 11.28	* 8.21	* 10.53	* 11 46	5.55	1.20		12.50 939		_
1.05 6841.10		8.35	* 6.10	* 4.18	* 7.26	* 5.20	* 4.14		1883	34.4	TALMAGE	71.2	80 *	4.80	* 11.22	* 8.16	* 10.49	* 11 41	5.45	1.10		12.20PM		_
2.00		9.15	6.20	* 4.30	7.85	5.29 602	* 4.23	W C T Y	1886	38.1	ESEASTON DN	67.5	295 *	4.23 41	11.15 940	8.11	* 10.44	* 11.85	5·29 5·24 257	, 12.55		11.55AM 4 10.50	-	-
2.20		9.35	* 6.29	* 4.40	* 7.45	* 5.89	* 4.33	w	1890	42.1	UPUPHAMDN	63.5	150 *	4.12	* 11.09	* 8.03	* 10.86	* 11.25	5.00	12.35		10.80		
2.45		10.00 2 10.28	* 6.40	* 4.53	* 8.00	* 5.53	* 4.43	W	1894	46.0	RTMARTIN DN	59.6	200 *	4.08	* 11.01	* 7.55	* 10.28 601	* 11.16	4.43 41 4.33	12.20		10.15		7
8.05		10.50 6 11.04	* 6.51	* 5.05	* 8.12	* 6.05	* 4.55	W	1897	48.8	SISTAMPEDEDN	56.8	170 *	3.52 602	* 10.49	* 7.43	* 10.16	* 11.04	4.03 258 3 .40	12.05PM		9.45		
8.20		11.20	* 6.58	* 5.13	* 8.19	* 6.15	* 5.04	W	1901	52.1	BOBORUP DN	53.5	150 *	8.40	* 10.40	* 7.81	* 10 06	* 10.54	3.10	11.40AM		9.15		-
3.35		11.85	* 7.05	* 5.20	* 8.28	* 6.25	* 5.12		1904	55.1	KENNEDY	50.5	70 *	8.82	* 10.28	* 7.20	* 9.56	* 10.42	2.40	11.15		8.50		
8.42		11.45PM	* 7.13	* 5.25	* 8.33 940	* 6.80	* 5.18	W	1906	57.3	WNWESTONDN	48.3	140 *	8.26	* 10.22	* 7.13	* 9.51	* 10 84	2.15	11.00		3 8.33 8.28		
4.00PM	7.30AM	12.01AM 12.10	* 7.25	* 5.35	8.48	* 6.40	* 5.30	WCT	1911	62.1	DMLESTER DN	43.5	290 *	3.15	10.10 684	7.00	* 9.40	* 10.22	1.30	10.30	5.20Ph	8.00AM		-
uo	7.45	12.20		[f 8.55	·						41.5				f 6.45		f 10 12	1.05	·]	5.00	Q.		_
ester	8.10	12.45 602	* 7.40	* 5.50	f 9.07	* 6.55	* 5.47		1917	69.0	MYMAYWOOD	36.6	140 *	2.52	* 9.49	f 6.36	* 9.22	* 10.00	12.45 601	9.07 3 9.02	4.30	No. ays, Th		-
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lston Friday	9.00 3-4 9.45	1.80	8.00	* 6.09	9.28 4-937	* 7.07	f 6.08	w	1925	76.9	EGEAGLE GORGED	28.7	140 *	2.34	9.28 3-937	f 6.21	* 9.04	f 9 40	12.10AN	8.10	8.20	0 is		-
Eas	10.00	1.45	* 8.05	* 6.15	* 9.84	* 7.12	* 6.15		1928	79.5	MxLEMOLON	26.1	50 *	2.28	* 9.20	* 6 15	* 8.58	* 9.82	11.46PM	7.55	8.00	annu		-
ulled ays, a	10.30	2.05	* 8.14	* 6.26	* 9.44	* 7.20 684	* 6.25		1932	83.8	JCPALMER JCTDN	21.8	70 *	2.18	* 9.10	* 6.00	* 8.47	* 9.21	11.25	7.30AM 257	2.35	lled Sat		
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939 is	11.15	2.40	* 8.24	* 6.39	* 10.05	* 7 28	* 6.38		A 4	88.1	BYRD	17.5	80 *	2.04	* 8.45	* 5.40	* 8.87	* 9.06	10.40		1.45	s. r		
1 02	11.30AM 93812.50PM	3.00	* 8 32	* 6.45	10.11	7.88	6.45		A 7	90.3	ARRAVENSDALE DN	15.3	280 *	1.58	8.40	5.83	* 8.32	* 9.01	10.30		1.30 93712.50	Eas		-
No. Monday	1.80	3.40	* 8.45	* 7.00	f 10.26	* 7.45	f 7.03	W	A 14	97.3	COCOVINGTONB	8.3	140 *	1.43	f 8.20	* 5.16	* 8.15	1 8.45	9.55		12.20P	ton		_
	1.55	4.00	* 8.55	* 7.07	f 10.88	* 7.51	f 7.18		A 17	100.6	WYWYNACON	5.0	70 *	1.37	f 8.11	* 5.08	* 8.05	f 8.35	9.80		11.50A	n Tue		_
	2.30PM	4.30AW	9.10PM 602	7.20PM	10.45AM	8 00 AM	7.30A	Y Y	C _F	105.6	AUAUBURN DN	0.0	250	1.25AM	8.00AN	4.55PM	7.55PM	8.25PM	9:10PM	<u> </u>	11.20A)	:	-
EX. SUN.	EX. MON.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				·			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX.SUN.	EX. MON.		_
7.45	7.00	10.30	4.05	4.05	4.40	4.00	4.25				Time Over District			4.00	4.30	4.25	3.50	4.20	10.50	8.30	6.00	9.00		-

SPECIAL RULES FOR FIRST DISTRICT (Main Line).

REGISTERING STATIONS—Ellensburg, Lester and Auburn. At Lester passenger trains register by ticket; clearance will not be required at Lester, unless red signal is displayed. At Easton 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) west-bound trains will not pass Martin or eastbound trains Stampede without receiving block clearance. (B) Flagging is not required. (C) Head and tall 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 from Buckley Line.

Switch at Palmer Junction will be set for the Auburn line. Speed of freight trains over switches at Palmer Junction must not 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 accretain whether any further instructions for them. This track will be used as a switching lead for trains switching at the Ravensdale mine. Ravensdale mine.

Ravensdale mine.

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); Aburur (east end Gravel Pit siding).

Interlocking derails are located as follows:—Kountz (east end of passing track); Teanaway (east end of east passing track); Eagle Gorge (east end of yard); Cle Elum (east end of extension to house track); Upham (east end of east passing track); Martin (east end of east passing track); Martin (east end of east passing track); Kennedy (west end of passing track); Borup (west end of west passing track); Borup (west end of passing track); Lester (west end of yard); Hot Springs (west end of freight siding); Maywood (west end of east passing track); Lester (west end of passing track); Kanaskat (west end of wye); Byrd (west end of passing track); Lester (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 west passing track); Lemolo (west end of passing track); Martin (east end of wye); Byrd (west end of passing track); Covington (west end of west passing track); Lemolo (west end of passing track); Lemolo (west end of passing track); Kanaskat (west end of wye); Byrd (west end of passing track); Covington (west end of west passing track); Lemolo (west end of passing track); Lemolo (west end of

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-half mile west of Green River

Gorge to Faimer Junction and thirty-live (35) miles per hour from one mile west of Covington to one-hair mile west 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 Lester; at Martin before passenger train due Upham and at Upham 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 westbound passing tracks, and passing track, and passing track west of depot as eastbound passing track. Whenever it is found necessary for eastbound trains to use westbound 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.

by flag.

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

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

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

Lap sidings are located at Thorp, Bristol, Teanaway, Nelson, Upham, Maywood, Eagle Gorge, Kanaskat and Covington.

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.

Dead freight trains will fill to tonnage at Cle Elum.

No. 4 will connect with No. 368 at Kanaskat.

No. 5 will stop at Kanaskat on Saturdays.

No. 4 will connect with No. 308 at Rahaskat.
No. 5 will stop at Kanaskat on Saturdays.
No. 3 will connect with No. 367 at Kanaskat.
No. 3 will connect with No. 367 at Kanaskat.
No. 939 is annulled Easton to Lester on Mondays, Wednesdays and Fridays. No. 949 is annulled Lester to Easton on Tuesdays,
Thursdays and Saturdays. Extra trains may run ahead of third class trains without authority of train order.
When making back-up movement, running test of air Brakes must be made from rear of train.

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 runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

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

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

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

A train intending to go to an intermediate siding to meet or be passed by a train must obtain caution card before entering the block, stating that "Train No.— and Train No.— will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No.—." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or receives further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which would otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of block for the certain train it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office the opposing train must not only have train rights permitting it to go, but block rights also.

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WHSI	RUIN	ı

FIRST DISTRICT (Seattle Line).

1		[[,								.1	IRST CLA	ASS TRAIL	VS.								,		
	Time Table No. 33 November 20, 1910.	-	301	337	225	315	305	395	321	335	357	307	367	333	359	323	317	313	345	349	397	331	351	5	329	355
ules, s	Succeeding No. 82A.		301						 			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Coal, Scales, and Wyes	OTTA OTTO NE	rom	Passenger	 						DAILY	Passenger	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
es and		ance f	DAILY Seattle	No. 258	DAILY	DAILY	DAILY	Manaskat Accommo-	Grays Harbor Limited	No. 257's		Seattle Portland	No. 3's	Puget Sound	Gt. Nor.	Grays Harbor	No. 42.	Seattle & Portland		No. 2	Kanaskat Accommo-	No. 6's Connection	No. 1's		Gt. Nor- No. 1	Gt. Nor. No. 271
Wat Tabl Stati		Dist	Portland Express		Gt. Nor. No. 27	No. 41's Connection		dation	Limited 7.45AM	Connection	Gt. Nor. No. 275	Express	Connection	Limited 12.00N	No. 269 3.30PM	Express 3.35PM	4.00PM	Special 4.10PM	dation 4.25PM	7.10PM		7.30PM	Connection			11 3 OPM
T W C 31	0.9	_	0 12.15A	12 3 0AM	6.00AM		7.15AM		7.40AIII		7.004			*	*	*	*	*	*	*		*			*	*
WC C	F Y.O SEATTLE YARD D	N 0.9	9 *	*	*		*		<u>*</u>			- 0 11	-	* 12.11PM	* 9 41	* 2 45	* 4.09	* 4.21	* 4.86	* 7.21		* 7.41	·		* 8.48	* 11.40
C 2	FARGO7	. 3.	3 * 12.26	* 12.41	* 6.10		* 7.25		* 7.55 		* 7.10	* 8.11		. 18.11m	* 0.21	. 0.10	*	*	•	*		*			*	*
	C. M. & P. S. R. R. CROSSING No Connection 0.1	10.1	*	*	*		*		*		*	*		*			* 4.20	* 4.31	* 4 5 ODM	* 7 21		* 7 52	<u> </u>		* 9.05	f 11.50P
W C	F BIBLACK RIVER	D 10.	2 * 12.86	* 12.52	* 6.19		* 7.87		* 8.04		f 7.20	* 8.21		* 12.21	* 8.51	* 8.57	4.20	2.01				*			*	*
C 19		. 12.	6 *	*	*		*		*		*	*		*	<u> </u>	*			See page 10			*			*	*
C		. 14.	7 *	*	*		*		*		*	*		*	*	*	*	-				* 8.03			* 0 10	f 12.01
	F KNKENT	D 16.	7 f 12.47	* 1 08	* 6.27		f 7.46		* 8.12		7.81	8.82		12.82	* 4.01	4.08	* 4.30	* 4.41		* 7.40		* 8.03	ļ		*	112.01
C	FTHOMAS	. 18.	7 *	*	*		*		*		*	*		*	*	*	*	*		*					•	-
C	FCHRISTOPHER	20.	1 *	*	•		*		*		*	*		*	*	•	*	*		*		*				
		D 22.	0 * 12.57	* 1.18	* 6.35	-	8.00A	M	* 8.20	7. 4	f 7.40	1 8.42		* 12.42	* 4.10	f 4.18	* 4.88	* 4.50		7.50PM		* 8.13				* 12.10
	F AUAUBURND	N 22.	5 f 12.59	1.15A	* 6.36	7.45A	M		* 8.21	8.26A	7.42	8.44		12.45	* 4.11	4.21	4.45PM	* 4.51				8.15PM			* 9.32	
Ç	F DIERINGER	26.	9 * 1.09	_	* 6.42	* 7.55		-	* 8.27	* 8.32	7.58	f 8.54		* 12.55	* 4.19	f 4.80		* 4.59					* 7.42	* 9.85		* 12.22
4 C	F SNSUMNER	D 29.	4 f 1.18		* 6.45	8.02		-	* 8.81	* 8.38	7.58	8.59		1.02	* 4.28	4.85		* 5.03					7.49	* 9.40		f 12.28
Y 19	2 1.6 066 MEEKER	31.	.0 * 1.17		* 6.47	* 8.06	-		* 8.33	* 8.41	* 8.02	* 9.04		* 1.06	* 4.26	* 4.38		* 5.06					* 7.53	* 9.45		* 12.32
W 19	1.3 967 PYPUYALLUP D	N 32.	3 1.22		* 6.50	8.13		8.80AN	* 8.35	* 8.43	8.05	9.10	11.15A	1.13	* 4.80	4.50		* 5.10			6.53PM	A	7.58	* 9.49		f 12.35
19	6.7 P72 RNTIDEWATER D	N 39.	.0 * 1.35	-	* 7.00	* 8.25	-	* 8.40	* 8.47	* 8.55	* 8.15	* 9.20	* 11.25	* 1.25	* 4.40	* 5.08		* 5.20			* 7.05				* 10.05	
w	1.7 QTACOMAD	_			7.05A	8.30A		8.45	8.55A	9.004	8.20A	9.25A	11.80A	1.30PM	4.45Pi	5.15P	M	5.25P	М		7.10PM	A	8.15PM	M 10.15PM	10.10P	M 12.50
	1.3 TACOMA WHARF.			_							-	-	-							-						
STY 19	TO THE WAR		DAILY	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	-	1.30	.45	1.05	.45	.45	. 15	1.10	.34	1.20	1.25	.15	1.30	1.15	1.40	.45	1.15	.25	32.9	$-\frac{.17}{29.7}$	30.0	24.3	24.1	1.35	$-\frac{1.20}{34.1}$
	Average speed per hou	r	27.1	30.0	38.7	24.3	30.0	33.5	35.9	34.4	34.1	28.7	33.5	27.1	32.6	23.0	30 0	32.6			29.1					

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.

No power heavier than Class S4 engines will cross drawbridge or enter on approach to drawbridge at Tacoma.

Trains approaching crossover switches on double track between Tidewater and Tacoma Wharf, which are located at East L Street (near Head of Bay yard office), East D Street (near roundhouse) and 21st Street (entering passenger station) will be under full control and before proceeding will see that switches are set properly and will receive signal from switch tender.

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 drawbridge line. Interlocking signals at east and west approach to drawbridge control use of bridge, and trains will not proceed unless Home semaphore shows clear indication. Trains must not exceed 10 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.

Colorado St. line between Argo and Seattle is operated as follows:—Telephone is installed in box outside of old office at Argo, and another one is boxed on post at south end Argo yard. Eastbound trains coming via Colorado St. will, unless otherwise instructed, cross over and pull directly down to Argo Yard. Conductor should be on head end and call operator Seattle yard office on either phone (one ring), securing card from him for movement to Seattle. Westbound trains on Colorado St. line will move under complete protection from east end of Argo yard to switch at junction point of main line, knowing that eastbound trains with or without card have entire right to pull to east switch regardless of westbound trains. Conductor will call operator Seattle yard office from west end of yard to report arrival and secure clearance to go out on main line. An additional telephone has been installed at south end of Spokane Ave., yard, Seattle, where conductors can secure card when dispatcher is unable to furnish it at yard office. Doors of telephone boxes must be keptclosed and locked with switch lock when not in use.

		WEST BOUND)								FI	RST I	ISTRIC	T (Sea	ttle Lin	e)											
		Time Table No. 33			SE	COND CL	ASS TRAI	NS.		Т	HIRD CLA	SS TRAIN	īs.									-					
		November 20, 1910.		689	601	681	679	677	675	935	971	937	961													-	
Scale	'yes	Succeeding No. 32A.		Freight	Freight	Freight	Freight	Freight	Freight	Way Fr'ght	Way Fr'ght	Way Fr'ght	Freight						-		-						
	M bus	STATIONS.	fron	DAILY		EXCEPT MONDAY		DAILY	DAILY		EXCEPT MONDAY										-	-			j		
Water, Coal, Scales,	Tables and Wyes	Telegraph Offices and Calls.	Distance Seattle	Gt. Nor.				No. 602			From Tacoma Division		From Tacoma Division		-			-									
I I		F UD King Street Station DN 0.9		2.00AN							DIVISION		DIVISION								-	_					
$\frac{1}{w}$		F YD. SEATTLE YARD DN 2.4				8.00AM	6.15PM	7.25PM	9.15PM	9.00AM					-	-					-						
		F ARGO				8.15	6.28	7.45	9.80	9.15					-				-			-					
	- -	C. M. & P.S. R. R. Crossing No Connection. 0.1			-										-							-					
. ▼	$\frac{1}{c_2}$	F BIBLACK RIVERD				8.40	6.43	8.05	9.55PM	9.40AM											-		-				
1	C		·						See Page 7	See page 10									Ì			-					
	C	FO'BRIEN'S																			-	-					
	C	F KNKENTD	16.7	8.10		4.10	6.55	8.20														-					
	C	FTHOMAS	18.7										į	****							-	-			-		,
	C	FCHRISTOPHER	20.1										, .									-					
		GRFIRST STD				4.30	7.05	8.40PM																			
	C	F AUAUBURN DN 4.4	22.5	8.45	4.30AM	4.85	7.07	See Page 1				8.00PM		-		Same Andrews	-										
	C	FDIERINGER	26.9	4.00	4.45	4.50	7.20					8.15															
	C	F SNSUMNERD	l		4.55	5.05	7.25					3.25															
7		1.3			5.00	5.15	7.30					3.30															
	_	67 PYPUYALLUPDN 6.7			5.05	5.25	7.85				2.35PM	4.00	4.20PM														
		RNTIDEWATERDN			5.30	5.45	7.50				8.05	4.20	4.35														
		Q TACOMA DN									-													Service of the servic			
s W	TY 197	76TACOMA WHARF	42.0	The second second	6.00AM		8.00PM			New York Control	3.15PM	4.45PM	5.00PM	-													
\parallel _				DAILY		EX. MON.	DAILY	DAILY	DAILY		EX. MON.	EX.MON.	EX SUN.														
	_	Time Over District Average speed per hour		3.00	1.30	3.05 14.0	24.0	1.15	15.0	15.1	15.0	11.3	15.0		-	ļ		-	-		-						-

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 an dthe 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.

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, and must observe crossing rules where N. P. and C. & P. S. and O. & W. tracks cross at Argo, and will have train under full control and be prepared to stop approaching and passing over "Y" switches at Spokane Ave. 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. 398 will wait at Puyallup for connection with No. 323. No. 350 will connect with No. 397 at Puyallup and with No. 2 at First St.

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

No. 335, 351 and 5 will stop at Sumner and Puyallup and Nos. 304 316, 336, 352 and 332 will stop at Kent to let off passengers from points east of Auburn.

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

Freight trains will fill out at Auburn when given pick-up list by agent.

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

	Time Table No. 33												FIR	ST CLASS	TRAINS	•			St. millerstandiger e distance		galan .					
	November 20, 1910. Succeeding No. 32A.		338	302	360	316	336	368	310	396	346	304	308	358	314	318	324	398	330	352	350	6	332	334	322	326
arf.	Succeeding No. 52A.	cks.	Dassenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenge
a Wh	STATIONS	ty of	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Distance from Tacoma Whar	Telegraph Offices and Calls.	Capaci Passing	258's	Portland Seattle	Gt. Nor. 274	No. 41	No. 257	No. 4's con- nection via Buckley line	Buckley Line	Kanaskat Accommo- dation	North Bend Accommo- dation	No. 3	Portland Seattle Express	Gt. Nor. No. 272	Portland Seattle Special	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	Grays Harbor Limited	Gt. Nor. No. 28
	UD King St. Station DN		Connection	Express 7.30AM	7.10AM	8.30A	9.00	to Kanaskat	9.35AM			11.30AM		4.20PM	5.00PM		6.25PM		6.50PM	8.15PM	8.40PM		10.15PM	10.45PM	11.00PM	11.10
41.1	0.9 YD SEATTLE YARD DN		 	*	*	*	*		*		*	*	*	*	*		*		*	*	*		*	*	*	*
	2.4		<u> </u>	* 7.18	* 6.57	* 8.15	* 8.48		* 9.24		* 10.17	* 11.19	* 2.28	* 4.08	* 4.48		* 6.13	-	* 6.38	* 8.03	* 8.28		* 10.03	* 10.33	* 10.49	* 11.00
	6.8	ļ	<u> </u>	*	*	*	*		*	ļ	*	*	*	*	*		*		*	*	*		*	*	*	*
·	C. M. & P. S. R. R. Crossing No Connection 0.1			* 7.05	f 6.45	* 8.05	* 8.38		* 9.12		10.05AM	* 11.07	* 2.16	* 3.56	* 4.36		* 6.02		* 6.27	* 7.52	* 8.18		* 9.50	* 10.22	* 10.38	* 10.50
31.8	BIBLACK RIVERD	60		7.05	0.40	0.00	0.00						*	*	*		*		*	*	*		*	*	*	*
29.4	ORILLIA	5 Spur		*	*	*	*		*		See page 10	<u> </u>		-			*		*	*	*		*	*	*	*
27.3	O'BRIEN'S	. 3 Spur		*	*	*	*		f 9.05			*	*	*	*					· 			* 0 40	10.10	* 10.00	* 10. 4
25.3	KNKENTD	90		f 6.51	6.30	* 7.56	* 8.28		9.02			* 10.56	f 2.05	* 8.45	* 4.25		f 5.48		* 6.17	* 7.42 	8.06		* 9.40	10.12	* 10.28	10.40
23.3	3THOMAS	. Spur	3	*	*	*	*		*			*	*	*	*		*		*	*	*		*	*	*	
21.9	CHRISTOPHER	Spur	<u> </u>	*	*	*	*		*			*	*	*	*		*	-	* :	*	*		*	*	*	
20.0	GRFIRST ST			* 6.42	* 6.18	* 7.47	* 8.18		* 8.52			10.45AM	* 1.55	* 3.86	* 4.15		f 5.37		* 6.07	* 7.82	7.55 7.50		* 9.28	* 10.02	* 10.19	* 10.3
19.	AU AUBURN DN	300	1.15A	f 6.40	6.15	7.45	M 8.15A	M	8.50			A Participan	1.53	* 3.35	* 4.14	4.45PM	5.35		* 6.06	7.30PW	7.40	8.15PM	9.25PW	10.00	* 10 17	* 10.30
15.		No Sdg.	* 1.01	* 6.30	* 6.01				8.42				* 1.43	* 3.28	* 4.08	* 4.35	5.27		* 5.54		* 7.29	* 8.06		* 9.45	* 10.09	* 10.2
12.0	2.5 6 SNSUMNERI	-	12.55	f 6.25	5.55	-			8.87				1.38	* 3.24	* 4.04	4.28	5.28		* 5.49		f 7.24	7.59		f 9.40	* 10.05	* 10.20
11.0	1.6 0MEEKER	Sdg. 70	* 12.51	* 6.18	* 5.51	-			* 8.33				* 1.33	* 3.21	* 4.01	* 4.23	* 5.18	-	* 5.45		* 7.19	* 7.54		* 9.35	* 10 02	* 10.1
	1.3 7 PYPUYALLUP DN		12.48	6.15	5.47			7.304	8.30	9.35AM			1.30	* 3.19	* 3.59	4.20	5.15	5.25PM	* 5.43		7.16	7.50		9.32	* 9.59	* 10.1
	6.7 0 RNTIDEWATERDN	_	* 12.35	* 6.05	* 5.30			* 7.20	* 8.05	* 9.20			* 1.15	* 3.09	* 3.49	* 4.05	* 5.00	* 5.05	* 5.30		* 7.05	* 7.35		* 9.20	* 9.49	* 10.0
	1.7 3 QTACOMA Dr	Sdg.	12.30	M 6.00A	M 5.25A			7.15A	M 8.00A	M 9.15AM			1.10PW	3.05P	3.45P	4.00P	4.55P	5.00PM	5.25PW		7.00P	7.30PM		9.15	9.45Pf	10.00
	1.3					20	_	-	-	-				-								The control of the control of the				1
0.	0TACOMA WHARF			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAIL
	Time Over District	-	DAILY .45	DAILY 1.30	1.45	.45		.15	1.35	.20	.25	.45	1.30	1.15	1.15	.45	1.30	.25	1.25	.45	1.40	.45	.50	1.30	1.15	1.1
	Average Speed per Hour	-	24.3	27.1	23.2	30.0	30.0	33.5	25.7	25.2	24.5	30.0	27.1	32.6	32.6	24.3	27.1	25.7	28.7	30.0	24.2	24.3	26.6	27.1	32.6	35.9

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 track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted must immediately reduce speed and proceed with caution until the separated train is passed.

- (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

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.
- Indications:
 - (A) Semaphore arm in horizontal position, or red light by night, "Stop."
 (B) Semaphore arm 45 degrees upward, or yellow light by night, "Caution."
 (C) 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.
- (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.

- 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 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 followed.

Signals governing east bound trains are numbered and located as follows:

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. 8.

No. 12, 2200 ft. east of M. P. 10. No. 14, 250 ft. east of M. P. 12. No. 16, 3300 ft. east of M. P. 13. No. 18, 4900 ft. east of M. P. 13. No. 20, 4300 ft. east of M. P. 17.

No. 22, 900 ft. east of M. P. 19. No. 24, 4500 ft. east of M. P. 19. No. 26, 2500 ft. east of M. P. 20. No. 28, 500 ft. east of M. P. 22. No. 30, 4100 ft. east of M. P. 23.

FIRST	DISTRICT	(Seattle	Line)	
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EAST BOUND

	Time Table No. 33			FIRST CLA	ASS TRAIN	S.				SECO	ND CLASS	TRAINS.	-		•		THIRI	CLASS	TRAINS.		
	November 20, 1910	et.	356				678	684	680	676	690	602	682	962	972	938	936				
l L	Succeeding No. 32A.	Passing	Passenger				Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Way Fr'ght	Way Fr'ght	Way Fr'ght				
ce from a Wharf	STATIONS	of	DAILY				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY				
Distance Tacoma	Telegraph Offices and Calls	Capacity Tracks	Gt. Nor. No. 276				No. 601			-	Gt. Nor.	-									
	0 UD King Street Station DN 0.9		11.15PM								8.00PM										
41.	1 YD . SEATTLE YARD . DN		*				6.00A	M	6.45AM	7.15AM			12.25AM				6.05PM				
38	7ARGO		* 11.04				5.20		6.30	7.00	7.45		12.10AM				5.50				,
31	9 C. M. & P.S.R. R. Crossing No Connection 0.1		*		_									·					-		
31	8 BIBLACK RIVERD	60	* 10.58				5.00		6.15	6.50AM	7.25		11.55PM				5.20 PM				
11	4 ORILLIA 2.1	5 Spur	*							See page 10							See page 10				
	30'BRIEN'S	Spur	*																		
11	3 KNKENTD	90	* 10.48				4.45		6.00		7.00		11.40								
	3THOMAS	Spur	*							i											
• • • •	9CHRISTOPHER	Spur	*					\$													
1	0 GRFIRST STD		* 10.85				4.30	= 2	5.47		6.48		11.20								
I	5 AUAUBURN DN 4.4		* 10.34					Buckley Palmer]	5.45		6.40	62	11.15			10.10AM					
	1DIERINGER	Sdg.	* 10.28						5.85		6.20	8.50	11.05			9.50					
	6 SN SUMNERD		* 10.24					Via	5.80		6.15	8.40	10.50	 		9.40					
SHARE THE TOTAL	0 MEEKER	70	* 10.21					-	5.25		6.05	8.80	10 40		جا بنجي يا حاسه	9.80					
	7 PYPUYALLUPDN 6.7		* 10.19					4.10A			6.00	8.25	10.25	4.35AM		9.15					
	0 RNTIDEWATER DN		* 10.09					3.50	4.55		5.35	8.10	8.45	4.15	5.10	8.50					
	3 QTACOMA DN		10.05PM								5.30PM										
0	.0 TACOMA WHARF							3.30A				8.0 0 PM			5.00AM						
[[DAILY				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUN.	 1	EX. SUN.	EX. SUN.					
11	Time Over District Average Speed per Hour		35.9				1.30	15.0	2.00	22.3	2.30	1.00	10.5	 .35	15.0	1.30	13.1			 	

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

RULES GOVERNING AUTOMATIC SIGNALS—Continued.

Signals governing west bound trains are numbered and located as follows: Signals governing west bound trains are numbered and located as follows:

No. 32, 3600 ft. east of M. P. 24.

No. 34, 3900 ft. east of M. P. 26.

No. 49, 3400 ft. west of Holgate Street.

No. 23, 2500 ft. west of M. P. 20.

No. 47, near M. P. 2.

No. 48, 2400ft. west of M. P. 3.

No. 49, 2900 ft. east of M. P. 30.

No. 41, 2500 ft. west of M. P. 4.

No. 42, 400 ft. east of M. P. 31.

No. 41, 2500 ft. west of M. P. 6.

No. 42, 400 ft. east of M. P. 34.

No. 41, 2700 ft. west of M. P. 36.

No. 46, 2200 ft. east of M. P. 36.

No. 48, 3900 ft. west of M. P. 37.

No. 50, near M. P. 39.

No. 50, near M. P. 39.

No. 51, 1700 ft. west of M. P. 30.

No. 31, 1900 ft. west of M. P. 11.

No. 52, 1700 ft. west of M. P. 36.

No. 21, 700 ft. west of M. P. 3.

No. 11, 2500 ft. west of M. P. 25.

No. 13, 5000 ft. west of M. P. 26.

No. 13, 5000 ft. west of M. P. 29.

No. 46, 2200 ft. east of M. P. 36.

No. 37, 1300 ft. west of M. P. 9.

No. 38, 1900 ft. west of M. P. 9.

No. 38, 1900 ft. west of M. P. 11.

No. 38, 1900 ft. west of M. P. 13.

No. 50, near M. P. 39.

No. 51, 100 ft. west of M. P. 34.

No. 27, 2800 ft. west of M. P. 15.

No. 27, 2800 ft. west of M. P. 17.

No. 27, 2800 ft. west of M. P. 18.

Signals numbers 38 and 39, C. M. & P. S. crossing, formerly distant signals now operated semi-automatic assuming the caution Molocated as follows:

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.

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.

No. 7, 600 ft. west of M. P. 30.

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.

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. 1 located 3500 ft. west of M. P. 37, operates in three positions, going to stop position when head end of train passes signal and will go to 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 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.

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,

"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.

EST BOUN					תקותד	CLASS T	RAINS							· · · · · · · · · · · · · · · · · · ·	SECON	D CLASS				TRICT	1	1 500	OT 100 =	OD 4 77
					IHIKD	CLASS 1.	KAINS.	[929	931	927	923	569	563	1	687	assing	Yesler Way	Time Table No. 33 November 20, 1910	ers		ST CLASS T	1
				-		-	-		1	Way	Way Freight	Way Freight	Wav		1			of P	from Ye	Succeeding No. 32A.	dumb	Tables es	341	- 3
	-			-	_	<u> </u>	-		-	Freight EXCEPT	EXCEPT	EXCEPT	Freight	Mixed EXCEPT SUNDAY	Mixed EXCEPT SUNDAY	Freight	Freight	Capacity Tracks	nce	STATIONS.	<u>.</u>	Passens	Passenger	Pass
				\ <u></u>	_	-			-	SUNDAY	SUNDAY	SUNDAY	EXCEPT SUNDAY 7.30AM	SUNDAY	SUNDAY	DAILY	EXCEPT MONDAY		Dista	Telegraph Offices and Calls		DAIL	DAILY	DA
						-	_	<u> </u>	-			·	-					1250		YDSEATTLE YARD DN 0.9				_
						-							7.50 343							UDKING STREET STATIONDN 0.3		7. 4 923	10.50A	M 4
						-						-	-							Yesier Way 1.6				
				_					_											G. N. CROSSING No Connection 2.4				
		_		_									8.15				2.10	300	4.0	BAINTERBAY 1.9	CF 35	W f 7.5	* 11.05	f 4
													8.20				2.15	80	5.9	FRFREMONT	CF 37	8.0	* 11.10	4.
															_				8.0	BK BROOKLYN	CF 39	8 0	* 11.17	4
													8.35				2.50	50		KEITH4.0	CF 42	f 8.2	* 11.25	f 4
													8.55				8.05	60	15.1	LAKE		W f 8.3	* 11.35	f 5
						-							9.80			From Belt Line	8.25	50	21.9	BBOTHELL		8.4	f 11.50	5
,			:		-		-						9.55AM	<u> </u>		11.45PM	8.40			CJDN 5.9				-
				-				-					See page 9 Snoq Branch			12.45AM	4.30 676			MBDN		9.1	* 12.20P	M 5
							-	-		:		8.00AN	·		9.15AM	1.80	5.00AN			8.5 OM SNOHOMISH DN 5.2	60	W C 9.46 S Y 563	12.45	6
			<u>-</u>	-	-	<u> </u>	-	-	-			8.80			9.40		See page 9 Everett Branch			5.2 MAMACHIASE 3.1		SY 563 W 9.5		
				-	_	-			-			9.00	-		9.55AM		Everett Branch			3.1 FDHARTFORDD		10.0		_
_				-								343 9 45			See	·				4.4 SgGETCHELL	77			
	- -				_		_		-			343 9.45 344 10.30 11.00			page 9 (To Monte	2.20 676 2.85				6.2	CF 82	10.20 344-92 W f 10.8		_
				-		-		-					-		Cristo Bh)					EDGECOMB	88 1	37 30		_
				-	_		_		_			11.15 11.30AA 928	-			2.55		E		A ARLINGTON DN 3.8				
								-				12.01PM				8.10	-	40	63.7	BTM. & N. CROSSINGD	CF 95	10.5 928	* 1.50	7
	-											12.45			,	8.80				MU McMURRAYD		W 11.1	2.03	7
								-				1.20			-	8.50		25	75.6	MONTBORNE	CF 107	11.2		
				-	_	-						342 1.50				8.55		70	77.3	BGBIG LAKED	CF	11.3	f 2.20	8.
					-							2.25 341 2.45	-			4.10		135	82.7	5.4 CACLEAR LAKED	109 CF	11.4	f 2,35	8
				-		<u> </u>	_ <u></u>			7.00AV	8.40A		.			4.20		200		WLSEDRO-WOOLLEY DN 2 G. N. CROSSING	114 CF	W C 11.5	927	8.
		 .		-							344	-	-			4.45		200		Track Connection 0.4	117	T		_
				-	_ -	-	_	-	-			-	.							P. S. & B. R. CROSSING Track Connection 5.1				
						ļ- 				7.40	9.15	_		From Bghm Branch		5.15				THORNWOOD 5.8	CF 122	f 12.1	* 3.05 930	f 8.
				_						344 8 .00 570 8 .05	9.404	K		2.10PM 930		5.80AM		75	97.2	WKWICKERSHAMD	CF 128	Y 12.20 W 342	3.19 932	9.
							_			8.15	See page 10			2.20		See Bellingham		Spur 50	100.0	SAXON	CF 131	See page 1	* 8.25	Se pag
									-	8.25	To Bham Bch			2.28		Branch page 10		18	102.2	ACME	CF 133	W To Bha Bch	m 8.32	To B
										8.40				2.85	-			20	104.0	STANDARD6.1	CF 135		f 3.37	
							-	1		9.00				2.50				12	110.1	DM DEMING D	CF 141		8.58	1
										9.05				f 2.51				20	110.7	ABBOTT	CF 142		* 8.54	-
							_			9.85		-		8.12				18	119.6	NCNOOKSACKD	CF 151	_	4.12	
																			125.0					
_										10.00AM				8.25PM				110		SUSUMASD	CF 157	W C S T	4.25P	A
			·	-						3.00	1.00	EX. SUN 7.00	2.25	EX. SUN. 1.15	EX. SUN. 0.40	DAILY #8-15	EX. MON. 3.20			Time Over District		DAILY 4.4		DA 4
rains doing station crossings at these r ister Stations—Se edro-Woolley, Wich	work at 1	Fremont a	nd Brookl	yn must st	op to clear	or starting	points. No	. 563 will re	gister arrival	13.3 lat Hartfor	11.3	6.8	9.8	23.0	12.4 —Seattle Y		11.4			Average Speed per Hour		20.5	Vickersnam.	20.

Ĭ.		WATER AND THE PROPERTY OF THE PARTY OF THE P					SEC	ONI	DIST	RICT.														S. Affective S. S. San	EAS	T BOUN	ND.
	TIDST (CLASS TR	ATNS	1	1	~ ~ ~ 11 NT 00				COND CLA	ASS.	1 T	HIRD CL	ASS TRAI	NS.	ì											
	348	1	244		ers	Time Table No. 33 November 20, 1910		assing		1		924	1	[932					1							
				Coal, fables	Numbers	Succeeding No. 32A.	from	y of Pa]	Way Freight	Way Freight	Way Freight	Way Freight			_	ļ		_	-	_	_			-
	Passenger	Passenger		ater, Cales, Tales, T	Station Nu	STATIONS. Telegraph Offices and	Distanr Sumas	Capacity Tracks	Mixed	EXCEPT SUNDAY	Freight		EXCEPT SUNDAY				-	_			-	-	-				-
\mathbb{A}	DAILY	DAILY		W C −	r is CF	Telegraph Offices and Calls. VD SEATTLE VARD DN		1250	SUNDAY	SUNDAY 11.40PM		MONDAY 3.30PM		SUNDAY	SUNDAY	:	 						-		-		-
1	9.10PM	5.05PM				YDSEATTLE YARDDN 0.9						3.25			l			-			<u> </u>		_				-
	9.10rm	0.00rm	1.00/#			UDKING STREET STATIONDN 0.3											-	-			-	-	-	-	-	·	-
,	· · ·					Yesler Way	125.9				as right Woodin- cersham.						-	-	-	<u> </u>			-		_	-	-
,					OT-	G. N. CROSSING	124.3	200		11.10	has 6 We skers	9.05					-	-			-	-	-	_	_		-
	8.55		f 12.45			BAD 1.9		300			675 ha 5. 676 Wicke	8.05					-				-		-	-	_		
	8.47	4.40 347	12.40			FR FREMONTD		80		11.00	70. 67! e to \	2.50						-			-	-		_	_		
γ	8.88	* 4.84	12 30			BKBROOKLYND					over ville						ļ							-	_		
\mathcal{M}	8.28	* 4.27	f 12.22	li-	CF 42	KEITH	114.8	50		10.40		2.20					ļ			-					_		
	8.15	* 4.18	f 12.10PM	w	CF 46	LAKE 6.8	110.8	60	-	10.20		1.55											ļ -	_	_		
	7.55	f 4.02	11.50AM 341			BD BOTHELL	103.9	50		9.40	See page 10	1.15													_]		
	7.50	8.58	11.40	WC T	CF 55	CJDN 5.9	102.2	100		9.80	4.50AM	1.00PM	:														
	7.85	* 8.45	11.25			MBDN 8.5		80		8.55	4.30 687		See 925, p9 Everett Branch														
	7.10	8 20	11.00	WC	CF 69	OM SNOHOMISHDN 5.2	87.9	150		7.40PM	8.80 8.00		2.30PM														
	6.58	8.05	10.41			MAD 3.1	82.7	45			2.45		2.10														
	6.43 347	* 2.57	10.81			FDD HARTFORDD	79.6	102			2.85		1.45														
ll ll	6.80	* 2.47	10.20 343-927	_!-		SgN 6.2	75.2	60			2.20 675	·	341 1.00														
	6.15	* 2.33	f 10.00	w	CF	EDGECOMB	69.0	53			1.40		12.25PM														
	6.08	2.25	9.52	Y	CF	A ARLINGTON DN 3.8	66.0	132			1.25		11.50AM 11.25 927	right Sedro							-						
	5.58	* 2.15	9.41	10	~~	SM. & N. CROSSING	62.2	40	-		1 10		11.00 10.40 343	930 Su							-			_			
	- 40			———I-		Track Connection 6.3 MUMcMURRAYD	55.9	65			12.50			929 No. to			ļ								_		
	5.42	2.03 341	9.25 928		101	5.6	50.3	25			12.30		9.40 344 9.10 8.80	No. 92 over No. Woolley		-					-			-	-		
	5.28	* 1.45	9.10				48.6	70	<i>j.</i>		12.25		8.15										-	_	-	·	
		1.40 927	9.05		109	5.4	43.2	135													-			-	_		,
	5.10	1.25	8.50			CAD 3.2	43.2				12.05AM		7.80	0.000											_		
A	5.00 932	1.15	8.40 931	WC T	CF 117	WL SEDRO-WOOLLEYDN \ 2 G. N. CROSSING \ Track Connection 0.4	40.0	2 90			11 55PM 11.15	,	7.00AM	8.80PM	4.50™ 348			}						_	_	-	
4						P. S. & B. R. CROSSING Track Connection 5.1	39.6		See 571 page 10															_	_		
	4.48	* 1.01	f 8.25		CF 122	THORNWOOD	34.5	45	BELLINGHAM Branch		10.55			3.05 3412.35	4.10	-								_			
	4.35PM	12.45 343	8 10AM 570			WKD	28.7	75	8.05AM 344-929		10.15PM			2.10 5692.05	3.30PM									_			_
\]	(From	* 12.87	(From		CF 131	SAXON	25.9	Spur 50	7.55		(From			1.50												l	
	BELLINGHAM Branch)	12.32	BELLINGHAM Branch)		CF 133	ACME	23.7	18	7.45		BELLINGHAM Branch)			1.40	(From												
Y		f 12.25			CF 135	STANDARD	21.9	20	7.88					1.25	BELLINGHAM Branch)		-	-	-							1	
		12.10				6.1 DMDEMINGD 0.6	15.8	12	7.25					1.00			-						-				
		* 12.09PM			CF 142	ABBOTT	15.2	20	f 7.24				-	12.55													
		11.45AM				8.9 NC NOOKSACK	6.3	18	7.08					12.25			-										
				WC S T		B. B. & B. C. CROSSING No Connection 0.9	0.9										-										_
		11.30AM				SUD	0.0	110	6.50AM					12.05PM									-				_
	DAILY 4.35	DAILY 5.35	DAILY 4.50			Time Over District			EX.SUN. 1.15	EX SUN. 4.00	DAILY 6.35	EX. MON. 2.30	EX. SUN. 7.30	EX. SUN. 3.25	EX.SUN. 1.20												_
	21.2	22.5	21.0	- 		Average Speed Per Hour	All trai	ns lea	23.0	10.0	11.1	9.9 utes apart. 344, 347 and	6.0	12.1 find mai	8.5	pied. In	ferior train	s must pro	tect agains	t first cla	uss Ma	ximum spee	d of passen	ger trains	is one minu	e, or sixty	seconds, per
	No. 3	43 will wait R44 will wa	at Woodin ait at Wic l	ville 15 kershai	min n 15	utes for No. 346's connection. minutes for No. 570's connec-	Pilchuck All trai	and I	Ehrlich regu ep under c	lar stop for ontrol whe	Nos 343, re view of	344, 347 and switches i	i 348. s obstructe		east bound						ne Ma	ximum spee	d between	lay and Bel	Sts., Seattle high trestles	is 6 miles pe	er hour.

No. 344 will wait at Wickersham 15 minutes for No. 570's connection. Nos. 341, 342, 343, 347 and 348 will wait 15 minutes at Snohmish for motor connection from Everett.

Hendek and Eminet regular stop for Nos 343, 347, 348 and 348.

All east bound trains approach West long siding switch and within yard limits at Seattle. Interbay. Woodinville, Snohomish, switch at Woodinville expecting to find main line occupied.

Hartford. Arlington. Sedro-Woolley. Wickersham and Sumas expecting to

Maximum speed between Clay and Bell Sts., Seattle, is 6 miles per hour.
Maximum speed over truss bridges and high trestles is 20 miles per hour.
Engineers must sound whistle approaching obscure points to warn employes.

			WEST	BOUN	D.			-				EVERETT BRA	NCI	I.				-
			SECON	D CLASS	TRAINS.		THIRD	CLASS.	1			Time Table No. 33.		Fig.	SECOND CI	LASS.	THIRD	CLASS
		401	487	435	715	451	925	687	s	Numbers	Ę.	November 20, 1910	from	of Passing	564		926	688
		G. N. Freight	Way Freight	Way Freight	r, Coal,	n Nun	nce fro	STATIONS.	nce fr	city of	Mixed		Way Freight	Way Freight				
							EXCEPT SUNDAY	EXCEPT MONDAY	Water, Scales,	Station	Distance from Snohomish	Telegraph Offices and Calls	Distance Smelter	Capacity Tracks	EXCEPT SUNDAY		EXCEPT SUNDAY	EXCEPT SUNDAY
							2.55PM	5.30AN	W Y S C	CF 69		OMSNOHOMISHDN	11.4	150	See 563, p 7 8.45AM		See 927, p.7 7.30AM	See page 8
	 									BB 1	0.7	VARDEN	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	6.85
		10.50	8.25	8.50	2.45	6.30	3.35PM	6.10AM	W C S Y	BB 8	7.7	EVDN 1.2	3.7	100	8.15AM		7.00AM	6.30PM
	 	11.00PM	8.35PM	4.00PM	2.55PM	6.40AM				BB 9	8.9	PGDN 1.8	2.5	40				
	 					ها کلیون پیشار					10.7	G. N. CROSSING No Connection 0.7	0.7					
										BB12		SMELTER		175				
							EXCEPT SUNDAY	EXCEPT MONDAY							EXCEPT SUNDAY		EXCEPT SUNDAY	EXCEPT SUNDAY
	 						.40	.40				Time Over District			.30		.30	.30
	 						11.5	11.5				Average Speed per Hour			15.4		15.4	15.4

EAST BOUND.

ON EVERETT BRANCH Register Stations-Snohomish and Everett. Bulletin Station-

SPECIAL RULES COVERING TRAINS

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

Lowell Yard Limits—Snohomish river draw to yard limit board

1000 feet west high line switch.

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

No steam or electric trains will occupy main track in either direction between Snohomish and Lowell, Everett and Lowell, or between Track and C. N. Lunction without first precuring Card Order from

Everett and G. N. Junction without first procuring Card Order from operator Snohomish, Lowell, Everett or G. N. Junction properly filled out. Cards will not be issued for steam trains to follow electric trains, until electric trains have cleared block.

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

WEST BO	OUND.				SNOQUALMIE BRANCE	I			EAST	BOUND.	WEST B	OUND.			1	ION	TE CRISTO BRANCH	[.			EAST	BOUND.
THIRD CLASS.	FIRST CL	ASS.			Time Table No. 33.		gu	FIRST	CLASS.	THIRD CLASS.	SECOND CI	LASS TRAI	NS.				Time Table No. 33.		ng gu	SEC	COND CLAS	S TRAINS.
923	3	345	coal,	nbers	November 20, 1910 Succeeding No. 82A.	from	of Passi	346	-	924		565	563	al, oles	Nnmbers	from	November 20, 1910 Succeeding No. 32A.	from	88	566	568	
Way Freight	Pa	assenger	er, Coa	n N	STATIONS.		city o	Passenger		Way Freight		Mixed	Mixed	γ. γ. Vyes	on Nn	Distance fi Hartford	STATIONS.	90		Mixed	Mixed	
EXCEPT SUNDAY		DAILY	22	Statio	STATIONS. Telegraph Offices and Calls	Distance Sallal	Capa Tracl	DAILY		EXCEPT MONDAY		Mon., Wed., Fri.	Tues., Thur., Sat.	Wate Scale and	Stati	Dista	Telegraph Offices and Calls	Dista	Capacit Tracks	Tues., Thur., Sat.	Mon., Wed., Fri.	
See page 7	See	e 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 CJWOODINVILLE DI	N 39.2	100	8.50AM		12.05PM		10.80AM	10.30AM		CF 77	0.0	FDBARTFORDD	42.0	102	1.00PM	2.50PM	
	f			BC 4	3.9WILLOWS	. 35.3		f		·		-	f		BD 3	2.9	LOCHLOY	39.1	25 Spur	f		
11.15AM 924		6.17		BC 7	6.7 RMREDMOND	D 32.5	43	8.28		11.15 AM 923		*	*		BD 5	4.6	SOBEY	37.4	20 Spur	*	*	
					8.0PARADISE LOGG. RY. CRSG Track Connection 0.8	31.2						11.30AM	11.15AM	Y	BD 6	6.3	GF GRANITE FALLSD	35.7	70 Spur	12.15PM	2.05	
	f			BC 8½	8.6CAMPTON			f						W 5/10MW	BD 9	9.5	CUTOFF	32.5	20		· .	
	f			BC 11	9.8SAMAMISH	. 29.4		f				-			BD 12	11.9	TUNNEL No. 2	30.1	10			
	f				11.2INGLEWOOD	. 28.0	- 1	f				12.30PM		W Wye	BD 14	13.6	ROBE	28.4	10		1.20PM	
12.15 PM		6.45			14.7MONOHON			8.04		10.10					BD 19	19.0	BOGARDUS	23.0	5 Spur			
12.50		6.57	w	BC 19	18.8 GISSAQUAH	D 20.4	100	7.53		9.80					BD 20	19.9	GOLD BASIN	22.1	6 Spur			
1.50		7.25		BC 26	26.0 RNPRESTON	D 13.2	18	7.38		8.50				w	BD 29	29.0	SILVERTON	13.0	16			
2.15		7.87	w	BC 29	29.0 FYFALLS CITY	D 10.2	12	7.20		7.50		-			BD 30	30.1	BONANZA QUEEN	11.9	3 Spur			
	f				32.0SNOQUALMIE FALLS			f							BD 37	37.3	BARLOW PASS	4.7	1 Spur	·		
2.40		7.48			32.9 SOSNOQUALMIE	_		7.10		7.25				W C	BD 42	42.0	MONTE CRISTO	0.0	100			-
3.00PM		8.00PM	Y C	BC 36	35.9 BNNORTH BEND	D 3.3	18	7.00AM 924		7.10AM 346		Mon., Wed. Fri.	Tues., Thur., Sat.							Tues., Thur. Sat.	Mon., Wed., Fri.	
					39.2SALLAL	_						2.00	.45				Time Over District			.45	1.30	
EXCEPT SUNDAY	г	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		}				.]]	1			

REGISTEE 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 heur. Trains must not exceed schedule time descending Preston and Fall City grades, and must be kept under control where view of switches is ebstructed.
Freight trains will not leave Preston when following passenger train until 15 minutes after departure of same.
Passing track at Preston located one-half mile east of station.
All trains will reduce speed to 10 miles per hour crossing Raging River Bridge, and 4 miles per hour between Bridge 49 and Snoqualmie Falls.
North Bend yard limits extend to 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 Criste 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 Hartford and from Robe to Tunnel No. 1. East bound trains must not exceed schedule within above limits.

Trains will approach Hartford and from Robe to Tunnel No. 1. East bound trains must not exceed schedule within above limits.

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 Fails. 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.

WES	T BOU	ND. I	LAK	ΕW	/AS	HINGTON BELT LINE	BR	AN(CH. E	AST BO	OUND.	- Anna Colonia
THIRD CLASS	SECOND CLASS	FIRST CLASS				Time Table No. 33			FIRST CLASS	SECOND CLASS	THIRD CLASS	_
935	675	345	es.	nbers	ш.	November 20, 1910. Succeeding No. 32A.	ш.	cks	346	676	936	
Way Freight	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	_
EXCEPT SUNDAY	DAILY	DAILY	Wate Scales and V	Statio	Dista Black	Telegraph Offices and Calls	Dista Wood	Capa Passi	DAILY	DAILY	EXCEPT SUNDAY	S
9.45AM	9.55PM			CF 21	0.0	BIBLACK RIVERD	24.1	60	See page 5 10.05AM	See page 6 6.45AM	See page 6 5.20PM	
9.55 11.00 346	10.05	4.55		BA 22	2.1	RTRENTOND \C. & P. S. CROSSING \ No Connection 0.1	22.0	50	10.00 935	6.35	5.10 4.45 ³⁴⁵	-
					2.2	Track Connection 1.8	21.9					_
	·				4.0	No Connection 1.4	20.1					-
		f		BA 19	5.4	KENNYDALE 6.4	18.7		f			-
11.55AM	10.45	5.20		BA 12	11.8	WILBURTON	12.3	20	9.35	6.00	8.50	-
12.10PM	10.55	f 5.25		BA 10	13.6	NORTHRUP	10.5	50	f 9.30	5.50	3.40	-
12.30	11.10	f 5.35	W 5- 10 me		17.4	KIRKLAND	6.7	65	f 9.20	5.85	8.25	-
					23.8	R. R. CROSSING No Connection 0.3	0.3					_
1.00PM	11.30PM	5.55PM	CT W	CF 55	24.1	CJD N	0.0	100	9.00AM	4.55AM	2.45PM	-
	See Page 7	See page 9							(From Snoqual- mie Bch)	See page 8		-
EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	EXCEPT SUNDAY	-
3.15	1.35	1.05				Time Over District			1.05	1.50	2.35	_ E
7.4	15.9	21.0		-]	Average Speed per Hour			21.0	13.3	9.3	Š

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 to line derail and flag across C. & P. S. crossing at Renton.

No. 935 has right over No. 936.

WES	T BOU	ND.			$\mathbf{D}/$	ARRINGTON BRANCH			EAS	ST BOU	JND
THIRD CLASS	FIRST	CLASS.				Time Table No. 33			FIRST	CLASS.	THIRD CLASS
933	353	327	es.	Numbers	E	November 20, 1910. Succeeding No. 32A.	E O	f acks	328	354	934
Way Freight	Passenger	Passenger	er, Coal, es, Tables Wyes		Distance from Arlington	STATIONS	Distance from Darrington	Capacity of Passing Tracks	Passenger	Passenger	Way Freight
EXCEPT SUNDAY	DAILY		Wate Scales and	Station	Dista Arlin	Telegraph Offices and Calls	Dista	Capa Passi	DAILY	DAILY	EXCEPT SUNDAY
9.000	7.30PM	2.30PM	CY	CF 91	0.0	Phone ARLINGTON DN 4.6	28.0	132	1.25PM	5.50PM	4.20PM
9.25	7.47	2.47	W	BK 4	4.6	COOPER	23.4	4 Spur	1.08	5.88	3.50
9.45	7.56	2.56		BK 7	7.5	CICERO	20.5	Spur 7	12.59	5.24	8.80
10.00	8 07	3.07		BK 11	11.0	OSO	17.0	28	12.48	5.18	3.07 327 2 .45
10.15	8.18	8.13		BK 13	13.1	HALTERMAN	14.9	33	12.42	5.07	2.30
10.25	8.18	3.18		BK 15	14.8	ROWAN	13.2		12.87	5.02	2.20
10.40	8.25	3.25	W	BK 17	17.0	Phone HAZEL	11.0	80	12.30	4.55	2.05
10.50	8.31	8.31		BK 19	18.8	WELTON	9.2	30	12.24	4.49	1.55
11.00	8.89	8.89		BK 21	21.2	FORTSON	6.8	14	12.16	4.41	1.45
11.15	8.41	8.41		BK 22	21.8	IRVING	6.2	4 Spur	12.14	4.39	1.30
11.35	8.53	8.58		BK 26	25.7	7 EDITH	2.3	10 Spur	12.02PM	4.27	1.15
11.50AM	9.00PM	4.00PM	CY	.BK 28	28.0	PhoneDARRINGTOND	0.0	24	11.55AM	4.20PM	1.00PM
2.50	1.30	1.30				Time Over District			1.30	1.30	3.20
99	18.6	18.6				Average Speed per Hour			18.6	18.6	8.4

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. No. 327 has right over 354 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	EST BO	OUND.					B	ELLINGHAM BRANC	H				EAST	BOUN	(D
THIRD CLASS	SECOND	CLASS.	FIRST	CLASS.				Time Table No. 33			FIRST	CLASS.	SECONI	D CLASS.	THIRD CLASS
931	675	571	347	343	Ies	nbers	E E	November 20, 1910. Succeeding No. 82A.	om	facks	344	348	572	676	932
Way Freight	Freight	Mixed	Passenger	Passenger	ter, Coal, les, Tables Wyes	Station Numbers	Distance from Wickersham	STATIONS	Distance from So. Bellingham	Capacity of Passing Tracks	Passenger	Passenger	Mixed	Freight	Way Freight
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	Wate Scales and	Static	Dista Wick	Telegraph Offices and Calls	Dista So. F	Capa Passi		DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY
5										'	See page 8	See page 8	See 569 p. 7	See page 8	
9.45AM	5.30AM	8.15AM 344	9.00PM	12.25PM	Y W	CF 128	0.0	WKWICKERSHAMD	22.7	75	8.10AM 571	4.35PM	2.05PM	10.15PM	8.25PM
9.55	5.40	8.30	f 9 05	f 12.30		BM 1	1.3	MIRROR LAKE 2.5	21.4	15	f 8.05	f 4.27	2.00	10.07	8.15
10.10	5.50	8.40	f 9.10	f 12.35		BM 4	3.8	PARK	18.9	15	f 8.00	f 4.22	1.52	10.02	8.00
10.15	5.55	8.43	f 9.13	f 12.38		BM 5	4.8	BLUE CANYON	17.9	20	f 7.55	f 4.16	1.47	9.57	2.55
-		<u> </u>	f	f		BM 7	6.6	IDLEWILD	16.1	No Sdg.		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 9.37	f 12.58		BM 11	11.4	WOODLAWN	11.3	20	f 7.35	f 3.55	1.25	9.37 3479.13	2.15
11.10	6.35	9.18	f 9.47	f 1.08		BM 15	15.1	SILVER BEACH	7.6	No Sdg.	7.25	8.45	1.17	9.20	1.57
11.25	6.40	9.20	* 9.50	* 1.12 572		BM 16	16.1	LARSON4.0	6.6	30	* 7.23	* 3.43	343 1 . 12 343 1 . 07	9.15	1.50
11.45AM	700AM 344	9.35AM	10.05PM	1.25PM 932	W Y CS	BM 20		WDBELLINGHAMD 1.8		50	7.10AM 675	3.30PM	12.50PM 932	9.0 OPM	1.25 Pi 343-572
-	4						21.9	Track Connection 0.8	0.8						
	**************************************					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	16.0	16.0	10.1

Register Stations—Wickersham and Bellingham. Bulletin Station—Bellingham.
Trains will not exceed eight miles per hour between M. P. 3 and 4.
Trains will be kept under control between Towanda and Blue Canyon and at all other points where slides are liable to occur and in yard limits at Bellingham and Wickersham. Maximum grades Larson to Bellingham and Mirror Lake to Wickersham. Freight trains will test air brakes before descending these grades.

Wye switch at Wickersham will be kept set for East Leg. All trains will come to full stop before crossing Holly street, Bellingham. Flagman precede train with red flag or light.

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

No. 931 has right over No. 932, Wickersham to Bellingham.
No. 343 has right over No. 348, Wickersham to Bellingham.

	A	EST B	OUI	ND.		ROSLYN BRANCH.	EA	ST	BOUND	· ·		
SEC	SECOND CLASS			T.	Time Table No. 33				SECOND CLASS			
577	575	573	Water, Coal, Scales, Tables and Wyes	Numbers	from	November 20, 1910. Succeeding No. 32A.	from		574	576	578	
Mixed	Mixed	Mixed	Y.S.	Z	lun	STATIONS.	ince		Mixed	Mixed	Mixed	
DAILY	DAILY	DAILY	Wate Scale and	Station	Distance 1 Cle Elum	Telegraph Offices and Calls	Distance 1 Beekman		DAILY	DAILY	DAILY	
1.00PM	9.40AM	7.00AM		1873		CLDN	7.1		8.30AM	11.30AM	5.15PM	
1.05	9.45	7.05			2.0		5.1		8.25	11.25	5.10	
1.15	9.55	7.15	s	C A	3.5	RS ROSLYN D	3.6		8.15	11.15	5.00	
1.28	10.03	7.23		C _A	5.2	RONALD	1.9		8.05	11.05	4.50	
1.30 4.20	10.10AM	7.30		Ť	6.1	BEEKMAN	1.0		8.00	11.00AM	4.45	
4.30PM		7.40AN			7.1	LAKEDALE	0.0		7.45AM		4.35PM	
3,30	.30	.40			-	Time Over District			.45	.30	.40	
	12.2	10.6				Average Speed per Hour			9.4	12.2	10.6	

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.

No. 575 has right over 576 Cle Elum to Beekman.

No. 573 has right over 574 Cle Elum to Lakedale.

COMMERCIAL SPURS.

MAIN LINE.

Distance from Yesler Way.

STATIONS.	Miles	How Connected	Cars Capacity
Edgewater	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	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
Pilchuck	65.4	1 E	88
Day's, F 341-343, 344, 347 & 348	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
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
Comar	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
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
-			
			Į

SNOQUALMIE BRANCH. Distance from Woodinville.

Derby, F 345 & 346	1.3		
Adelaide, F 345 & 346	8.8	1 E	3
Pickering, F 345 & 346	17.4	1 E	3
Grand Ridge, F 346	21.9	1 W	15
High Point, F 345 & 346	23.1	1 E	22
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

8.3

20.2

23.2

26.7

39.0

1 E

1 E

1 E

• • • •

5

5

21

• • • •

MONTE CRISTO BRANCH.

Distance from Hartford.

Guernsey	2.0	1 E	65	Atlas
Denmark	2.5	1 E	5	Hemple
Brilcom	2.6	1 E	25	Tyree
Beechwood	2.7	1 E	7	Waldheim
Diffley	4.0	1 E	10	Weiden Creek
Enos Quarry	7.3	1 E	30	

BELLINGHAM BRANCH.

Distance from Wickersham.

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

DARRINGTON BRANCH.

Distance from Arlington.

STATIONS.	Miles	How Connected	Cars Capacit y	STATIONS	Miles	How Connected	Cars Capacity
Gravel Pit	0.7	1 E	4	Lampson	20.2	1 E	5
Gorlock	18.4	Siding	25	Pulworth	22.4	, 1 E	- 4

LAKE WASHINGTON BELT LINE.

Distance from Black River.

Lauderback	22.1	1 W	4	Midlakes, F 346-345	12.6	1 W	5
Jones, F 345 & 346	20.3	1 E	5	Factoria, F 345 & 346	9.5		Í
Jones, F 343 & 340	20.5			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.

Sherwood	4.1	1 E	4	Madrona	8.4	1 E	80

BALLARD BRANCH.

Distance from Interbay.

Ballard	1.1		50	Station No. B 5.	
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MAIN LINE.

DISTANCE FROM ELLENSBURG.

Morgan's	Mill	61.0
Garibaldi		76.6
Soos		98.3

MISCELLANEOUS INSTRUCTIONS.

Seattle Terminal Division extends from Black River to Woodinville.

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

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

RAILROAD CROSSINGS AT GRADE.

O. & W. crossing at Argo, C. & P. S. crossing at Argo, C. M. & P. S. crossing just east of overhead bridge on Colorado St. Line, C. & P. S. crossing at Renton. C. & P. S. crossing two miles west of Renton. Campbell Lumber Co. crossing at Ohio Spur. C. & P. S. crossing at Atlantic St., Seattle. G. N. crossing at Washington St., Seattle. G. N. crossing at Bell St., Seattle. G. N. crossing at Seattle Lumber Co., Seattle. G. N. crossing at Field tracks just east of Interbay. G. N. crossing at Ballard. M. & N. Ry. crossing at Bryant. Two G. N. crossings at Sedro-Woolley. P. S. & B. R. crossing west end yard, Sedro-Woolley. Standard Ry. crossing, mile post 104. G. N. crossing at E. K. Wood Mill, Bellingham. B. B. & B. C. crossing just east of Sumas. C. M. & P. S. crossing at Black River, interlocked.

Extra trains will run ahead of third class trains without authority of train order.

In double heading, no power heavier than Class "C" engines must cross Snohomish and Skagit river bridges coupled together.

F 1 or heavier engines must not use Eclipse log rollway at Everett.

F 1 or heavier engines must not be used on Snoqualmie Branch, or Monte Cristo Branch west of Granite Falls"Y" on Bellingham Branch or west of Wickersham.

Engines 923, 924, 1158 and heavier or long connected engines must not be used to switch piers on water front, Seattle. Class L-9 engines must not go north of Washington St., Seattle.

CROSSING GATE SITUATED WHERE G. N. MAIN LINE CROSSES FIELD ONE INTERBAY YARD.

Normal position blocks N. P. track. When N. P. trains or engines use this crossing, gate must be unlocked and swung to block G. N. Main Line and locked in that position while crossing is in use, after which gate will be locked to normal position across N. P. tracks.

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

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

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

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

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

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

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 horizontal indicates "Proceed.

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

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

Red indicates "Stop." Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

West bound N. P. trains from tunnel are governed by lower 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 semaphore signal, located about 350 feet west of the tower. Upper arm governs to tunnel, lower arm to water front.

West bound N. P. trains from the water front are governed by semaphore, located about 300 feet east of the tower. Upper arm governs movement, lower arm stationery in stop position. 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 three shorter blasts for water front.

West bound trains from water front will give three blasts 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 600 below horizontal indicates "Proceed."

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.

								-	TOI	NNAG]	E RAI	INGS	FREIGHT ENGINES.												
1 .	SECOND DISTRICT—EAST BOUND.														SEC	OND DIS	STRICT-	-WEST B	OUND.						
DISTRICTS.	Class D	2 & E 3	Class	E 6	Class	s E 7	Class	F 3	Class	s 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	5 5	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	32	1025	34	1150	38	McMurray to Sedro-Woolley	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Keith to Seattle	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Sedro-Woolley to Thornwood	425	14	440	14	525	17	510	17	560	18	660	22
													Thornwood to Sumas	900	30	1000	31	1200	40	1200	40	1300	43	1500	50
	Class D	2 & F 2	Class	F 6	Class	E 7	Class	Tr a	Class	, Tr =	Clas	s F 1		Class D	2 & E 3	Class	E 6	Clas	s E 7	Clas	s F 3	Class F 5		Class F 1	
DISTRICTS.	Class D		Class	E U	Class	· E /	Class		Class	, F J	Cias	3 F 1	DISTRICTS,	Class D	2 0 1 5	Olass									
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Everett Branch—West Bound. Snohomish to Everett	800	27	850	28	1000	33	980	33	1100	37	1400	46	Monte Cristo Branch—East Bound.	200	-	015		300	10	nor	10	335	11	435	14
Everett Branch—East Bound. Everett to Snohomish	800	27	850	28	1000	33	980	33	1100	37	1400	46	Monte Cristo to Silverton Silverton to Hartford	2000	40	215	- 7 40	2500	10 50	2500	50	3000	60	3000	60
Darrington Branch—East and													Bellingham Branch—West					<u> </u>	<u> </u>						
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	260	9	300	10	415	14	400	13	450	15	550	18	Bellingham Brch.—East Bound Bellingham to Larson.	340	11	365	12	415	14	400	13	475	16	575	19
Preston to North Bend	2000	40	2000	40	2500	50	2500	5 0	3000	60	3000	60	Larson to Wickersham	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Snoqualmie Branch—East Bound.													Lake Wash, Belt Line Branch—	1040		1100		1000	10						
North Bend to Falls City	775	26	800	27	1250	41	1200	40	1350	45	1650	55	West Bound. Black River to Woodinville	1100	. 37	1200	40	1400	46	1400	46	1500	50	1800	60
Falls City to Preston	260	9	300	10	415	14	400	13	450	15	550	18		1100	. 31	1200		1400		1400					
Preston to Woodinville	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Lake Wash, Belt Line Branch— East Bound, Woodinville to Kirkland	800	27	825	27	975	32	960	32	1030	34	1150	38
Monte Cristo Branch—West Bound, Hartford to Granite Falls	500	17	525	18	850	28	825	27	900	30	1000	33	Kirkland to Black River	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60
Granite Falls to Robe	310	10	315	10	350	12	325	11	375	13	475	16			<u>'</u>	·		'	<u></u>	 	·				
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	ļ	435	14													
CIAVOLUOII UO HAUILUE ULIBUU	1 200		210		, 500	10	<u> </u>	10	000	, 11	100	, 11	on FACT DOLLAR												

					FIRS	וטוטוו	(101-E	ASI DO	JUND.									
GRADES.	Class Z		Class W		Class	s Y-5	Class	Y-2	Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Auburn to Lester			1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to Easton	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Easton to Ellensburg				60		60		60		60		60		50		50		40

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

FIRST DISTRICT—WEST BOUND.																
Ellensburg to Easton	1600	53	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester	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		Maxim 60 Ca		Maxim 60 Ca		Maxim 60 Ca	irs	Maxim 60 Ca	irs	Maxii 40 C		Maxi 40 (mum Cars	Maxii 40 C	
Rating time freight, Class W engine, 1400 tons; Y-2, 1200 tons. Ellensburg to Easton.																

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

CLINTON T.COOKE, Oculist, Seattle
P. W. WILLIS, King St. Sta. (S)
F. S.BOURNS, Seattle Tool Car, (S)

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

W. E. GIBSON, Issaquah, (S)
E. M. ADAMS, Arlington (S)
N. S. McCREADY, Snohomish, (S)
N. S. McCREADY, Snohomish, (S)
W. C. COX, Everett, (S)

Dr. J. C. McCAULEY, Ellensburg(S)
E. S. CLARK, Sumas, (S)
Easton, (S)
Lester, (S)

Puyallup, (S)
Puyallup, (S)

Tacoma Hospital, (S) Tacoma Round House, (S) Tacoma Baggage Room (S)

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

NOTE.

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

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical

aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

