

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 34 TABLE

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

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

SUNDAY, April 23rd, 1911.

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.

J. E. CRAVER,
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.

SPECIAL RULES FOR FIRST DISTRICT (Main Line).

Registering Stations—Ellensburg and Auburn. At Easton and Lester trains terminating will register arrival, and at Easton and Lester departing freights ascending will register whether "all air" or helper on rear. Palmer Junction will be registering station for Buckley Line trains only, which will register by ticket.

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

Bulletin Stations—Ellensburg and Auburn (Lester and Easton are bulletin stations for engineers on helper engines).

Standard Clocks—Ellensburg and Lester.

Mountain Grades—Easton to Weston.

In tunnel section, between east switch of west passing track at Martin and west switch of Track No. 1, at Stampede, (A) westbound trains will not pass Martin or eastbound trains Stampede without receiving block clearance. (B) Flagging is not required. (C) Head and tail lights will be used both day and night.

At Palmer Junction, the upper semaphore arms govern movement of trains via main line; lower arms govern movement to and 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 1 8-10 miles connected with passing track at Henrys. This extended track will be known as the westbound passing track Ravensdale, and conductors of westbound trains using this siding, if given clearance to depart on arrival of certain trains, should, if delayed on the west end of this track, call up on telephone, located at the west switch, and ascertain whether any further instructions for them. This track will be used as a switching lead for trains switching at the Ravensdale mine.

Engines must not run on Page Lumber Co.'s spur.

Derailing switches are located as follows, and must be kept set in derailing position when not in use:—

Ellensburg: East end of east yard.	Upham: West end of east passing track.
Bristol: East end of loading track.	Borup: East end of east passing track.
Cle Elum: East end of extension and at east end house track.	Eagle Gorge: West end of west passing track.
Easton: East end of yard.	Soos Creek: Spur track.
Easton: East end of No. 2 track.	Auburn: East end gravel pit passing track.

Interlocking derails are located as follows:

Kountz: East end of passing track.	Lester: West end of roundhouse track.
Teanaway: East end of east passing track.	Lester: West end of yard.
Cle Elum: East end of yard.	Hot Springs: West end of freight passing track.
Cle Elum: East end of extension to house track.	Maywood: West end of west passing track.
Upham: East end of east passing track.	Eagle Gorge: West end of east passing track.
Martin: East end of west passing track.	Lemolo: West end of passing track.
Martin: East end of east passing track.	Kanaskat: West end of wye.
Borup: West end of west passing track.	Byrd: West end of passing track.
Borup: West end of east passing track.	Covington: West end of west passing track.
Kennedy: West end of passing track.	Wynaco: West end of passing track.

Derail is connected with main line switch and the derail is closed when main line switch is thrown for passing track; derail is open when main line switch is not thrown for passing track. Switch lamps will not be maintained upon derailing switches in above locations.

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 between Auburn and Ellensburg will not carry passengers unless by special instructions; these passengers will be handled on Nos. 279 and 280.

Siding at Auburn Gravel Pit will be operated as an intermediate siding. Telephone located at Gravel Pit Spur switch.

Position of "Wye" switches at Auburn will be ascertained before using. Normal position of switch at head of the wye at Auburn will be for Seattle leg the wye. Switch target and switch lamp will show clear indication for Seattle leg.

Speed westbound will not exceed thirty-five (35) miles per hour, Humphrey to Eagle Gorge, thirty (30) miles per hour, Eagle Gorge to Palmer Junction and thirty-five (35) miles per hour from one mile west of Covington to one-half 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. Track No. 2 will be known as Westbound Passing Track.

At Stampede, passing track No. 1 will be westbound passing track, and passing tracks Nos. 2 and 3 eastbound passing tracks. Passing track at Borup, which is located east of the depot, will be used as westbound passing track, and passing track west of depot as eastbound passing track. Whenever it is found necessary for eastbound trains to use westbound passing tracks, and westbound trains to use eastbound passing tracks, movement should be protected 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 the 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, Nelsons, Upham, Maywood, Eagle Gorge, Kanaskat and Covington. (Trains taking siding will head in at lap.)

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 Weston to examine wheels and brakes.

Dead freight trains will fill to tonnage at Cle Elum.

No. 4 will connect with No. 396 and No. 280 will connect with No. 368 at Kanaskat.

No. 5 will stop at Kanaskat on Saturdays.

No. 3 will connect with No. 367 at Kanaskat.

No. 6 will connect with Tacoma Division 398 at Kanaskat.

No. 279 will connect with No. 323 at Auburn.

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.

RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNAL RULES.

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

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

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

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

Rule 43—Any train which has taken siding must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

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

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it be 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 intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or receives further orders as per Block Rules Nos. 53 and 54, **notwithstanding it may have train rights which would otherwise permit it to do so.**

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

West Bound.

FIRST DISTRICT (Seattle Line.)

Water, Coal, Scales, Tables and Wyes		Station Numbers		Time Table 34 April 23, 1911. Succeeding No. 38A		FIRST CLASS TRAINS.																					
						STATIONS.																					
						Telegraph Offices and Calls																					
						Distance from Seattle																					
		301	325	315	357	303	321	395	335	307	305	367	333	359	323	317	313	345	349	397	331	351	5	329	355		
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
		Seattle Portland Express	Gt. Nor. No. 27	No. 41's Connection	Gt. Nor. No. 275	No. 280	Grays Harbor Limited	Kanaskat Accommodation	No. 257's Connection	Seattle Portland Express	No. 4	No. 3's Connection	Puget Sound Limited	Gt. Nor. No. 289	Grays Harbor Express	No. 42	Seattle & Portland Special	North Bend Accommodation	No. 2	Kanaskat Accommodation	No. 6's Connection	No. 1's Connection		Gt. Nor. No. 1	Gt. Nor. No. 271		
T W Y	UD. KING ST. STA. DN	0.8	12.01AM	6.00AM	7.00AM	7.15AM	7.45AM			8.00AM	8.45AM		12.00N	3.30PM	3.35PM	4.00PM	4.10PM	4.25PM	7.10PM		7.30PM			8.35PM	11.30PM		
W C S T Y	YD. SEATTLE YD., DN	0.8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	.....ARGO.....	3.2	*12.11	*6.10	*7.10	*7.25	*7.55			*8.11	*8.55		*12.11PM	*3.41	*3.45	*4.09	*4.21	*4.36	*7.20		*7.40			*8.48	*11.40	
	C. M. & P.S.R.R. CROS. No Connection. 0.1	10.0	*	*	*	*	*			*	*		*	*	*	*	*	*	*	*	*	*	*	*	*		
W Y	BI. BLACK RIVER. D	10.1	*12.21	*6.19	f 7.20	*7.37	*8.04			*8.22	*9.05		*12.21	*3.51	*3.55	*4.20	*4.31	*4.50PM	*7.30		*7.50			*9.05	f 11.50PM		
	.....ORILLIA.....	12.2	*	*	*	*	*			*	*		*	*	*	*	*	See page 10	*	*	*	*	*	*	*	
	.....O'BRIEN'S.....	14.2	*	*	*	*	*			*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	
	KN. KENT. D	16.4	f 12.32	*6.27	7.31	7.46	*8.12			8.38	*9.15		12.32	*4.01	4.05	*4.30	*4.41		*7.40		*8.00			*9.18	f 12.01AM		
	.....THOMAS.....	18.2	*	*	*	*	*			*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	
	.....CHRISTOPHER.....	19.6	*	*	*	*	*			*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	
	GR. FIRST ST. D	21.5	*12.42	*6.35	f 7.40	8.00AM	*8.20			f 8.48	*9.25AM		*12.42	*4.10	f 4.14	*4.38	*4.50		7.50PM		*8.08			*9.30	*12.10		
Y	CF 9 AU. AUBURN. DN	22.0	f 12.44	*6.36	7.30AM	7.42		*8.21		8.40AM	8.46		12.45	*4.11	4.25	4.45PM	*4.51				8.10PM	7.30PM	9.15PM	*9.32	f 12.12		
DIERINGER.....	26.4	*12.54	*6.42	7.40	7.53		*8.27		*8.50	f 8.57		*12.55	*4.19	f 4.32		*4.59							*7.42	*9.25	*9.41	*12.21
	SN. SUMNER. D	29.0	f 12.58	*6.45	7.45	7.58		*8.31		*8.55	9.02		1.02	*4.28	4.37		*5.08							7.49	*9.31	*9.45	f 12.25
Y W	1966 .....MEEKER.....	30.6	*1.02	*6.47	*7.50	*8.02		*8.38		*9.00	*9.07		*1.06	*4.26	*4.40		*5.06							*7.53	*9.35	*9.48	*12.29
	1967 PY. PUYALLUP. DN	31.9	1.07	*6.50	7.55	8.05		*8.35	9.00AM	*9.05	9.15		11.15AM	1.13	*4.30	4.50		*5.10			6.53PM			7.53	*9.40	*9.52	f 12.33
	1972 RN. TIDEWATER. DN	38.7	*1.20	*7.00	*8.10	*8.15		*8.47	*9.10	*9.20	*9.28		*11.25	*1.25	*4.40	*5.08		*5.20			*7.05			*8.10	*9.50	*10.05	*12.45
W	Q. TACOMA. DN	40.4	1.30AM	7.05AM	8.15AM	8.20AM		8.55AM	9.25AM	9.30AM	9.35AM		11.30AM	1.30PM	4.45PM	5.15PM		5.25PM			7.10PM			8.15PM	10.00PM	10.10PM	12.50AM
W C S T Y	1976 .....TACOMA WHARF.....	41.8																									
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
			1.30	1.05	.45	1.20	.45	1.10	.25	.50	1.35	.40	.15	1.30	1.15	1.40	.45	1.15	.25	.40	.17	.40	.45	.50	1.35	1.20	
			26.9	37.2	24.5	30.3	28.7	34.6	20.4	22.1	25.5	32.3	34.0	26.9	32.3	24.2	29.3	32.3	24.2	32.3	30.0	33.0	24.5	22.0	25.5	30.3	

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 Tidewater and Tacoma Wharf will be governed by instructions issued by Superintendent Tacoma Terminal 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 engine heavier than N. P. class "W", loaded weights as follows: Drivers, 207,000; engine truck, 25,000; trailer, 33,000; total engine 265,000; tender, 191,800, total engine and tender, 456,800, will be run over bridge No. 254, Tacoma draw span.

No two engines of any class will double head over this bridge when the combined weight is greater than N. P. class "W."

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 controlled by switch tender at 15th Street 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 kept closed and locked with switch lock when not in use.

West Bound.

FIRST DISTRICT (Seattle Line).

Time Table 34 April 23, 1911. Succeeding No. 33A		FIRST CLASS TRAINS.										SECOND CLASS TRAINS.						THIRD CLASS TRAINS.														
		337										681	689	603	679	677	675	935	971	937												
		Passenger										Freight	Freight	Freight	Freight	Freight	Freight	Way Freight	Way Freight	Way Freight												
STATIONS.		DAILY										EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY											
Telegraph Offices and Calls		No. 258											Gt. Nor.				No. 602		From Tacoma Division													
Station Numbers	Distance from Seattle	T W		C F		Y		W		C F		Y		C F		Y		W		C F		Y		W		C F		Y		W		
		Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station	Time	
UD. KING ST. STA..DN	0.0		11.35PM																													
YD. SEATTLE YD. DN	0.8*																															
.....ARGO.....	3.2*		11.45																													
C. M. & P. S. R. R. CROS. No Connection 0.1	10.0																															
BI. BLACK RIVER..D	10.1*		11.55PM																													
.....ORILLIA.....	12.2*																															
.....O'BRIEN'S.....	14.2*																															
KN. KENT.....D	16.4*		12.05AM																													
.....THOMAS.....	18.2*																															
.....CHRISTOPHER.....	19.6*																															
GR. FIRST ST.....D	21.5*		12.13																													
AU. AUBURN.....DN	22.0		12.15AM																													
.....DIERINGER.....	26.4																															
SN. SUMNER.....D	29.0																															
.....MEEKER.....	30.6																															
1966 PY. PUYALLUP...DN	31.9																															
.....TIDEWATER..DN	38.7																															
Q. TACOMA.....DN	40.4																															
1976 TACOMA WHARF...	41.8																															
			DAILY																													
			Time Over District																													
			Average speed per hour																													

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 eastbound main track of Seattle line in running around water tank at Meeker. All trains must approach this point under full control and be sure track is clear before proceeding. Buckley line trains will protect by flag when using this gauntlet.

Trains from Buckley line that have loads for Seattle line will leave them at Meeker on siding located between east and west legs of the wye. Any loads for the industries at Meeker will be taken to Puyallup and from there handled to the industries by using west bound main line to passing track switch just west of the Jurin mill under protection of flag while occupying main track. Block must be obtained and the work handled in such way as not to delay passenger trains.

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

In order to fully safeguard operation of the track known as the Buckley line, between Meeker and Puyallup, and which track is also used as a passing track for main line trains, and for safeguarding the gauntlet in front of the tank in which Buckley line trains use

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

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

All trains using track between Argo and King St. Station will be governed by regular block rules, and must observe crossing rules where N. P. and C. & P. S. and O. W. R. & N. 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 St. Station tracks between Massachusetts and Holgate Streets.

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 Street.

No. 310 will connect with No. 395 at Puyallup.

No. 323 will connect with No. 279 at Auburn.

Nos. 335 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.

Buckley Line business, formerly handled on No. 307 from points Seattle to Auburn, will, effective with this time table, be handled on No. 280 to Kanaskat and transferred to No. 367, which is No. 3's connection. When latter train is late special instructions will be issued, in which case mail and passengers will be handled on No. 321 to Puyallup and transferred there to No. 396.

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.

Table with columns for Time Table 34 (April 23, 1911), Stations, Capacity of Passing Tracks, and 24 train numbers (302-326). Rows include station names like UD.KING ST. STA., YD. SEATTLE YD., ARGO, C.M. & P.S.R.R. CROS., BI. BLACK RIVER, ORILLIA, O'BRIEN'S, KN. KENT, THOMAS, CHRISTOPHER, GR. FIRST ST., AU. AUBURN, DIERINGER, SN. SUMNER, MEEKER, PY. PUYALLUP, RN. TIDEWATER, Q. TACOMA, and TACOMA WHARF. Includes times and average speeds.

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

SPECIAL RULES GOVERNING USE OF DOUBLE TRACK BETWEEN TACOMA WHARF AND KING ST. STATION, SEATTLE.

- (1) Double track extends from Tacoma Wharf to King Street Station, Seattle.
(2) Trains must keep to the right unless otherwise provided.
(3) Work extras must move with current 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 dispatcher.

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

- (1) Between Tidewater and Holgate Street, Seattle, train movements will be governed by automatic semaphore signals.
(2) Indications:
(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."
(3) Governing arm is that seen to the right of signal mast by approaching train.
(4) Trains finding semaphore arm in "Stop" position will, after coming to full stop, proceed with caution, expecting to find train in block, open switch, broken rail, or car fouling main track.
(5) Trains finding semaphore arm at "Caution" will proceed under control, prepared to stop at next signal.
(6) Signal lights not burning, or white light by night, will be considered a stop signal, and position of signal ascertained and report of circumstances made from next telegraph office.
Indicators of miniature semaphore pattern, with push button underneath, are located at all switches and cross overs except at Orillia, O'Briens, Thomas Christopher and Reservation.
Normal position of indicators is "Stop."
To ascertain whether block is occupied or not, push the button underneath the indicator.
If block is clear when button is pushed, indicator will show clear position, and remain in that position until switch is thrown, when it will again go to "Stop" position.
If indicator does not clear when button is pushed, there is a train in the block or approaching, and switch must not be thrown.
If indicator, having been cleared by pushing the button, does not go to stop position when switch is opened, it will show that signals governing this track have not gone to stop position, and in such cases movement must be made under protection of flag.

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 on 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 over leads. Indicators at single switches indicate the condition of track to which switch leads. Switch instruments are connected to main line switches and both end of crossover switches within automatic signal limits. The opening of any switch will set and hold signal of that block at STOP until switch is again closed. The opening of any switch at either end of main track crossover will hold signals on both tracks at stop. If either end of a siding crossover is opened, it will set and hold the signal at stop that controls block on main track to which it leads. Neither switch or crossover must, therefore, be opened until movement of train is to be made and must be closed immediately after movement has been made and switches locked. When it is necessary to stop at any signal, stop must be made 30 feet before reaching signal in order not to foul track circuits. Cars and engine on side tracks must stand back of insulated joints in order that signals will not be held at stop. Whenever a train is mentioned in these rules, the term "Train" applies to either a road or switch engine with or without cars. The practice of dumping cinders from engines within automatic block limits is prohibited, as it interferes with operation of signals. Signals governing east bound trains are numbered and located as follows: Signal No. 2, 150 ft. east of Tidewater. 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. 15. 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).

East Bound.

Distance from Tacoma Wharf	Capacity of Passing Tracks	FIRST CLASS TRAINS.										SECOND CLASS TRAINS.					THIRD CLASS TRAINS.													
		356	338									678	680	676	690	682						972	938	936						
		Passenger	Passenger									Freight	Freight	Freight	Freight	Freight						Way Freight	Way Freight	Way Freight						
		DAILY	DAILY									DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY						EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY						
41.8		UD. KING ST. STA. DN 0.8																												
1.0		YD. SEATTLE YD. DN 2.4																												
38.6		.....ARGO..... 6.8																												
31.8		C. M. & P. S. R. R. CROS. No Connection. 0.1																												
31.7	60	BI. BLACK RIVER...D 2.1																												
29.6	5 Spur	.....ORILLIA..... 2.0																												
27.6	3 Spur	.....O'BRIEN'S..... 2.2																												
25.4	90	KN.....KENT.....D 1.8																												
23.6	8 Spur	.....THOMAS..... 1.4																												
22.2	4 Spur	.....CHRISTOPHER..... 1.9																												
20.3	70	GR...FIRST ST...D 0.5																												
19.8	300	AU...AUBURN...DN 4.4																												
15.4	No Sdg.	.....DIERINGER..... 2.6																												
12.8	No Sdg.	SN...SUMNER...D 1.6																												
11.2	70	.....MEEKER..... 1.3																												
9.9	70	PY...PUYALLUP...DN 6.8																												
3.1	No Sdg.	RN...TIDEWATER...DN 1.7																												
1.4		Q...TACOMA...DN 1.4																												
0.0		TACOMA WHARF..																												
		Time Over District	1.10	.45																										
		Average Speed per Hour	34.6	24.5																										

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

RULES GOVERNING AUTOMATIC SIGNALS—Continued.

Signals governing east bound trains—Continued.

- No. 32, 3600 ft. east of M. P. 24.
- No. 34, 3900 ft. east of M. P. 26.
- No. 36, 4600 ft. east of M. P. 28.
- No. 38, 2500 ft. east of M. P. 30.
- No. 40, 2900 ft. east of M. P. 31.
- No. 42, 400 ft. east of M. P. 32.
- No. 44, 2700 ft. east of M. P. 34.
- No. 46, 2200 ft. east of M. P. 36.
- No. 48, 3900 ft. east of M. P. 37.
- No. 50, near M. P. 39.
- No. 52, 1700 ft. west of Holgate Street.

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

- No. 49, 3400 ft. west of Holgate Street.
- No. 47, near M. P. 2.
- No. 45, 2400 ft. west of M. P. 3.
- No. 43, 500 ft. west of M. P. 4.
- No. 41, 2500 ft. west of M. P. 6.
- No. 39, 1500 ft. west of M. P. 8.
- No. 37, 1300 ft. west of M. P. 9.
- No. 35, 3100 ft. west of M. P. 9.
- No. 33, 1900 ft. west of M. P. 11.
- No. 31, 1900 ft. west of M. P. 13.
- No. 29, 1500 ft. west of M. P. 15.
- No. 27, 2800 ft. west of M. P. 17.
- No. 25, 4800 ft. west of M. P. 18.
- No. 23, 2500 ft. west of M. P. 20.
- No. 21, 700 ft. west of M. P. 21.
- No. 19, 4300 ft. west of M. P. 21.
- 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. 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.

Signal numbers 38 and 39, C. M. & P. S. crossing, formerly distant signals now operated semi-automatic assuming the caution and stop position automatically and cleared through operation of home signals, numbers 37 and 40. When signals No. 37 and 40 are in caution or clear position signals 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 caution position when rear of train has passed 2000 ft. beyond and will go to clear position when rear of train has passed crossover at Tidewater. Mile posts and signals are numbered from Tacoma to Seattle on east and west bound tracks. Trains will run with current of traffic by block signals. The movement of trains will be supervised by superintendent, who will issue instructions to operators. A train having work to do which may detain it more than 10 minutes must obtain permission from operator at the last station before entering block in which work is to be done. Operator must obtain authority to give this permission from dispatcher. Except as affected by these rules all block signals and train rules remain in force.

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

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

"DAY INDICATIONS."

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

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

"NIGHT INDICATIONS."

"Home Signals." Both upper and lower lights red—Stop. Upper light green; lower light red—Proceed at usual speed. Upper light yellow; lower light red—Proceed with caution.
"Dwarf Signals." Red light—Stop. Green light—Proceed at usual speed. Used in back-up movements.

COMMERCIAL SPURS.

MAIN LINE.

Distance from King Street Station.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Edgewater	6.9	1 E	8	Kelly's Spur	59.5	1 W	4
Latona	7.9	1 E	4	Springfield	62.6	1 E	4
Wood Spur	10.5	1 E	16	Milldale	65.5	1 E	20
Pontiac, F 343, 344, 347 & 348	13.2	1 E	4	Pilchuck	65.9	1 E	88
Lavilla, F 343, 344, 347 & 348	14.5	1 E	....	Holo	66.9	1 W	16
Belden	14.7	1 E	8	Day's F 341-343,344,347 & 348	68.2	1 W	13
Briarcrest, F 343,344,347 & 348	17.5	....	....	Ehrlich	73.6	1 W	20
Kenmore, F 343,344,347 & 348	18.9	1 E	7	Buxton	75.7	1 E	29
Wrenwood	20.6	1 W	....	Conway	78.7	1 E	....
Wayne, F 343, 344, 347 & 348	21.5	....	....	Nookechamp, F 343, 344, 347 & 348	79.1	1 E	5
Hannan	22.3	1 E	14	Heather	81.5	1 E	5
Stockton	23.5	1 E	8	Sedro Quarry	84.5	1 E	7
Bear Creek	25.4	1 E	17	Cohone	92.6	1 E	18
Sand Spur	25.8	1 E	12	Prairie, F 343, 344, 347 & 348	94.1	Siding	10
Grace, F 343, 344, 347 & 348	26.3	1 E	25	Brannain	95.9	1 E	2
Brace	29.4	1 E	3	Morgood, F 339 & 340	99.4	1 E	....
XL Spur	30.0	1 E	4	Doran, F 339, 340, 341 & 342	99.8	1 W	4
Cathcart, F 343, 344, 347 & 348	33.5	1 W	12	Comar	103.9	1 E	....
Cobbner	36.0	1 W	....	McDonald's, F 341, 342, 339, & 340	105.8	1 W	4
Bromart	37.2	1 E	32	Coyne	107.5	1 E	7
Sinnett's	44.0	1 E	69	Van Zant's, F 341, 342, 339 & 340	107.9	1 W	8
Bartlett	44.5	1 E	4	Case's Spur, F 339 & 340	108.8	1 E	5
Lake Cassidy	50.0	1 W	3	Eliton	112.6	1 E	13
Kelmire	50.5	1 E	6	Lawrence, F 341-342-339-340	113.7	1 E	6
Ryton	51.7	1 E	3	McKee's	117.8	1 W	14
Harvey	54.9	1 E	4	Crescent	121.9	1 W	5
Sisco, F 343, 344, 347 & 348	55.8	1 E	15				
M. & A. Tfr	58.8	1 E	6				

SNOQUALMIE BRANCH.

Distance from Woodinville.

Hollywood, F 345 & 346	1.3	....	....	Craven	29.3	Siding	14
Pickering, F 345 & 346	17.4	1 E	3	Niblock	32.4	1 W	100
Grand Ridge, F 346	21.9	1 W	15	Quariton	34.6	1 E	....
Wescott	24.8	1 E	9	Tanners	38.1	1 E	15
Lovegreen	27.6	1 E	5	Weeks	38.2	1 E	100

MONTE CRISTO BRANCH.

Distance from Hartford.

Guernsey	2.0	1 E	65	Atlas	8.3	1 E	5
Denmark	2.5	1 E	5	Hemple	20.2	1 E	5
Brileom	2.6	1 E	25	Tyree	23.2	1 E	21
Beechwood	2.7	1 E	7	Waldheim	26.7	....	....
Diffley	4.0	1 E	10	Weiden Creek	39.0	....	....
Enos Quarry	7.3	1 E	30				

BELLINGHAM BRANCH.

Distance from Wickersham.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
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.

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.

Jones, F 345 & 346	20.3	1 E	5	Factoria, F 345 & 346	9.5	....	....
Firloch, F 345 & 346	19.8	1 E	4	Hazelwood, F 345 & 346	7.3	....	....
Feriton	16.6	1 E	2	Pines	6.9	1 E	6
Kincaid	16.0	1 E	5	May Creek, F 345 & 346	6.6	1 E	4
Midlakes, F 345 & 346	12.6	1 W	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
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BALLARD BRANCH.

Distance from Interbay.

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

Distance from Ellensburg.

Morgan's Mill	61.0	Soos	98.3
Garibaldi	76.6				

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. R. & N. 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. 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.

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

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

Normal position blocks P. S. & B. R. R. Co.'s track. Same procedure as at So. Bellingham.

CROSSING GATE AT VAN ASSELT'S WHERE N. P. SPUR CROSSES P. S. E. TRACKS.

Normal position blocks N. P. track. Same procedure as at So. Bellingham.

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.

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.

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

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

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

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

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

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

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

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.

O. F. OHLSON,
Trainmaster, Seattle.

JOHN FITZSIMMONS,
Trainmaster, Seattle.

H. M. MORAN,
Chief Dispatcher, Seattle.

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

Signals are of the dwarf type (low semaphores) and are located to right of track governed; where two arms are on one post, higher arm governs trains along main tracks and lower arm trains diverging from main track.
Signal arm in horizontal position indicates "Stop."
Signal arm in diagonal position 60° below horizontal indicates "Proceed."
By night, signal indications will be given by colored lights, as follows:
Red indicates "Stop."
Green indicates "Proceed."
Yellow indicates "Caution, proceed with Caution."

RULES GOVERNING INTERLOCKING PLANT AT NORTH PORTAL OF TUNNEL AT SEATTLE.

All signals located at right hand side of tracks they govern.
Train movements to Main Line controlled by Semaphore signals, about 25 feet in height.
Train movements to sidings or to main tracks against current of traffic controlled by dwarf semaphores, about two feet in height.
The home signal is the semaphore arm with a square end, which in a horizontal position indicates "Stop" and 60° below horizontal indicates "Proceed."
The distant signal is the semaphore arm with a forked end, which in a horizontal position indicates "Caution, proceed with Caution" and 60° below horizontal indicates "Proceed."
By night signal indications are given by colored lights, as follows:
Red indicates "Stop."
Green indicates "Proceed."
Yellow indicates "Caution, proceed with Caution."
West bound N. P. trains from tunnel are governed by 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 stationary 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 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.
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.**

Class G engines can be used on the following piers: Pier 1, 2, Colman Dock, south side Pier 3, Pier 4, 5, 6½, 7, 9, 11, 11½, 12 and 13, and cannot be used on north side Pier 3, Piers 6, 8, 10 and 14.
Class L-9 or heavier engines must not go north of Columbia Street, Seattle.

TONNAGE RATINGS—FREIGHT ENGINES.

DISTRICTS.	SECOND DISTRICT—EAST BOUND.												DISTRICTS.	SECOND DISTRICT—WEST BOUND.											
	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1			Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Sumas to Wickersham.....	800	27	850	28	950	31	925	31	1100	36	1300	43	Seattle to Fremont.....	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60
Wickersham to Thornwood.....	425	14	450	15	550	18	535	18	600	20	700	23	Fremont to Keith.....	525	18	550	18	615	20	600	20	650	21	750	25
Thornwood to Clear Lake.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Keith to Woodinville.....	1200	40	1200	40	1500	50	1500	50	1650	55	1800	60
Clear Lake to McMurray.....	425	14	450	15	540	18	525	18	575	19	675	22	Woodinville to Maltby.....	320	11	340	11	415	14	400	14	450	15	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

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1		DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Everett Branch—West Bound. Snohomish to Everett.....	800	27	850	28	1000	33	980	33	1100	37	2000	50	Monte Cristo Branch—East Bound. Monte Cristo to Silverton.....	200	7	215	7	300	10	285	10	335	11	435	14
Everett Branch—East Bound. Everett to Snohomish.....	800	27	850	28	1000	33	980	33	1100	37	1400	46	Silverton to Hartford.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Darrington Branch—East and West Bound. Arlington and Darrington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Bellingham Branch—West Bound. Wickersham to Mirror Lake.....	340	11	365	12	415	14	400	13	475	16	575	19
Snoqualmie Branch—West Bound. Woodinville to Issaquah.....	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60	Mirror Lake to Larson.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Issaquah to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18	Larson to Bellingham.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Preston to North Bend.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Bellingham Branch—East Bound. Bellingham to Larson.....	340	11	365	12	415	14	400	13	475	16	575	19
Snoqualmie Branch—East Bound. North Bend to Falls City.....	775	26	800	27	1250	41	1200	40	1350	45	1650	55	Larson to Wickersham.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Falls City to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18	Lake Wash. Belt Line Branch—West Bound. Black River to Woodinville.....	1100	37	1200	40	1400	46	1400	46	1500	50	1800	60
Preston to Woodinville.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Lake Wash. Belt Line Branch—East Bound. Woodinville to Kirkland.....	800	27	825	27	975	32	960	32	1030	34	1150	38
Monte Cristo Branch—West Bound. Hartford to Granite Falls.....	500	17	525	18	850	28	825	27	900	30	1000	33	Kirkland to Black River.....	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60
Granite Falls to Robe.....	310	10	315	10	350	12	325	11	375	13	475	16													
Robe to Silverton.....	325	11	350	12	450	15	425	14	475	16	575	19													
Silverton to Monte Cristo.....	200	7	215	7	300	10	285	10	335	11	435	14													

FIRST DISTRICT.—EAST BOUND.

GRADES.	Class Z 2		Class Z		Class W		Class Y 5		Class Y 2		Class F 1		Class S		Class E 4		Class E 3 or D 3		Class C 6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Auburn to Lester.....					1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to Easton.....	1300	35	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		50		50		50		40

Rating time freight, Class W engine, 1000 tons; Y-2, 850 tons. Tacoma and Seattle 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.....	1300	35	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Tacoma and Seattle, via Auburn or Buckley Line.....					Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 40 Cars	Maximum 40 Cars	Maximum 40 Cars	Maximum 40 Cars	Maximum 40 Cars	

Rating time freight, Class W engine, 1600 tons; Y-2, 1200 tons. Ellensburg to Easton.

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

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

AUTHORIZED SURGEONS, G. N. RY.

DR. H. M. READ, Seattle

DR. J. A. LA GASA, Tacoma

