

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME **35B** TABLE

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

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

SUNDAY, November 12th, 1911.

For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

H. C. NUTT,
General Manager.

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.

West Bound.

FIRST DISTRICT.

East Bound.

THIRD CLASS.										SECOND CLASS.										FIRST CLASS TRAINS.										FIRST CLASS TRAINS.										SECOND CLASS.										THIRD CLASS.																																																											
939		937		603		5		1		279		3		257		41		258		280		4		42		2		6		602		938		940																																																																											
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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) Flaggings 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.	Easton: East end of No. 2 track.
Bristol: East end of loading track.	Eagle Gorge: West end of west passing track.
Cle Elum: East end of extension and at east end house track.	Soos Creek: Spur track.
Easton: East end of yard.	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.
Teasaway: 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.

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.

Siding at Auburn Gravel Pit will be operated as an intermediate siding. Telephone located at Grave 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 of the wye. Switch target and switch lamp will show clear indication for Seattle leg.

Speed westbound will not exceed thirty-five (35) miles per hour, Humphrey to Eagle Gorge, thirty (30) miles per hour, Eagle Gorge to Palmer Junction and thirty-five (35) miles per hour from one mile west of Covington to one-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 288F.

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 before due at Weston, and at Kennedy and 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.

Descending freight train must not be permitted to leave Stampede until descending passenger train has passed Weston and descending freight train must not be permitted to leave Martin until descending passenger train has passed Easton.

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, Teasaway, 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.

Nos. 270 and 280 will stop on flag at Nagrom, Headworks and at Soos Spur.

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

No. 5 will stop on flag at Headworks, and on Saturdays at Kanaskat.

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.

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.)

Table with columns for Station Numbers, Time Table 35B, STATIONS, Telegraph Offices and Calls, Distance from Seattle, and 22 train numbers (301-355) with their respective passenger and freight schedules.

Registering Stations—Auburn, Puyallup, Tacoma, Tacoma Yard Office, Seattle Yard, and King Street Station. 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 Yard Office, Auburn, Seattle Yard and King Street Station.

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.

Trains will keep to the right on double track between King Street station, Seattle, and Tacoma Wharf.

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.

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

West Bound.

FIRST DISTRICT (Seattle Line).

Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Table 35B November 12, 1911 Succeeding No. 35A		FIRST CLASS TRAINS.							SECOND CLASS TRAINS.						THIRD CLASS TRAINS.							
		STATIONS. Telegraph Offices and Calls	Distance from Seattle	337	681	689	603	679	677	675	935	971	937											
				Passenger	Freight	Freight	Freight	Freight	Freight	Freight	Way Freight	Way Freight	Way Freight											
				DAILY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY											
	CF 31	UD. KING ST. STA. DN 0.8	0.0																					
	CF 31	YD. SEATTLE YD. DN 2.4	0.8*																					
	CF 27	ARGO 6.8	3.2*																					
		C. M. & P. S. R. R. CROS. No Connection 0.1	10.0																					
	CF 21	BI. BLACK RIVER DN 2.1	10.1*																					
	CF 19	ORILLIA 2.0	12.2*																					
	CF 17	O'BRIEN'S 2.2	14.2*																					
	CF 15	KN. KENT DN 1.8	16.4*																					
	CF 13	THOMAS 1.4	18.2*																					
	CF 11	CHRISTOPHER 1.9	19.6*																					
	CF 10	GR. FIRST ST. DN 0.5	21.5*																					
	CF 9	AU. AUBURN DN 4.4	22.0																					
	CF 4	DIERINGER 2.6	26.4																					
	CF 2	SN. SUMNER DN 1.6	29.0																					
	1966	MEEKER 1.3	30.6																					
	1967	PY. PUYALLUP DN 6.8	31.9																					
	1972	RN. TIDEWATER DN 1.7	38.7																					
	W	Q. TACOMA DN 1.4	40.4																					
	WC STY	TACOMA WHARF... 41.8																						
			DAILY																					
		Time Over District	.40																					
		Average speed per hour	33.0																					

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.

No. 334 will stop at Puyallup, Sumner, Auburn and Kent only to let off passengers from points south of Tacoma.

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.

No. 396 will wait at Puyallup for Seattle-Buckley Line passengers from No. 321.

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.

SPECIAL RULES TACOMA TERMINAL DIVISION

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, unless otherwise instructed 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.

Speed of trains over cross-over switches at Tidewater and over 15th Street Bridge, entering Tacoma Passenger Yard, must not exceed ten (10) miles per hour, and five (5) miles per hour over switches at north end of passenger yard.

No engine heavier than N. P. class "W," loaded weight of which is as follows—weight on drivers, 207,000 lbs., weight of engine and tender, 456,800 lbs.—will be run over Bridge No. 254, Tacoma Draw Span.

No two engines of any class will double-head over this bridge where the combined weight is greater than N. P. class "W." Speed of all trains must not exceed ten (10) miles per hour over Tacoma Draw Span.

Trains will keep to the right on double track between Tidewater and Tacoma Wharf and between Tacoma and South Tacoma.

Between Tidewater and Tacoma, Engineer and Conductor will obtain card order at Tidewater or Tacoma as authority to use Draw Bridge Line. Bridge card to be delivered to operator at Tidewater or to Chief Dispatcher at Tacoma. Interlocking signals at east and west approach to Draw Bridge control use of bridge and trains will not proceed unless Home signal shows clear indication.

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.

Trains will approach cross-over switches on double track between Tidewater and Tacoma Wharf located at East L Street (near Head of Bay Yard Office), East D Street (near Round House) and South Twenty-first Street (entering Passenger Station) under full control, and will not proceed until tracks are known to be clear and signal is received from switch tender.

At Tacoma a signal of the single arm semaphore pattern, located near junction of 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 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 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 yard is at "Danger."

Trains entering passenger station via Head of Bay will use extreme care and not exceed eight (8) miles per hour around curves at south end of passenger yard. As there are no switch tenders at switches at the north end of passenger yard, trains coming into the yard at that point must positively know that switches are lined up for clear track before passing them. Push button operating signal to Tower man will be located on post under Concourse. Switch crew will operate for Portland bound trains and Conductors attend to it for Seattle bound trains.

Engineers will refrain from dumping ash pans on tracks in new passenger station Tacoma.

Engineers will reduce exhaust of engine to lowest possible point while passing under Concourse Tacoma Union Station.

Tell-Tales have been placed on train sheds at north and south end of Concourse new passenger station, Tacoma.

FIRST DISTRICT (Seattle Line).

East Bound.

Time Table 35B November 12, 1911 Succeeding No. 35A		FIRST CLASS TRAINS.																								
		302	360	316	368	336	310	396	346	306	308	358	314	318	398	304	324	330	352	350	6	322	332	334	326	
Distance from Tacoma Wharf	Capacity of Passing Tracks	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	
STATIONS.		Portland Seattle Express	Gt. Nor.	No. 41	No. 280's connection via Buckley Line to Kanaskat	No. 257	Buckley Line Connection	No. 4's connection via Buckley Line to Kanaskat	North Bend Accommodation	No. 3	Portland Seattle Express	Gt. Nor.	Portland Seattle Special	No. 42's Connection	Kanaskat Accommodation	No. 279	Grays Harbor Express	Gt. Nor. No. 2	No. 1	No. 2's and Buckley Line Connection	Grays Harbor Limited	No. 5's Connection	Evergreen State Limited	Gt. Nor. No. 28		
Telegraph Offices and Calls		Portland Seattle Express	Gt. Nor.	No. 41	No. 280's connection via Buckley Line to Kanaskat	No. 257	Buckley Line Connection	No. 4's connection via Buckley Line to Kanaskat	North Bend Accommodation	No. 3	Portland Seattle Express	Gt. Nor.	Portland Seattle Special	No. 42's Connection	Kanaskat Accommodation	No. 279	Grays Harbor Express	Gt. Nor. No. 2	No. 1	No. 2's and Buckley Line Connection	Grays Harbor Limited	No. 5's Connection	Evergreen State Limited	Gt. Nor. No. 28		
41.8	UD. KING ST. STA. DN 0.8	6.50AM	7.30AM	8.30AM		9.30AM	10.05AM		10.30AM	11.15AM	2.20PM	4.15PM	4.45PM			5.15PM	6.05PM	6.50PM	8.15PM	8.40PM		9.45PM	10.10PM	10.15PM	11.10PM	
41.0	YD. SEATTLE YD. DN 2.4	*	*	*		*	*		*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	
38.6	.....ARGO..... 6.8	* 6.35	* 7.17	* 8.15		* 9.18	* 9.50		* 10.17	* 11.04	* 2.08	* 4.03	* 4.34			* 5.03	* 5.58	* 6.38	* 8.03	* 8.28		* 9.34	* 9.55	* 10.02	* 11.00
31.8	C. M. & P. S. R. R. CROS. No Connection. 0.1	*	*	*		*	*		*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	
31.7	BI. BLACK RIVER...D 2.1	60	* 6.20	f 7.06	* 8.08		* 9.08	* 9.40		10.05AM	* 10.52	* 1.56	* 3.51	* 4.24		f 4.52	* 5.42	* 6.27	* 7.52	* 8.18		* 9.23	* 9.42	* 9.52	* 10.50	
29.6	.....ORILLIA..... 2.0	5 Spur	*	*	*		*	*		See page 10	*	*	*	*		f 4.49	*	*	*	*	*	*	*	*	*
27.6	.....O'BRIEN'S..... 2.2	3 Spur	*	*	*		*	*			*	*	*	*		f 4.46	*	*	*	*	*	*	*	*	*
25.4	KN.....KENT.....D 1.8	90	f 6.07	6.56	* 7.50		* 8.58	9.30		* 10.41	f 1.45	* 3.40	* 4.14			4.48	f 5.28	* 6.17	* 7.42	8.06		f 9.13	* 9.32	* 9.42	* 10.40	
23.6	.....THOMAS..... 1.4	8 Spur	*	*	*		*	*		*	*	*	*	*		f 4.39	*	*	*	*	*	*	*	*	*
22.2	....CHRISTOPHER.... 1.9	4 Spur	*	*	*		*	*		*	*	*	*	*		f 4.36	*	*	*	*	*	*	*	*	*
20.3	GR...FIRST ST...D 0.5	70	* 5.55	* 6.47	* 7.38		* 8.48	* 9.20		10.30AM	* 1.35	* 3.31	* 4.06			4.32	f 5.17	* 6.07	* 7.32	7.55 7.42		* 9.04	* 9.22	* 9.33	* 10.32	
19.8	AU...AUBURN...DN 4.4	300	f 5.53	6.45	7.35AM		8.45AM	9.18			1.33	* 3.30	* 4.04	4.45PM		4.30PM	5.15	* 6.06	7.30PM	7.40	8.10PM	9.02	9.20PM	* 9.31	* 10.30	
15.4	.....DIERINGER..... 2.6	No Sdg.	* 5.42	* 6.34			9.08				* 1.23	* 3.23	* 3.57	* 4.35			5.07	* 5.54		* 7.29	* 7.58	* 8.53		* 9.24	* 10.23
12.8	SN...SUMNER...D 1.6	No Sdg.	f 5.37	6.30			9.08				1.18	* 3.19	* 3.53	4.28			5.03	* 5.49		f 7.24	7.53	f 8.48		* 9.20	* 10.20	
11.2	.....MEEKER..... 1.3	70	* 5.30	* 6.26			* 8.58				* 1.13	* 3.16	* 3.50	* 4.23			* 4.58	* 5.45		* 7.19	* 7.48	* 8.43		* 9.16	* 10.17
9.9	PY...PUYALLUP...DN 6.8	70	5.27	6.23		7.45AM	8.55 8.45	9.00AM			1.10	* 3.14	* 3.48	4.20	4.55PM 4.45		4.55	* 5.43		7.16	7.45	8.40		* 9.14	* 10.14	
3.1	RN...TIDEWATER...DN 1.7	No Sdg.	* 5.15	* 6.10		* 7.35	* 8.35	* 8.50			* 12.55	* 3.04	* 3.39	* 4.05	* 4.35		* 4.40	* 5.30		* 7.05	* 7.34	* 8.29		* 9.04	* 10.05	
1.4	Q...TACOMA...DN 1.4		5.10AM	6.05AM		7.30AM	8.30AM	8.45AM			12.50PM	3.00PM	3.35PM	4.00PM	4.30PM		4.35PM	5.25PM		7.00PM	7.30PM	8.25PM		9.00PM	10.00PM	
0.0	.TACOMA WHARF..																									
			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		1.40	1.25	.55	.15	.45	1.35	.15	.25	.45	1.30	1.15	1.10	.45	.15	.45	1.30	1.25	.45	1.40	.40	1.20	.50	1.15	1.10
	Average Speed per Hour		24.2	28.8	24.0	34.0	29.3	25.5	34.0	24.2	28.7	26.9	32.3	34.6	24.5	34.0	29.3	26.9	28.8	29.3	24.2	29.7	30.3	25.8	32.3	34.6

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

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

- (1) Double track extends from Tacoma Wharf to King Street Station, Seattle.
- (2) Trains must keep to the right unless otherwise provided.
- (3) 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 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) Indicators:
 - (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 as long as pressure is maintained on the button, 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.
- 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 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. 12, 2200 ft. east of M. P. 10. | No. 22, 900 ft. east of M. P. 19. |
| No. 4, 2800 ft. east of M. P. 3. | No. 14, 250 ft. east of M. P. 12. | No. 24, 4500 ft. east of M. P. 19. |
| No. 6, 2900 ft. east of M. P. 4. | No. 16, 3300 ft. east of M. P. 13. | No. 26, 2500 ft. east of M. P. 20. |
| No. 8, 4000 ft. east of M. P. 6. | No. 18, 4900 ft. east of M. P. 15. | No. 28, 500 ft. east of M. P. 22. |
| No. 10, 4600 ft. east of M. P. 8. | No. 20, 4300 ft. east of M. P. 17. | No. 30, 4100 ft. east of M. P. 23. |

FIRST DISTRICT (Seattle Line).

East Bound.

Time Table 35B November 12, 1911 Succeeding No. 35A. Table with columns for STATIONS, Capacity of Passing Tracks, FIRST CLASS TRAINS (356, 338), SECOND CLASS TRAINS (676, 678, 680, 690, 682), and THIRD CLASS TRAINS (972, 938, 936). Includes times and days of operation.

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

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, 1700 ft. west of Holgate Street. No. 47, near M. P. 2. No. 45, 2400 ft. west of M. P. 3. No. 43, 500 ft. west of M. P. 4. No. 41, 2500 ft. west of M. P. 6. No. 39, 1500 ft. west of M. P. 8. No. 37, 1300 ft. west of M. P. 9. No. 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 No. 1, located 3,500 feet west of mile post 37, will be operated in two positions only, caution and stop, and will go to stop position when head end of train passes signal, and will go to caution when rear of train has passed cross-over at Tidewater.

Signal No. 52, located 1,700 feet west of Holgate Street, will be operated in two positions, caution and stop, and will go to stop position when head end of train passes signal, and will go to caution when rear of train has passed Holgate Street. 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.

West Bound.

SECOND DISTRICT.

				THIRD CLASS TRAINS.				SECOND CLASS TRAINS				Time Table No. 35B November 12, 1911 Succeeding No. 35A				FIRST CLASS TRAINS.			
				929	927	923	683	563	675	687					343	341	347		
				Way Freight	Way Freight	Way Freight	Freight	Mixed	Freight	Freight					Passenger	Passenger	Passenger		
				EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	Capacity of Passing Tracks	Distance from King St. Station	STATIONS.	Station Numbers	Water, Coal, Scales, Tables and Wyes	DAILY	DAILY	DAILY	
						7.80AM				1.40AM			Telegraph Offices and Calls						
						7.50 343						0.0	YD.....SEATTLE YARD.....DN 0.9	C F 31	W C S T	7.40AM 923	8.50AM	4.20PM	
												1.4	UD.KING STREET STATION.DN 1.4					* 4.27 342	
												2.6	.....END DOUBLE TRACK..... 1.2					
						8.15				2.10	35	4.5	.....G. N. CROSSING..... No Connection 1.9					
						8.20				2.15	25	6.4	BA.....INTERBAY.....D 1.9	C F 35	W S	f 7.55	* 9.05	f 4.85	
												8.5	FR.....FREMONT.....D 2.1	C F 37		8.00	* 9.10	4.40	
						8.85				2.50	50	11.6	BK.....UNIVERSITY.....D 3.1	C F 39		8.08	* 9.17	4.48	
						8.55				3.05	60	15.5	.....KEITH..... 3.9	C F 42		f 8.18	* 9.25	f 4.58
						9.80			From Belt Line	8.25	50	22.4	.....LAKE..... 6.9	C F 46	W	f 8.28	* 9.85	f 5.08
						9.45AM 341			10.10PM 688	3.40 676	100	24.3	B.....BOTHELL.....D 1.8	C F 53		8.48	9.50	5.25	
						See page 9 Snoq Beh			10.50	4.30	80	30.1	CJ.....WOODINVILLE.....DN 5.9	C F 55	W C T	8.48	9.55 923	5.80	
						8.00AM		9.15AM 343	11.30PM	5.00AM	150	38.5	MB.....MALTBY.....DN 8.4	C F 60		9.08	* 10.18	5.50	
						8.80		9.40	12.01AM	See page 9 EverettBeh	45	43.7	OM.....SNOHOMISH.....DN 5.2	C F 69	W C S Y	9.30 344	10.40 344	6.10 6.20	
						8.50		9.55AM	12.20		102	46.8	MA.....MACHIAS.....D 3.1	C F 74	W	9.52	10.52	6.88	
						9.20		See page 9	12.45 676		60	51.2	FD.....HARTFORD.....D 4.4	C F 77		10.00	11.08	6.43 348	
						9.50 344		(To Monte Cristo Bh)	1.00		53	57.4	.....GETCHELL..... 6.2	C F 82		10.12 344	* 11.15	6.56
						10.30 343 341 928			1.25		132	60.4	.....EDGEComb..... 3.0	C F 88	W 1 M E	f 10.29	* 11.80	7.12
						12.10PM			1.88		40	64.2	A.....ARLINGTON.....DN 3.8	C F 91	Y 8/10 M E	10.40 927	11.40 928	7.28	
						12.45 342			2.00		65	70.5	{BT...M. & N. CROSSING...D Track Connection. 6.3	C F 95		10.52 928	* 11.50AM	7.84	
						1.40			2.18		25	76.1	MU.....McMURRAY.....D 5.6	C F 101	W	11.18	12.06PM	7.50	
						2.00			2.22		70	77.7	.....MONTBORNE..... 1.6	C F 107		11.28	* 12.20	8.06
						2.45			2.35		135	83.2	BG.....BIG LAKE.....D 5.5	C F 109		11.38	f 12.25	8.12	
						7.00AM			3.05		185	88.2	CA.....CLEAR LAKE.....D 3.2	C F 114		11.46AM	f 12.40 342	8.25	
							5.30AM				290	86.4	{WL...SEDRO-WOOLLEY...DN Track Connection. 0.6	C F 117	W C T	12.00N	12.55	8.40	
											87.0		.....P. S. & B. R. CROSSING..... Track Connection. 4.9					
						7.40			3.35		45	91.9	.....THORNWOOD..... 5.9	C F 122		f 12.17PM 342	* 1.10 684	f 8.55
						8.00 344		6.20AM	4.05		75	97.8	WK.....WICKERSHAM.....D 2.7	C F 128	Y W	12.30PM 684	1.25	9.10PM 676	
						8.15		See Page 10	4.15		Spur 50	100.5	.....SAXON..... 2.2	C F 131		See page 10	f 1.82	See page 10
						8.25			4.22		18	102.7	.....ACME..... 2.0	C F 133	W	To B'ham Branch	1.89	To B'ham Branch
						8.40			4.28		20	104.7	.....STANDARD..... 5.9	C F 135		f 1.44 930	2.00	
						9.00			4.50		12	110.6	DM.....DEMING.....D 0.6	C F 141					
						9.05			4.52		20	111.2	.....ABBOTT..... 8.9	C F 142		* 2.02		
						9.40			5.25		18	120.1	NC.....NOOKSACK.....D 5.4	C F 151		2.28			
											125.5		.....B. B. & B. C. CROSSING..... No Connection. 0.9					
						10.10AM 342			5.55AM		110	126.4	SU.....SUMAS.....D	C F 157	W C S T	2.40PM			
				EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	DAILY	EX. MON.			Time Over District			DAILY	DAILY	DAILY	
				3.10	7.00	2.25	7.45	0.40	7.45	3.20			Average Speed per Hour			4.50	5.50	4.50	
				12.6	6.8	10.1	12.4	12.4	13.2	11.8						20.2	21.6	20.2	

REGISTER STATIONS.—Seattle Yard, King-street Station, Woodinville, Snohomish Sedro-Woolley, Wickersham and Sumas.
 Engineers will not be required to examine registers except at initial or starting points. No. 563 will register arrival at Hartford.
 Trains will not obtain clearance at Wickersham from 8 p. m. to 8 a. m. unless red signal is displayed. East bound trains must not exceed 25 miles
 per hour around curves between Thornwood and Sedro-Woolley.

BULLETIN STATIONS.—Seattle Yard, King Street Station, Everett, Arlington, Sedro-Woolley, Bellingham and Sumas.
 STANDARD CLOCKS.—Seattle Yard, King Street Station, Everett and Sedro-Woolley.
 No. 675 has right over No. 676 Woodinville to Sumas.
 No. 929 has right over No. 930 Sedro-Woolley to Sumas.
 No. 344 will take siding when meeting No. 341.

SECOND DISTRICT.

East Bound.

FIRST CLASS TRAINS.			Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Table No. 35B November 12, 1911 Succeeding No. 35A		Distance from Sumas	Capacity of Passing Tracks	SECOND CLASS.				THIRD CLASS TRAINS.		
348	342	344			688	684			676	566	924	928	930		
Passenger	Passenger	Passenger			Freight	Freight			Freight	Mixed	Way Freight	Way Freight	Way Freight		
DAILY	DAILY	DAILY			STATIONS.			EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
9.10PM	4.40PM	1.00PM		WC ST	YD.....SEATTLE YARD.....DN	127.3	1250	11.40PM				8.15PM			
					UD.KING STREET STATION.DN	126.4						2.50			
	* 4.27 347				..... END DOUBLE TRACK.....	125.0								
					..... G. N. CROSSING.....	123.8								
f 8.55	* 4.20	f 12.44		W S	BA.....INTERBAY.....D	121.9	300	11.10				2.35			
8.47	4.15	12.38		CF	FR.....FREMONT.....D	120.0	80	11.00				2.20			
8.38	* 4.07	12.26		CF	K.....UNIVERSITY.....D	117.9						2.00			
f 8.28	* 4.00	f 12.15PM		CF	.....KEITH.....	114.8	50	10.40				1.45		
f 8.15	* 3.50	f 11.59AM		W	.....LAKE.....	110.9	60	10.20				1.80		
7.58	3.38	11.35		CF	B.....BOTHELL.....D	104.0	50	9.40		See page 10		1.00			
7.53	3.28	11.30		W C T	CJ.....WOODINVILLE.....DN	102.2	100	9.30				12.50PM			
7.38	* 3.15	11.15		CF	MB.....MALTBY.....DN	96.3	80	8.55		See 565, p.9 Everett Bh		See 925, p.9 Everett Bh			
7.15 7.05	2.48 928	10.50 10.40		WC S Y	OM.....SNOHOMISH.....DN	87.9	150	7.50PM				2.30PM 342			
6.53	2.33	10.29		W	MA.....MACHIAS.....D	82.7	45					2.10			
6.43 347	2.25	10.22		CF	FD.....HARTFORD.....D	79.6	102					1.45			
6.30	* 2.12	10.12 343		CF	.....GETCHELL.....	75.2	60					1.00		
6.15	* 1.52	f 9.55 927		W	.....EDGECOMB.....	69.0	53					12.25PM		No. 929 has right over
6.08	1.42	9.47		Y to M E	A.....ARLINGTON.....DN	66.0	132					11.50AM 341 11.25		No. 930 Sedro Woolley to Sumas.	
5.58	* 1.30	9.37		CF	{.....M. & N. CROSSING.....}	62.2	40					11.00 10.40 343			
5.42	1.15 927	9.22 928		W	{BT.....BRYANT.....D}	55.9	65					9.40 9.10			
5.28	* 1.00	9.08		CF	MU.....McMURRAY.....D	50.3	25					8.30			
5.23	12.55	9.08		CF	.....MONTBORNE.....	48.7	70					8.15		
5.10	12.40 341	8.50		CF	BG.....BIG LAKE.....D	43.2	135					7.80			
5.00	12.30	8.40		W C T	CA.....CLEAR LAKE.....D	40.0	290					7.00AM	4.00PM		
					{WL..SEDRO-WOOLLEY...DN}			1.30PM							
					Two G. N. CROSSINGS.....}										
					Track Connection 0.6										
					.....P. S. & B. R. CROSSING.....	39.4								
					Track Connection 4.9										
f 4.48	* 12.17 343	f 8.25		CF	.....THORNWOOD.....	34.5	45					8.40		
4.35PM	12.02PM	8.10AM 929		Y W	WK.....WICKERSHAM.....D	28.6	75					2.50			
				CF	.....SAXON.....	25.9	Spur 50	1.10 1.05 343				8.43		
				CF	.....ACME.....	23.7	18					8.55		
				CF	.....STANDARD.....	21.7	20					8.29		
				CF	DM.....DEMING.....D	15.8	12					8.07			
				CF	.....ABBOTT.....	15.2	20					8.05		
				CF	NC.....NOOKSACK.....D	6.3	18					7.35			
				CF	.....B. B. & B. C. CROSSING.....	0.9								
				W C T	SU.....SUMAS.....D	0.0	110					7.15PM		12.05PM	
DAILY	DAILY	DAILY						EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
4.35	5.50	4.50			Time Over District			3.50	1.00	7.50	.45	2.25	7.30	3.25	
21.2	21.6	20.2			Average Speed per Hour			10.2	11.3	13.5	11.3	10.1	6.4	11.6	

No. 343 will wait at Woodinville 15 minutes for No. 346's connection.
Nos. 341, 342, 343, 347 and 348 will wait 15 minutes at Snohomish for motor connection from Everett.
No. 342 will leave register ticket with operator at Tower, End double track.

All trains leaving Maltby must keep 15 minutes apart.
Pilehuck and Ehrlich regular stop for Nos. 343, 344, 347 and 348.
All trains keep under control where view of switches is obstructed, and within yard limits at Seattle, Interbay, Fremont, Woodinville, Snohomish, Hartford,

Arlington, Sedro-Woolley, Wickersham and Sumas expecting to find main line occupied. Inferior trains must protect against first class trains.
All eastbound trains approach West long siding switch and Belt Line switch at Woodinville expecting to find main line occupied.

Maximum speed of passenger trains is one minute, or sixty seconds, per mile. This limit must not be exceeded.
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 Bound.

EVERETT BRANCH.

East Bound.

Table for Everett Branch showing train schedules for Third Class, Second Class Trains, and Time Table No. 35B. Includes columns for station names, distances, and times.

SPECIAL RULES COVERING TRAINS ON EVERETT BRANCH.

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

West Bound.

SNOQUALMIE BRANCH.

East Bound.

Table for Snoqualmie Branch showing train schedules for Third Class, First Class, and Time Table No. 35B. Includes columns for station names, distances, and times.

West Bound.

MONTE CRISTO BRANCH.

East Bound.

Table for Monte Cristo Branch showing train schedules for Second Class Trains and Time Table No. 35B. Includes columns for station names, distances, and times.

Register Stations—Woodinville and North Bend. Trains will keep under control within yard limits at Woodinville and Issaquah. The maximum rate of speed over truss bridges and high trestles must not exceed 20 miles per hour.

Register Station—Hartford. Trains will approach Hartford under full control, expecting to find main track occupied. Trains must not exceed five miles per hour around 18 and 24 degree curves on Shoofly, two miles west of Gold Basin.

West Bound. Lake Washington Belt Line Branch. East Bound.

Table for Lake Washington Belt Line Branch, Time Table No. 35B, November 12, 1911. Columns include Third Class, Second Class, First Class, Stations, Distance from Woodinville, Capacity of Passing Tracks, and Average Speed per Hour.

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.

West Bound. BELLINGHAM BRANCH. East Bound.

Table for Bellingham Branch, Time Table No. 35B, November 12, 1911. Columns include Second Class, First Class, Stations, Distance from So. Bellingham, Capacity of Passing Tracks, and Average Speed per Hour.

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.

West Bound. DARRINGTON BRANCH. East Bound.

Table for Darrington Branch, Time Table No. 35B, November 12, 1911. Columns include Third Class, First Class, Stations, Distance from Darrington, Capacity of Passing Tracks, and Average Speed per Hour.

Register Stations.—Arlington and Darrington. Bulletin Station.—Arlington. Trains will keep under control where landslides or washouts are liable to occur. No. 933 has right over No. 934—Arlington to Darrington. No. 327 has right over No. 354 Arlington to Darrington.

West Bound. ROSLYN BRANCH. East Bound.

Table for Roslyn Branch, Time Table No. 35B, November 12, 1911. Columns include Second Class, Stations, Distance from Lakedale, Capacity of Passing Tracks, and Average Speed per Hour.

Maximum Grades.—Cle Elum to Lakedale. Derailing Switches.—Cle Elum, 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 deraill to prevent cars running down main track toward Cle Elum.

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	Springfield	62.6	1 E	4
Latona	7.9	1 E	4	Milldale	65.5	1 E	20
Wood Spur	10.5	1 E	16	Pilchuck	65.9	1 E	88
Pontiac, F 343, 344, 347 & 348	13.2	1 E	4	Holo	67.2	1 W	16
Lavilla, F 343, 344, 347 & 348	14.5	1 E	....	Day's F 341-343,344,347 & 348	68.2	Siding	10
Belden	14.7	1 E	8	Ehrlich	73.6	1 W	20
Briarcrest, F 343,344,347 & 348	1.75	....	....	Buxton	75.7	1 E	29
Lake Forest Park, F 343, 344, 347 & 348	18.1	1 W	8	Chilco	77.2	1 W	7
Kenmore, F 343,344,347 & 348	18.9	1 E	7	Conway	78.7	1 E	....
Wrenwood	20.6	1 W	....	Nookechamp, F 343, 344, 347 & 348	79.1	1 E	5
Wayne, F 343, 344, 347 & 348	21.5	....	....	Heather	81.5	1 E	5
Hannan	22.3	1 E	14	Sedro Quarry	84.5	1 E	7
Stockton	23.5	1 E	8	Cohone	92.6	1 E	18
Bear Creek	25.4	1 E	17	Prairie, F 343, 344, 347 & 348	94.1	Siding	10
Sand Spur	25.8	1 E	12	Lumans	95.2	1 W	16
Grace, F 343, 344, 347 & 348	26.3	1 E	25	Brannain	95.9	1 E	2
Brace	29.4	1 E	3	Morgood	99.4	1 E	....
XL Spur	30.0	1 E	4	Kogill	99.6	1 W	....
Cathcart, F 343, 344, 347 & 348	33.5	1 W	12	Doran, F 341 & 342	99.8	1 W	4
Cobbner	36.0	1 W	....	Comar	103.9	1 E	....
Bromart	37.2	1 E	32	McDonald's, F 341 & 342	105.7	1 W	4
Sinnett's	44.0	1 E	69	Coyne	107.5	1 E	7
Bartlett	44.5	1 E	4	Van Zant's, F 341 & 342	107.9	1 W	8
Lake Cassidy	50.0	1 W	3	Case's Spur, F 341 & 342	108.8	1 E	5
Kelmire	50.5	1 E	6	Eliton	112.6	1 E	13
Ryton	51.7	1 E	3	Lawrence, F 341 & 342	113.7	1 E	6
Harvey	54.9	1 E	4	McKee's	117.8	1 W	14
Sisco, F 343, 344, 347 & 348	55.8	1 E	15	Crescent	121.9	1 W	5
M. & A. Tr.	58.8	1 E	6				
Kelly's Spur	59.5	1 W	4				

SNOQUALMIE BRANCH.

Distance from Woodinville.

Hollywood, F 345 & 346	2.4	1 W	19	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
Hargon	25.2	1 W	7	Weeks	38.2	1 E	100
Lovegreen	27.6	1 E	5				

MONTE CRISTO BRANCH.

Distance from Hartford.

Zahler	1.0	1 E	5	Enos Quarry	7.3	1 E	30
Guernsey	2.0	1 E	65	Atlas	8.3	1 E	5
Denmark	2.5	1 E	5	Hemple	20.2	1 E	5
Brilcom	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	....	....

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
Jenora	5.7	1 E	20	Pulworth	22.4	1 E	4
Gorlock	18.4	Siding	25				

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.

Hubner	41.0	Garibaldi	76.6
Morgan's Mill	61.0	Headworks	81.6
Nagrom	67.8	....	....	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. 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 300 feet west of Ebey Junction. 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 Monte Cristo Branch west of Granite Falls "Y" or west of Wickersham, and no engine heavier than Class F 1 can run on Snoqualmie or Bellingham Branches.

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.

Rules governing interlocking plant Great Northern crossing on field track east of Interbay are posted in cabin located on G. N. tracks at crossing to the field track.

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 engines can be used on all bridges and tracks, Seattle terminal territory, except on spur tracks leading to piers, Seattle water front and the West Seattle line. Heavier engines than L-9 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	Tons	Cars
Sumas to Wickersham.....	800	27	850	28	950	31	925	31	1100	36	1300	43	Seattle to Fremont.....	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60	3000	60
Wickersham to Thornwood.....	425	14	450	15	550	18	535	18	600	20	700	23	Fremont to Keith.....	525	18	550	18	615	20	600	20	650	21	750	25	1800	60
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	600	19
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	3000	60
McMurray to Sisco.....	850	28	900	30	1080	36	1050	35	1150	38	1350	45	Maltby to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	3000	60
Sisco to Getchell.....	425	14	450	15	540	18	525	18	575	19	675	22	Snohomish to Machias.....	820	28	900	30	980	32	950	32	1000	33	1100	37	675	22
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	3000	60
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	900	30
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	660	22
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	1200	40
													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	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 40 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)	S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.	D. O. KEARBY, Cle Elum, (S)	P. B. WING, Oculist, Tacoma	Head-of-Bay Yard Office, Tacoma, (S)
P. W. WILLIS, King St. Sta. (S)	E. M. ADAMS, Arlington, (S)	E. S. CLARK, Sumas, (S)	J. C. McCAULEY, Ellensburg, (S)	B. E. HOYE, Auburn, (S)	W. G. CAMERON, Specialist, Tacoma	Half Moon Yard Office, Tacoma, (S)
F. S. BOURNS, Seattle Yd. Office (S)	N. S. McCREADY, Snohomish, (S)	A. M. SMITH, Bellingham, (S)	Easton, (S)	Puyallup, (S)	N.P.B.A. Hospital, Tacoma, (S)	Tool Car, Tacoma, (S)
Seattle Tool Car, (S).	W. C. COX, Everett, (S)		Lester, (S)		Baggage Room, Tacoma, (S)	Wharf, Tacoma, (S)
					Round House, Tacoma, (S)	

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

