

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 36A TABLE

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

SUNDAY, February 18th, 1912.

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.

Westward.

FIRST SUBDIVISION (MAIN LINE)

Eastward.

Table with columns for Third Class, Second Class, and First Class (stations 939, 937, 603, 5, 1, 279, 3, 257, 41, 258, 280, 4, 42, 2, 6, 602, 938, 940). Includes station names, times, and freight information.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SEE SPECIAL RULES, PAGE 2, 3, 4, 5, 6, 12 and 14.

SPECIAL RULES FOR FIRST SUBDIVISION (Main Line).

Manual Block.—Between Auburn and Ellensburg.

Yard Limits.—Ellensburg, Cle Elum, Easton, Lester and Auburn.

Registering Stations.—Ellensburg and Auburn. At Easton and Lester trains terminating will register arrival, and at Easton and Lester departing freight trains ascending will register whether "all air" or helper on rear. Palmer Junction will be registering station for trains using eighth Subdivision of Tacoma Division only, which will register by ticket.

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

Standard Clocks.—Ellensburg and Lester.

Mountain Grades.—Easton to Weston.

Helper District.—Between Auburn and Easton.

Lap Sidings are located at Thorp, Bristol, Teanaway, Nelsons, Upham, Maywood, Eagle Gorge, Kanaskat and Covington. (Trains taking siding will head in at lap.)

In tunnel section, between east switch of west passing track at Martin and west switch of Track No. 1, at Stampede, (A) westward trains will not pass Martin or eastward 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 first Subdivision; lower arms govern movement to and from eighth Subdivision of Tacoma Division.

Switch at Palmer Junction will be set for the first Subdivision line. Speed of freight trains over switches at Palmer Junction must not exceed twenty (20) miles per hour.

Westward passing track at Ravensdale extended westward 1½ miles connected with passing track at Henrys. Conductors of westward 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.

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

Ellensburg.—East end of east yard.

Bristol.—East end of loading track.

Cle Elum.—East end of extension and at east end house track.

Easton.—East end of yard.

Easton.—East end of No. 2 track.

Eagle Gorge.—West end of east passing track.

Soos Creek.—Spur track.

Auburn.—East end gravel pit passing track.

Interlocking Derails are Located as follows:

Koüntz.—East end of passing track.

Teanaway.—East end of east passing track.

Cle Elum.—East end of yard.

Cle Elum.—East end of extension to house track.

Upham.—East end of east passing track.

Martin.—East end of west passing track.

Martin.—East end of east passing track.

Borup.—West end of west passing track.

Borup.—West end of east passing track.

Kennedy.—West end of passing track.

Lester.—West end of rounhouse track.

Lester.—West end of yard.

Hot Springs.—West end of freight passing track.

Maywood.—West end of west passing track.

Eagle Gorge.—West end of west passing track.

Lemolo.—West end of passing track.

Kanaskat.—West end of wye.

Byrd.—West end of passing track.

Covington.—West end of west passing track.

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 never 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.

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

Speed westward 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.

When trains 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 table 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 at 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 Eastward Passing Track. Track No. 2 will be known as Westward Passing Track.

At Stampede, passing track No. 1 will be westward passing track, and passing tracks Nos. 2 and 3 eastward passing tracks. Passing track at Borup, which is located east of the depot, will be used as westward passing track, and passing track west of depot as eastward passing track. Whenever it is found necessary for eastward trains to use westward passing tracks, and westward trains to use eastward passing tracks, movement should be protected as per rule 99.

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.

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

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

Westward 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. 279 and 280 will stop on signal 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 signal at Headworks, and on signal Saturdays at Kanaskat.

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

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

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

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

Westward

SECOND SUBDIVISION (SEATTLE LINE)

FIRST CLASS.

Time Table 36A February 18, 1912 Succeeding No. 86

Table with columns for Station Numbers, Stations, Distance from Seattle, and train times for various routes (301, 315, 303, 321, 395, 335, 307, 305, 325, 357, 367, 333, 359, 317, 313, 323, 345, 349, 397, 331, 339, 5, 329, 355). Includes sub-headers for Passenger, Daily, and Telegraph Offices and Calls.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Double Track.—Between King Street Station, Seattle, and Tacoma Wharf. Automatic Block.—Between Holgate Street, Seattle and Tidewater. Registering Stations—Auburn, Puyallup, Tacoma, Tacoma Yard Office, Seattle Yard, and King Street Station. Bulletin Stations—Tacoma, Tacoma Yard Office, Auburn, Seattle Yard and King Street Station. Standard Clocks—Tacoma and Seattle. Yard Limits—Auburn on Second Subdivision 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. Puyallup yard extends to Meeker. On double track, as indicated by division time table, Rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order. In automatic block territory any train moving against the current of traffic must receive a proper clearance card at every open block office. In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks. Except as modified above the transportation rules govern. Any train moving against the current of traffic on double track will be governed by the indication of the arm to the right on semaphore of train order signal as seen by an approaching train, same as if moving with the current of traffic. Through trains or trains other than those that enter double track, originate or have taken siding at Puyallup or Auburn, need not obtain clearance at these points unless stop or caution signal is displayed. Passenger trains from First Subdivision arriving First Street, Auburn, may enter double track when signals are clear, and back to Auburn, with current of traffic, without obtaining train order authority or clearance, protecting when necessary as per rule 99. 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.

Trains using Eighth Subdivision of Tacoma Division track between Puyallup and Palmer Jet. will provide themselves with copy of Tacoma Division Time Card and be governed by instructions issued by Superintendent Tacoma Division. Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Sumner, Auburn and Kent. At Puyallup, the upper Semaphore arms govern movements of trains using double track; lower Semaphore arms govern movements to and from Eighth Subdivision of Tacoma Division. Eighth Subdivision of Tacoma Division extends to Puyallup, and the extreme left hand track coming west between Meeker and Puyallup is main track for the Eighth Subdivision of Tacoma Division, also passing track and operated under yard limit rules. Tacoma Division trains will use Eastward main track of Seattle Division in running around Watertank at Meeker protecting as per Rule 99. Trains from Eighth Subdivision of Tacoma Division that have loads for Seattle Division, 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 westward main line to passing track switch just west of Jurin Mill protecting as per Rule 99 while occupying main track. In using the Tacoma Division track between Meeker and Puyallup for passing track following rules will govern with regard to obtaining block before occupying main track of Seattle Division. EXAMPLE: An eastward train which pulls in on Eighth Subdivision of Tacoma Division at Puyallup must, before re-entering block, obtain right to use same either by telephone from Meeker or through the operator at Puyallup. The same rule to apply with regard to westward trains which pull in on westward 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 movements of Eighth Subdivision of Tacoma Division track 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 Tacoma Division trains use the eastward main line, the following will govern during foggy weather. The conductors and enginemen of trains from Eighth Subdivision of Tacoma Division, before leaving Meeker, will obtain from the operator at Puyallup by telephone, block indicating position of trains on eastward track between Puyallup and Meeker and, in addition to this, before using gauntlet, will fully protect as per rule 99, will also ascertain from operator the position of trains on Tacoma Division track between Puyallup and Meeker. No train, either Seattle or Tacoma Division, will use this portion of track during foggy weather without obtaining block from operator at Puyallup and, in addi-

**SECOND SUBDIVISION.
(SEATTLE LINE)**

Eastward.

Time Table 36A February 18, 1912 Succeeding No. 86		FIRST CLASS.																							
		302	360	316	368	336	310	396	346	306	308	358	314	318	304	324	398	330	340	350	6	326	322	332	334
Distance from Tacoma Wharf	STATIONS. Telegraph Offices and Calls	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
		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	No. 279	Grays Harbor Express	Kanaskat Accommodation	Gt. Nor. No. 2	No. 1	No. 2's and Buckley Line Connection	Gt. Nor. No. 28	Grays Harbor Limited	No. 5's Connection	Evergreen State Limited	
41.8	UD. KING ST. STA. DN 0.8	A 6.50AM	A 7.30AM	A 8.30AM		A 9.30AM	A 10.05AM		A 10.30AM	A 11.15AM	A 2.00PM	A 4.15PM	A 4.45PM		A 5.50PM	A 6.05PM		A 6.50PM	A 8.15PM	A 8.40PM		A 9.30PM	A 9.45PM	A 10.10PM	A 10.15PM
41.0	YD. SEATTLE YD. DN 2.4																								
38.6	.....ARGO..... P 6.8	6.35	7.17	8.15		9.18	9.50		10.17	11.04	1.48	4.08	4.34		5.38	5.53		6.38	8.03	8.28		9.19	9.34	9.55	10.02
31.8	C.M. & P.S. R.R. CROS. No Connection. 0.1																								
31.7	BI. BLACK RIVER...D 2.1	6.20	f 7.06	8.03		9.08	9.40		L 10.05AM	10.52	1.36	3.51	4.24		f 5.27	5.42		6.27	7.52	8.18		9.09	9.23	9.42	9.52
29.6	.....ORILLIA..... 2.0								See page 10						f 5.24										
27.6	.....O'BRIEN'S..... 2.2							f 9.38							f 5.21										
25.4	KN.....KENT.....D 1.8	f 6.07	s 6.56	7.50		8.58	s 9.30			10.41	f 1.26	3.40	4.14		s 5.18	f 5.28		6.17	7.42	s 8.06		9.00	f 9.13	9.32	9.42
23.6	.....THOMAS..... 1.4														f 5.14										
22.2	.....CHRISTOPHER..... 1.9														f 5.11										
20.3	GR. FIRST ST...D 0.5	5.55	6.47	7.38		8.48	9.20		L 10.30AM	1.17	3.31	4.06		s 5.07	f 5.17		6.07	7.32	s 7.55 7.42		8.52	9.04	9.22	9.38	
19.8	AU. AUBURN...DN 4.4	f 5.53	s 6.45	L 7.35AM		L 8.45AM	s 9.18			s 1.15	3.30	4.04	A 4.45PM s	L 5.05PM	s 5.15		6.06	L 7.30PM	s 7.40	As 8.10PM	8.50	s 9.02 682	L 9.20PM 682	9.31 682	
15.4	.....DIERINGER..... 2.6	5.42	6.34				s 9.08			1.06	3.23	3.57	4.35		s 5.07		5.54		7.29	7.58	8.43	8.53		9.24	
12.8	SN. SUMNER...D 1.6	f 5.37	s 6.30				s 9.03			s 1.01	3.19	3.53	s 4.23		s 5.03		5.49		f 7.24	s 7.53	8.40	f 8.48		9.20	
11.2	.....MEEKER..... P 1.3	5.30	6.26				8.53			12.56	3.16	3.50	4.23		4.53		5.45		7.19	7.48	8.37	8.43		9.16	
9.9	PY. PUYALLUP...DN 6.8	s 5.27	s 6.23		A 7.45AM s	s 8.55 8.45	A 9.00AM s			s 12.53	3.14	3.48	s 4.20		s 4.55	A 5.25PM s	5.43		s 7.16	s 7.45	8.34	s 8.40		9.14	
3.1	RN. TIDEWATER...DN 1.7	5.15	6.10		7.35		8.35	8.50		12.39	3.04	3.39	4.05		4.40	5.15	5.30		7.05	7.34	8.24	8.29		9.04	
1.4	Q. TACOMA...DN 1.4	L 5.10AM	L 6.05AM		L 7.30AM		L 8.30AM	L 8.45AM		L 12.35PM	L 3.00PM	L 3.35PM	L 4.00PM		L 4.35PM	L 5.10PM	L 5.25PM		L 7.00PM	L 7.30PM	L 8.00PM	L 8.25PM		L 9.00PM	
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	DAILY
	Time Over Subdivision	1.40	1.25	.55	.15	.45	1.35	.15	.25	.45	1.25	1.15	1.10	.45	.45	1.30	.15	1.25	.45	1.40	.40	1.10	1.20	.50	1.15
	Average Speed per Hour	24.2	28.8	24.0	34.0	29.3	25.5	34.0	24.2	28.7	28.8	32.3	34.6	24.5	29.3	26.9	34.0	28.8	29.3	24.2	29.7	34.6	30.3	25.8	32.3

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

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

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. See further Seattle Terminal Rules, page 12.

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.

TACOMA TERMINAL DIVISION

TACOMA TERMINAL EMBRACES NORTHERN PACIFIC LINES FROM TIDEWATER AT THE WEST LINE OF EAST "Q" STREET TO MILE POST 8+942 FEET OR APPROXIMATELY 2½ MILES WEST OF SOUTH TACOMA

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. Eastward trains are superior to trains of the same class in the opposite direction. **Double Track**—between Tidewater and Tacoma Wharf and Tacoma Yard Office and South Tacoma. **Automatic Block**—between Tacoma Yard Office and South Tacoma. **Registering Stations.**—Tacoma Yard Office, Tacoma Union Station and South Tacoma. **Bulletin Stations.**—Tacoma Yard Office and Tacoma Union Station. **Standard Clock.**—Tacoma Union Station. **Mountain Grade.**—Tacoma Yard Office to 2½ miles west. Derailed switches are located as follows, and must be kept set in derailing position when not in use. Harrison Bros. Spur and Key-stone Lumber Company's Spur.

Passenger trains will register by ticket at South Tacoma. Clearance will not be issued at South Tacoma to eastward trains unless Stop or caution signal is displayed. At Tacoma Yard Office and Tacoma Union Station no clearance required. Yard limit signs are located 2½ miles west of South Tacoma and at Reservation spur just east of Tidewater. 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 crossover switches on double track between Tidewater and Tacoma Wharf located at East "L" street (near Head of Bay Yard Office), east "D" street (near roundhouse), 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.

Westward.

THIRD SUBDIVISION—Main Line.

										THIRD CLASS.		SECOND CLASS				Car Capacity of Sidings	Distance from King St. Station	Time Table No. 36A February 18, 1912 Succeeding No. 86			Station Numbers	Water, Fuel, Scales, Turntables and Wyes	FIRST CLASS.		
										929	927	923	683	563	675			687	STATIONS.	343			341	347	
										Way Freight EXCEPT SUNDAY	Way Freight EXCEPT SUNDAY	Way Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Mixed EXCEPT SUNDAY	Freight DAILY	Freight EXCEPT MONDAY	Telegraph Offices and Calls	Passenger	Passenger	Passenger					
												L 7.30AM				L 1.40AM	YD.....SEATTLE YARD.....DN 0.9	CF 31	W C O T						
												7.50 343					0.0 UD.KING STREET STATION.DN 1.4			L 7.40AM 923	L 8.50AM	L 4.20PM			
																	1.4 .....END DOUBLE TRACK..... 1.2					4.27 342			
																	2.6 .....G. N. CROSSING..... No Connection 1.9								
												s 8.15				2.10	35 4.5 BA.....INTERBAY.....D 1.9	CF 35	W O	f 7.55	9.05	f 4.85			
												s 8.20				2.15	25 6.4 FR.....FREMONT.....D 2.1	CF 37		s 8.00	9.10	s 4.40			
																	8.5 BK.....UNIVERSITY.....D 3.1	CF 39		s 8.08	9.17	s 4.48			
												s 8.85				2.50	50 11.6 .....KEITH..... 3.9	CF 42		f 8.18	9.25	f 4.58			
												s 8.55				3.05	60 15.5 .....LAKE..... 6.9	CF 46	W	f 8.28	9.84	f 5.08			
												s 9.30				3.25	50 22.4 B.....BOTHELL.....D 1.8	CF 53		s 8.43	9.48	s 5.25			
												A 9.45AM 341			L 10.10PM 688	s 3.40 676	100 24.3 CJ.....WOODINVILLE.....DN 5.9	CF 55	W C T	s 8.48	9.53 923	s 5.80			
												See page 9 Snoq Bch			10.50	s 4.80	80 30.1 MB.....MALTBY.....DN 8.4	CF 60		s 9.08	10.12	s 5.50			
											L 8.10AM			L 8.00AM	s 11.30PM	A 5.00AM	150 38.5 OM.....SNOHOMISH.....DN 5.2	CF 69	W C O Y	s 9.30	10.30	s 6.10			
											s 8.40			s 8.25	12.01AM	See page 9	45 43.7 MA.....MACHIAS.....D 3.1	CF 74	W	s 9.55	10.40 344	s 6.83			
											s 9.00			A 8.40AM	12.20		102 46.8 FD.....HARTFORD.....D 4.4	CF 77		s 10.05	10.50	s 6.43 348			
											s 9.25			See page 9	12.45 676		60 51.2 .....GETCHELL..... 6.2	CF 82		s 10.20 344	11.02	s 6.56			
											344 s 9.50 10.05				1.00		53 57.4 .....EDGEComb..... 3.0	CF 88	W M E	f 10.85	11.17	s 7.12			
											s 10.30 11.50AM 343 341 923				s 1.25		132 60.4 A.....ARLINGTON.....DN 3.8	CF 91	Y 10 M B	s 10.46 927	s 11.27 927 928	s 7.28			
											s 12.10PM				1.88		40 64.2 {BT...M. & N. CROSSING...D.....BRYANT.....D Track Connection. 6.3	CF 95		s 10.56 928	11.37	s 7.34			
											s 12.45 1.18				2.00		65 70.5 MU.....McMURRAY.....D 5.6	CF 101	W	s 11.18	11.52AM	s 7.50			
											s 1.40				2.18		25 76.1 .....MONTBORNE..... 1.6	CF 107		s 11.28	12.05PM	s 8.06			
											s 2.00				2.22		70 77.7 BG.....BIG LAKE.....D 5.5	CF 109		s 11.38	12.10	s 8.12			
											s 2.45				2.85		135 83.2 CA.....CLEAR LAKE.....D 3.2	CF 114		s 11.46AM	12.28	s 8.25			
											L 7.00AM	A 8.00PM		L 5.30AM	s 3.05		290 86.4 {WL...SEDRO-WOOLLEY...DN.....TWO G. N. CROSSINGS... Track Connection. 0.6	CF 117	W C T	s 12.00N	12.35 342	s 8.40			
											s 7.40			6.00		45 87.0 .....P. S. & B. R. CROSSING..... Track Connection. 4.9			f 12.17PM 342	12.55 684	f 8.55				
											s 8.00 344			A 6.20AM	s 4.05		75 91.9 .....THORNWOOD..... 5.9	CF 122	Y W	A 12.30PM 684	s 1.10	A 9.10PM 676			
											s 8.15		See Page 10		4.15		Spur 100.5 .....SAXON..... 2.2	CF 128		See page 10	f 1.19	See page 10			
											s 8.25				4.22		18 102.7 .....ACME..... 2.0	CF 131	W	s 1.26					
											s 8.40				4.28		20 104.7 .....STANDARD..... 5.9	CF 133		f 1.33 930					
											s 9.00				4.50		12 110.6 DM.....DEMING.....D 0.6	CF 135		s 1.50					
											s 9.05				4.52		20 111.2 .....ABBOTT..... 8.9	CF 141			1.52				
											s 9.40				5.25		18 120.1 NC.....NOOKSACK.....D 5.4	CF 142		s 2.20					
											A 10.10AM 342						125.5 .....B. B. & B. C. CROSSING..... No Connection. 9.0	CF 151							
											EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY		110 126.4 SU.....SUMAS.....D	CF 157	W C O T	A 2.40PM			
											3.10	6.50	2.15	.50	0.40	7.45	3.20					DAILY	DAILY	DAILY	
											12.6	7.0	11.2	12.4	12.4	13.2	11.8					4.50	5.50	4.50	
																						20.2	21.6	20.2	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Registering Stations—Seattle Yard, King-street Station, Woodinville, Snohomish Sedro-Woolley, Wickersham and Sumas.

Yard Limits—Interbay, Woodinville, Maltby, Snohomish, Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas.

Maximum Grades—Snohomish to Woodinville. Helper District—Snohomish to Woodinville.

Bulletin Stations—Seattle Yard, King Street Station, Snohomish, Sedro-Woolley 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.

No. 563 will register arrival at Hartford.

Trains will not obtain clearance at Wickersham from 8 p. m. to 8 a. m. unless stop signal is displayed. Eastward trains must not exceed 25 miles per hour around curves between Thornwood and Sedro-Woolley.

Westward. FOURTH SUBDIVISION—ROSLYN BRANCH Eastward.

Table for Time Table No. 36A, February 18, 1912, Succeeding No. 86. Includes columns for Second Class (577, 575, 573) and Second Class (574, 576, 578) with station names like Cle Elum, Roslyn, Ronald, Beekman, Lakedale.

Eastward trains are superior to trains of the same class in the opposite direction. Bulletin and Registering Station.—Cle Elum. Maximum Grades.—Cle Elum to Lakedale. Derail Switch.—Cle Elum, upper switch at the head of wye toward Roslyn, will be left set for west leg.

Westward. SIXTH SUBDIVISION—SNOQUALMIE BRANCH Eastward.

Table for Time Table No. 36A, February 18, 1912, Succeeding No. 86. Includes columns for Third Class (923), First Class (345), and Third Class (924) with station names like Woodinville, Willows, Redmond, Paradise Logg. Ry. Crsg., Campton, Samamish, Inglewood, Monohon, Issaquah, High Point, Preston, Falls City, Snoqualmie Falls, North Bend, Sallal.

Eastward trains are superior to trains of the same class in the opposite direction. Registering Stations.—Woodinville and North Bend. Bulletin Station.—Everett. Maximum Grades.—Issaquah to Preston. Yard Limits.—Issaquah and North Bend. North Bend yard limits extend to Sallal.

Westward. FIFTH SUBDIVISION—BELT LINE Eastward.

Table for Time Table No. 36A, February 18, 1912, Succeeding No. 86. Includes columns for Third Class (935), Second Class (675), First Class (345) and First Class (346), Second Class (676), Third Class (936) with station names like Black River, Renton, S. R. & S. Crossing, C. & P. S. Crossing, Kenndale, Wilburton, Northrup, Kirkland, R. R. Crossing, Woodinville.

Eastward trains are superior to trains of the same class in the opposite direction. Registering 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.

Westward. SEVENTH SUBDIVISION—EVERETT BRANCH Eastward.

Table for Time Table No. 36A, February 18, 1912, Succeeding No. 86. Includes columns for Third Class (925), Second Class (411, 401, 715, 565, 687) and Second Class (564, 688), Third Class (926) with station names like Snohomish, Varden, Ebey Jct, C. M. & P. S. Ry. Crossing, Lowell, Everett, G. N. Junction, G. N. Crossing, Smelter.

Eastward trains are superior to trains of the same class in the opposite direction. Registering Stations.—Snohomish and Everett. Bulletin Station.—Everett. Lowell Yard Limits.—Snohomish river draw to yard limit board 1000 feet west high line switch.

COMMERCIAL SPURS.

FIRST SUBDIVISION.
Distance from Ellensburg.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Hubner.....	41.0	....	....	Garibaldi.....	76.6	....	....
Morgan's Mill.....	61.0	....	....	Headworks.....	81.6	....	....
Nagrom.....	67.8	....	....	Soos.....	98.3	....	....*

THIRD SUBDIVISION.
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	Pilehuck.....	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	Chileo.....	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	....	Nookecham, F 343, 344, 347 & 348	79.1	1 E	5
Wayne, F 343, 344, 347 & 348	21.5	....	....	Tiloh.....	79.5	1 E	12
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
Sand Spur.....	25.8	1 E	12	Norlum.....	88.7	1 E	40
Bear Creek.....	26.1	1 E	17	Cohone.....	92.6	1 E	18
Grace, F 343, 344, 347 & 348..	26.3	1 E	25	Prairie, F 343, 344, 347 & 348	94.1	Siding	10
Brace.....	29.4	1 E	3	Lumans.....	95.2	1 W	16
XL Spur.....	30.0	1 E	4	Brannain.....	95.9	1 E	2
Cathcart, F 343, 344, 347 & 348	33.5	1 W	12	Morgood.....	99.4	1 E	....
Cobbner.....	36.0	1 W	....	Kogill.....	99.6	1 W	....
Bromart.....	37.2	1 E	32	Doran, F 341 & 342.....	99.8	1 W	4
Sinnett's.....	44.0	1 E	69	Comar.....	103.9	1 E	....
Bartlett.....	44.5	1 E	4	McDonald's, F 341 & 342...	105.7	1 W	4
Lake Cassidy.....	50.0	1 W	3	Coyne.....	107.5	1 E	7
Kelmire.....	50.5	1 E	6	Van Zant's, F 341 & 342....	107.9	1 W	8
Ryton.....	51.7	1 E	3	Case's Spur, F 341 & 342....	108.8	1 E	5
Harvey.....	54.9	1 E	4	Eliton.....	112.6	1 E	13
Sisco, F 343, 344, 347 & 348.	55.8	1 E	15	Lawrence, F 341 & 342.....	113.7	1 E	6
M. & A. Tfr.....	58.8	1 E	6	McKee's.....	117.8	1 W	14
Kelly's Spur.....	59.5	1 W	4	Crescent.....	121.9	1 W	5

FIFTH SUBDIVISION.
Distance from Black River.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Jones, F 345 & 346.....	20.3	1 E	5	Hazelwood, F 345 & 346....	7.3	....	....
Firloch, F 345 & 346.....	19.8	1 E	4	Pines.....	6.9	1 E	6
Feriton.....	16.6	1 E	2	May Creek, F 345 & 346....	6.6	1 E	4
Kincaid.....	16.0	1 E	5	Quendall.....	6.0	Siding	8
Midlakes, F 345 & 346.....	12.6	1 W	5	Sanford, F 345 & 346.....	4.1	1 E	2
Factoria, F 345 & 346.....	9.5	....	....		

SIXTH SUBDIVISION.
Distance from Woodinville.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Hargon.....	1.7	1 W	7	Craven.....	29.3	Siding	14
Hollywood, F 345 & 346....	2.4	1 W	19	Niblock.....	32.4	1 W	100
Pickering, F 345 & 346.....	17.4	1 E	3	Quariton.....	34.6	1 E	....
Grand Ridge, F 346.....	21.9	1 W	15	Tanners.....	38.1	1 E	15
Wescott.....	24.8	1 E	9	Weeks.....	38.2	1 E	100
Lovegreen.....	27.6	1 E	5				

SEVENTH SUBDIVISION.
Distance from Snohomish.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Sherwood.....	4.1	1 E	4	Madrona.....	8.4	1 E	80

EIGHTH SUBDIVISION.
Distance from Hartford.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
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	....	....
Difley.....	4.0	1 E	10	Weiden Creek.....	39.0	....	....

NINTH SUBDIVISION.
Distance from Arlington.

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

TENTH SUBDIVISION.
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

ELEVENTH SUBDIVISION.
Distance from Interbay.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Ballard (Station No. B 5)...	1.1	....	50				

SPECIAL RULES—THIRD, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH AND TENTH SUBDIVISIONS

RAILROAD CROSSING AT GRADE

C. & P. S. crossing at Renton. C. & P. S. crossing two miles west of Renton. Campbell Lumber Co. crossing at Campton. 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 Jct.

Crossing Gate situated at G. N. crossing near E. K. Wood Mill at South 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 Railway company track crosses N. P. tracks at Sedro Woolley. Normal position blocks P. S. & B. R. Ry. Co. track; same procedure as at South Bellingham.

C. & P. S. crossing at Renton is protected by derails located 75 feet east, 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.

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 Christo Branch west of Granite Falls wye or west of Wickersham and no engine heavier than class F-1 can be run on Sixth or Tenth Subdivisions.

LOCATION 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 the rule, before proceeding.

All Eastward freight trains will come to full stop at Public road crossing just east of Hartford station to clear Monte Christo Branch switch and ascertain that track is clear before proceeding.

SEATTLE TERMINAL 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 Street Line. C. & P. S. crossing at Atlantic Street, Seattle. G. N. crossing at Washington Street, Seattle. G. N. crossing at Bell Street, Seattle. G. N. crossing at Seattle Lumber Company, Seattle. G. N. crossing at Field Tracks just east of Interbay. C., M. & P. S. crossing at Black River, interlocked.

Crossing Gate at Van Asselt's Where N. P. Spur Crosses P. S. E. track. Normal position blocks N. P. track. When N. P. trains or engines use this crossing, gate must be unlocked and swung to block P. S. E. tracks and locked in that position while crossing is in use, after which gate will be locked to normal position across N. P. tracks.

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

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

All trains will reduce speed to 6 miles per hour at Public Road crossing leading to Great Northern dock at Smith Cove and engineman will keep vigilant lookout for teams and pedestrians at this point.

The operation of Bascule Draw Bridge, West Seattle Line. It will be necessary for trains to get signal from Bridge Tender, green flag by day and green lantern by night, before entering on this draw.

On Second Avenue Line, yard limit board on eastward track, located 1,200 feet west of west leg of Spokane Avenue wye. All trains in both directions will respect this board as per book of rules.

King Street Station. G. N. and N. P. switch engines will work between Seattle and West leg of Spokane Avenue Wye without train orders, governing their movements by rules of switch engines working on main line in yards.

Track on West Seattle Line between O.-W. R. & N. connection and switch leading to the Fisher Flour Mill is joint with the O.-W. R. & N. and will be operated by both companies. O.-W. R. & N. has rights to this track between 12:00 Midnight and 12:00 Noon, and the N. P. between 12:00 Noon and 12:00 Midnight; either company has the right to switch on the hours assigned to the other but must move through the joint territory under full protection.

Track known as the "Fisher Mill Spur" is joint with O.-W. R. & N., C., M. & P. S. and N. P., and operated the same as above on the following hours: O.-W. R. & N., 4:00 A. M. to 12:00 Noon; N. P. Ry., 12:00 Noon to 8:00 P. M.; C., M. & P. S., 8:00 P. M. to 4:00 A. M.

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."

Westward N. P. trains from tunnel are governed by lower arm of semaphore, located about 150 feet east of tower building.

Eastward 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.

Westward 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, eastward trains will give one long blast of whistle for tunnel and three shorter blasts for water front.

Westward 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.

Westward trains are governed by the semaphore block signal located about 50 feet south of the south portal of the tunnel.

Eastward 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 99.

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.

J. E. CAMPBELL
Trainmaster, Seattle.

O. F. OHLSON,
Trainmaster, Seattle.

JOHN FITZSIMMONS,
Trainmaster, Seattle.

H. M. MORAN,
Chief Dispatcher, Seattle.

TONNAGE RATINGS—FREIGHT ENGINES.

FIRST SUBDIVISION.—EASTWARD.

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			50		50		50			40

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

FIRST SUBDIVISION.—WESTWARD.

Ellensburg to Easton.....					1700	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 40 Cars		Maximum 40 Cars		Maximum 40 Cars									

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

THIRD SUBDIVISION—EASTWARD

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
	Sumas to Wickersham.....	800	27	850	28	950	31	925	31	1100	36	1300	43
Wickersham to Thornwood.....	425	14	450	15	550	18	535	18	600	20	700	23
Thornwood to Clear Lake.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Clear Lake to McMurray.....	425	14	450	15	540	18	525	18	575	19	675	22
McMurray to Sisco.....	850	28	900	30	1080	36	1050	35	1150	38	1350	45
Sisco to Getchell.....	425	14	450	15	540	18	525	18	575	19	675	22
Getchell to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Snohomish to Maltby.....	340	11	365	12	430	14	415	14	475	16	625	20
Maltby to Bothell.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Bothell to Keith.....	800	27	850	28	975	32	960	32	1025	34	1150	38
Keith to Seattle.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60

THIRD SUBDIVISION—WESTWARD.

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
	Seattle to Fremont.....	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60
Fremont to Keith.....	525	18	550	18	615	20	600	20	650	21	750	25
Keith to Woodinville.....	1200	40	1200	40	1500	50	1500	50	1650	55	1800	60
Woodinville to Maltby.....	320	11	340	11	415	14	400	14	450	15	600	19
Maltby to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Snohomish to Machias.....	820	28	900	30	980	32	950	32	1000	33	1100	37
Machias to Getchell.....	425	14	450	15	530	17	515	17	565	19	675	22
Getchell to Arlington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Arlington to McMurray.....	660	22	685	23	765	26	750	25	809	27	900	30
McMurray to Sedro-Woolley.....	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	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
	Fifth Subdivision—Eastward. Woodinville to Kirkland.....	800	27	825	27	975	32	960	32	1030	34	1150	38
Kirkland to Black River.....	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60
Sixth Subdivision—Eastward. North Bend to Falls City.....	775	26	800	27	1250	41	1200	40	1350	45	1650	55
Falls City to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18
Preston to Woodinville.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Seventh Subdivision—Eastward Everett to Snohomish.....	800	27	850	28	1000	33	980	33	1100	37	1400	46
Eighth Subdivision—Eastward Monte Cristo to Silverton.....	200	7	215	7	300	10	285	10	335	11	435	14
Silverton to Hartford.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Ninth Subdivision—Eastward and Westward. Arlington and Darrington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Tenth Subdivision—Eastward. Bellingham to Larson.....	340	11	365	12	415	14	400	13	475	16	575	19
Larson to Wickersham.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60

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
	Fifth Subdivision—Westward. Black River to Woodinville.....	1100	37	1200	40	1400	46	1400	46	1500	50	1800	60
Sixth Subdivision—Westward Woodinville to Issaquah.....	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60
Issaquah to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18
Preston to North Bend.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Seventh Subdivision—Westward Snohomish to Everett.....	800	27	850	28	1000	33	980	33	1100	37	2000	50
Eighth Subdivision—Westward. Hartford to Granite Falls.....	500	17	525	18	850	28	825	27	900	30	1000	33
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
Tenth Subdivision—Westward. Wickersham to Mirror Lake.....	340	11	365	12	415	14	400	13	475	16	575	19
Mirror Lake to Larson.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Larson to Bellingham.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

CLINTON T. COOKE, Oculist, Seattle	W. A. DORSEY, 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) Half Moon Yard Office, Tacoma, (S) Tool Car, Tacoma, (S) Wharf, 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	
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)	
Seattle Tool Car, (S).	W. C. COX, Everett, (S)	Woodinville (S)	Lester, (S)		Baggage Room, 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

