

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 360 TABLE

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

SUNDAY, June 23rd, 1912.

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.

E. C. BLANCHARD,
General Manager.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY
Superintendent of Transportation.

J. E. CRAVER,
Superintendent.

Westward.

FIRST SUBDIVISION (MAIN LINE)

Eastward.

Table with columns for Third Class, Second Class, First Class, and Freight services. Includes station names, times, and distances. Subdivisions include Westward and Eastward.

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 westward siding 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 siding at Ravensdale extended westward $1\frac{1}{4}$ miles connected with siding 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.	Easton.—East end of No. 2 track.
Bristol.—East end of loading track.	Eagle Gorge.—West end of eastward siding.
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 siding.

Interlocking Derails are Located as follows:

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

Derail is connected with main line switch and the derail is closed when main line switch is thrown for siding; derail is open when main line switch is not thrown for siding. 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 Siding. Track No. 2 will be known as Westward Siding.

At Stampede, track No. 1 will be westward siding, and tracks Nos. 2 and 3 eastward sidings. Siding at Borup, which is located east of the depot, will be used as westward siding, and siding west of depot as eastward siding. Whenever it is found necessary for eastward trains to use westward siding and westward trains to use eastward sidings, 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.

Mallet power must not be double-headed over bridges except between Easton and Lester.

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.

No. 577 will wait 20 minutes at Cle Elum for No. 279 connection.

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 36C

June 23, 1912

Succeeding No. 36B

STATIONS.

Telegraph Offices and Calls

Table with columns for Station Numbers, Distance from Seattle, and various train numbers (301, 325, 315, 303, 321, 335, 395, 307, 305, 357, 367, 333, 365, 317, 359, 313, 323, 345, 349, 397, 331, 339, 5, 329). Rows include station names like UD.KING ST. STA., YD. SEATTLE YD., ARGO, etc.

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. At Auburn and Puyallup all trains register by ticket. Bulletin Stations—Tacoma, Tacoma Yard Office, Auburn, Seattle Yard and King Street Station. Standard Clocks—Tacoma and Seattle. Yard Limits—Auburn and First Street embraces territory between east wye switch on First Subdivision to yard limit board located 935 feet east of Stuck River bridge and east switch of siding at First Street on Second Subdivision. 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. Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders provided they secure clearance Form A from the operator upon entering double track. Operators must secure authority from dispatcher before issuing clearance. 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 taker 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 Jct. 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 siding 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 siding 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 siding 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 siding. 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 siding 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-

Westward.

SECOND SUBDIVISION.
(SEATTLE LINE)

Station Numbers	Time Table 36C June 23, 1912 Succeeding No. 36B	Distance from Seattle	FIRST CLASS.					SECOND CLASS.					THIRD CLASS.								
			355	337				681	689	679	677	675				935	971				
			Passenger	Passenger				Freight	Freight	Freight	Freight	Freight				Way Freight	Way Freight				
			DAILY	DAILY				EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY			EXCEPT SUNDAY	EXCEPT MONDAY				
Telegraph Offices and Calls																					
Gt. Nor.	No. 258								No. 602												
From Tacoma Division																					
T W Y 31	UD. KING ST. STA. DN 0.8	0.0	L 10.30PM	L 11.35PM																	
W O T 31	YD. SEATTLE YD. DN 2.4	0.8				L 1.30AM		L 6.15PM	L 7.35PM	L 7.45PM				L 9.15AM							
	.....ARGO..... P 6.8	3.2	10.40	11.45		s 1.50	2.20	6.28	7.50	8.00				s 9.30						
	C. M. & P. S. R. R. CROSS. No Connection 0.1	10.0																			
W C F 21	BI. BLACK RIVER. D 2.1	10.1	f 10.50	11.55PM			2.15	2.45	6.43	8.05	A 8.20PM			A 9.45AM							
	.....ORILLIA..... 2.0	12.2									See page 7			See page 10						
	.....O'BRIEN'S..... 2.2	14.2																		
	KN.....KENT.....D 1.8	16.4	f 11.01	12.05AM		2.30	s 3.10	6.55	8.20												
	.....THOMAS..... 1.4	18.2																		
	.....CHRISTOPHER..... 1.9	19.6																		
	GR.....FIRST ST.....D 0.5	21.5	11.10	12.13			2.45	3.40	7.05	A 8.40PM											
Y C F 9	AU.....AUBURN.....DN 4.4	22.0	f 11.12	A 12.15AM		s 4.00	s 3.45	7.07			See Page 1										
	.....DIERINGER..... 2.6	26.4	11.21			4.20	4.00	7.20												
	SN.....SUMNER.....D 1.6	29.0	f 11.25			s 4.35	s 4.05	7.25													
Y W 1966	.....MEEKER..... P 1.3	30.6	11.29			4.45	4.15	7.30												
	PY...PUYALLUP...DN 6.8	31.9	f 11.33			s 5.05	s 4.30	7.35										L 2.00PM			
	RN..TIDEWATER..DN 1.7	38.7	11.45			5.25	4.50	7.50										2.25			
W	Q.....TACOMA.....DN 1.4	40.4	A 11.50PM								A 5.00AM										
W C F O T Y 1976	...TACOMA WHARF... 41.8					A 6.00AM					A 8.00PM							A 2.45PM			
			DAILY	DAILY		EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY				EXCEPT SUNDAY	EXCEPT MONDAY						
	Time Over Subdivision		1.20	.40		4.30	3.00	1.45	1.05	.35				.30	.45						
	Average speed per-hour		30.3	33.0		9.1	13.5	23.2	19.6	17.3				18.6	13.2						

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

tion to such precaution, will keep under full control moving at slow speed taking such precautions that, in case track occupied, there will be no possibility of accident.

It is possible for a light engine using cross-over in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed.

Light engines using cross-overs in automatic signal territory must have at least one switch open while engine is on any part of the cross-over.

Automatic 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 crossover at Tidewater.

Automatic 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 position when rear of train has passed Holgate Street.

Signals Nos. 38 and 39, C. M. & P. S. crossing, formerly distant signals, now operate semi-automatic, assuming the Caution and Stop position automatically and cleared through operation of home signals, Nos. 37 and 40. When Signals Nos. 37 and 40 are in Caution or clear positions, Nos. 38 and 39 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.

King Street Station yard limit extends from Bell Street to Massachusetts Street. Trains in this district will be governed by instructions issued by Superintendent of King Street Station.

Trains must procure Colorado Street Line card, forms A or B, before using Colorado Street Line between Argo and Seattle yard which 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. Eastward trains coming via Colorado Street 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. Westward trains on Colorado Street line will move under complete protection from east end of Argo yard to switch at junction point of main line, knowing that Eastward trains with or without card have entire right to pull to east switch regardless of Westward 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 Avenue 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.

All trains using track between Argo and King Street 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; will have train under full control and be prepared to stop approaching and passing over wye switches at Spokane Avenue. All trains will observe crossing rules at intersection of N. P. and King Street tracks between Massachusetts and Holgate Streets.

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

- No. 321 will stop on signal at Sumner for passengers on days that Train No. 315 is behind No. 321.
- No. 398 will wait at Puyallup for connections Nos. 313 and 323.
- No. 350 will connect with No. 397 at Puyallup and with No. 2 at Auburn.
- No. 305 will stop on signal at Kent for passengers holding tickets for St. Paul and East thereof.
- 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. 306, 316, 336, 340 and 332 will stop at Kent to let off passengers from points east of Auburn.
- Nos. 317, 331 and 337 will stop on signal 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.
- No. 313 will handle passengers, baggage and express for Buckley Line points out of Seattle and Auburn to Puyallup.
- No. 323 will handle Buckley Line business from Kent, First Street and Sumner.
- Freight trains will fill out at Auburn when given pick-up list by agent.

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

SECOND SUBDIVISION. (SEATTLE LINE)

Eastward.

Table with columns for stations (302-334), passenger status, and times. Includes sub-headers for 'FIRST CLASS' and 'Time Table 36C June 23, 1912'. Rows list stations from UD. KING ST. STA. to TACOMA WHARF.

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 eastward track, and "Home Signal" No. 39 on westward track, which are located 500 feet from crossing.

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.

"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.

"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

TACOMA TERMINAL EMBRACES NORTHERN PACIFIC LINES FROM TIDEWATER AT THE WEST LINE OF EAST "Q" STREET TO MILE POST 8+942 FEET OR APPROXIMATELY 2 1/2 MILES WEST OF SOUTH TACOMA

RULES GOVERNING INTERLOCKING PLANT, O. W. R. & N. CROSSING (TIDEWATER)

All movements are governed by DISTANT and HOME SIGNALS, located as follows: "Distant Signals," 1300 feet WEST of Crossing, and 2000 feet EAST of Telegraph Office at Tidewater. "Home Signals," 500 feet from Crossing. "Dwarf Signals" govern movement on track known as "St. Paul & Tacoma Lumber Co.'s lead;" are located 500 feet from Crossing.

INDICATIONS:

90 degrees upward, Green Light, "Proceed." 45 degrees upward, Yellow Light, "Proceed under Control." Horizontal, Red Light, "Stop." Derailing switches, located 55 feet beyond Home and Dwarf Signals, and will be in derail position when signals are at "Stop" position.

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 2 1/2 miles west. Derail 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 2 1/2 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.

**SECOND SUBDIVISION.
SEATTLE LINE**

Eastward.

Distance from Tacoma Wharf	Time Table 36C June 23, 1912 Succeeding No. 86B	STATIONS.	Telegraph Offices and Calls	Car Capacity of Sidings	FIRST CLASS.			SECOND CLASS.					THIRD CLASS.	
					326	356	338	676	678	680	690	682	972	936
					Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Way Freight	Way Freight
					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
					Gt. No. No. 28	Gt. No.	258's Connection		No. 603		Gt. No.			
41.8		UD . KING ST. STA. DN 0.8			A 11.10PM	A 11.15PM					A 8.00PM			
1.0		YD . SEATTLE YD. DN 2.4						A 5.85AM	A 6.00AM	A 6.45AM		A 12.15AM		A 6.05PM
38.6		.....ARGO..... P 6.8			10.59	11.04		5.20	5.00	6.30	7.45	11.55PM		5.50
31.8		C. M. & P. S. R. R. CROS. No Connection. 0.1												
31.7		BI . BLACK RIVER...D 2.1		60	10.49	10.53		L 5.05AM	4.40	6.15	7.25	11.35		L 5.30PM
29.6		.....ORILLIA..... 2.0		5 Spur				See page 10						See page 10
27.6		.....O'BRIEN'S..... 2.2		3 Spur										
25.4		KN.....KENT.....D 1.8		90	10.40	10.48			4.20	6.00	s 7.00	s 11.15		
23.6		.....THOMAS..... 1.4		8 Spur										
22.2		....CHRISTOPHER.... 1.9		4 Spur										
20.3		GR...FIRST ST...D 0.5		70	10.32	10.35			L 4.00AM	5.47	6.43	10.40		
19.8		AU...AUBURN...DN 4.4		300	10.30	10.34	A 12.15AM s			5.45	s 6.40	s 10.35 326 8.35 322-332-334		
15.4		.....DIERINGER..... 2.6		No Sdg.	10.28	10.28	12.01AM			5.85	6.20	8.25		
12.8		SN...SUMNER...D 1.6		No Sdg.	10.20	10.24	s 11.55PM			5.30	s 6.15	8.12		
11.2		.....MEEKER.....P 1.3		70	10.17	10.21	11.51			5.25	6.05	8.05		
9.9		PY...PUYALLUP...DN 6.8		70	10.14	10.19	s 11.48			5.20	s 6.00	8.00	A 6.10AM	
3.1		RN...TIDEWATER...DN 1.7		No Sdg.	10.04	10.09	11.35			4.55	5.35	7.40	5.40	
1.4		Q...TACOMA...DN 1.4			L 10.00PM	L 10.05PM	L 11.30PM				L 5.30PM	L 7.85PM		
0.0		..TACOMA WHARF..								L 4.45AM			L 5.30AM	
					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
		Time Over Subdivision			1.10	1.10	.45	.30	2.00	2.00	2.30	4.40	.40	.35
		Average Speed per Hour			34.6	34.6	24.5	18.6	10.4	20.5	16.2	9.0	14.8	15.9

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.

Trains entering passenger station via Head of the Bay will use extreme care and not exceed eight (8) miles per hour around curve at south end of passenger station yard, and will use extra precaution during foggy weather while running over single track leads at that point. 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.

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 Fifteenth street; another signal of the same pattern located at the north end of passenger yard. The two signals are controlled by switch tender at Fifteenth street and will govern single track passenger line between Fifteenth street and Tacoma passenger station. No train from the drawbridge line or eastward main line will enter passenger station when signal at Fifteenth street is at "Danger," and no train will proceed from passenger station to drawbridge line or westward main line when signal at the north end of yard is at "Danger." Push button operating signal to towerman is located on post under Concourse. Switch crew will operate for Portland bound trains and conductors attend to it for Seattle bound trains.

Between Tidewater and Tacoma engine men will obtain card order at Tacoma or Tidewater as authority to use drawbridge line. Drawbridge Card Form "A" will govern movement from Tidewater to Tacoma. Drawbridge card Form "B" will govern movement from Tacoma to Tidewater. This bridge card to be delivered to operator at Tidewater or to Chief Dispatcher at Tacoma. Westward trains that do not enter passenger station at Tacoma will leave drawbridge card with towerman at Fifteenth street for delivery to Chief Dispatcher's office.

Trains receiving drawbridge card on which exceptions are noted of trains running ahead, will proceed under full control. This bridge card does not relieve trains from protecting rear end as per Rule 99, Book of Transportation Rules.

Interlocking signals at east and west approach to Drawbridge control use of bridge and trains will not proceed unless home signal shows clear indication. Distant signal located at Drawbridge line 1,500 feet east of home signal just east of Tacoma draw span is semi-automatic. When home signal is clear, distant signal will be clear; when home signal shows stop position, distant signal will show stop position. Trains will observe automatic block rules.

Speed of trains over crossover switches at Tidewater and over Fifteenth Street bridge entering 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 456,000 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.

Engine men will not use sand over derail switches and rail locks at east and west end of Tacoma draw span.

Engine men will refrain from dumping ash pans on tracks in passenger station, Tacoma.

Engine men will reduce exhaust on engine to the 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, Tacoma Union Station.

Test inspection and understanding, as required by Rule 703, Book of Transportation Rules, will be had at South Tacoma eastward on all freight trains. Conductors will fill out card, Form 3632, and deliver same to the operator at South Tacoma, who will complete and mail to Superintendent of Terminals each day. Retainers will be turned up on all cars before descending Tacoma Hill.

Engine men on road engines of eastward trains, before backing into the passenger station after stop has been made, will cut out air brake valve and leave air applied, to be released by switch engine. Switch engine will control the air until stop is made at the passenger station, leaving brakes applied after making the stop.

Engine men on road engine of westward trains, will, after terminal air test is made, apply air to the train and cut out air brake valve leaving the air applied to be released by switch engine when ready to depart. Switch engine will control the air while backing out of the station and make the stop before starting up the hill, leaving the air applied to be released by the road engine. The leading engine will control the air under all conditions.

Freight trains leaving Tacoma yard or switch engine taking transfer to South Tacoma, will not pass crossover track above Fifteenth street leading from passenger yard to outgoing track without signal from switch tender, who will not allow trains or transfers to pass this crossover when any passenger train is backing out of or waiting in the passenger station.

Eastward trains will be under absolute control approaching Pacific Avenue at Tacoma and will not pass Pacific avenue crossing without signal from switch tender, indicating that crossovers at Pacific avenue are clear. At night switch tender will give signal with a "White" light.

All trains which will use the drawbridge line without entering passenger station, will stop above Pacific avenue and not proceed beyond there until engine man is furnished with a bridge card and an understanding established with switch tender covering movement of train over drawbridge line. If it is found that freight train cannot use drawbridge line and passenger train will be delayed on this account, conductor will arrange to enter Half Moon yard and be handled via freight tracks to Tidewater.

THIRD SUBDIVISION—Main Line.

Westward.

Table with columns for Third Class (929, 927, 923), Second Class (683, 563, 675, 687), and First Class (343, 341, 347). Rows include station names (e.g., SEATTLE YARD, KING STREET STATION, END DOUBLE TRACK, G. N. CROSSING, INTERBAY, FREMONT, UNIVERSITY, KEITH, LAKE, BOTHELL, WOODINVILLE, MALTBY, SNOHOMISH, MACHIAS, HARTFORD, GETCHELL, EDGECOMB, ARLINGTON, BRYANT, McMURRAY, MONTBORNE, BIG LAKE, CLEAR LAKE, SEDRO-WOLLEY, THORNWOOD, WICKERSHAM, SAXON, ACME, STANDARD, DEMING, ABBOTT, NOOKSACK, SUMAS), time tables, and station numbers.

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. 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. Passing track at Machias is located west of the station, and westward trains taking siding at that point will head in at cross-over just west of depot. Eastward trains taking siding will head in at extreme west switch.

**THIRD SUBDIVISION.
MAIN LINE**

Eastward.

FIRST CLASS			Water, Fuel, Scales, Turn Tables & Wyes	Station Numbers	Time Table No. 36C June 23, 1912 Succeeding No. 36B	Distance from Sumas	Car Capacity Siding of	SECOND CLASS.				THIRD CLASS		
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	Tuesday, Thurs., Sat.
			WC OT	CF 31	YD.....SEATTLE YARD.....DN 0.9	127.3		A 11.40PM			A 8.80PM			
A 9.10PM	A 2.50PM	A 1.00PM			UD.KING STREET STATION.DN 1.4	126.4					s 8.10			
9.05	2.45	12.55			..... END DOUBLE TRACK..... 1.2	125.0								
					.....G. N. CROSSING..... No Connection 1.9	123.8								
f 8.55	2 33 924	f 12.45	W O	CF 35	BA.....INTERBAY.....D 1.9	121.9	90	11.10			s 2.50 2.25			
s 8.47	s 2.28	s 12.40	W	CF 37	FR.....FREMONT.....D 2.1	120.0	20	11.00			s 2.15			
s 8.88	2.20	s 12.34		CF 39	K.....UNIVERSITY.....D 3.1	117.9					s 2.00			
f 8.28	2.10	f 12.23		CF 42	.....KEITH..... 3.9	114.8	50	10.40			s 1.45			
f 8.15	1.58	f 12.08PM	W	CF 46	.....LAKE..... 6.9	110.9	60	10.20			s 1.80			
s 7.58	s 1.40	s 11.50AM		CF 53	B.....BOTHELL.....D 1.7	104.0	50	9.40	See page 10		s 1.00			
s 7.53	s 1.35	s 11.45	WC T	CF 55	CJ.....WOODINVILLE.....DN 5.9	102.2	100	s 9.30	A 3.05AM 687		L 12.50PM			
s 7.88	1.20	s 11.30		CF 60	MB.....MALBY.....DN 8.4	96.3	80	s 8.55		See 565, p.9		See 925, p.9		
f 7.15 s 7.05	s 12.58	f 11.10 s 10.55 341	WC OY	CF 69	OM.....SNOHOMISH.....DN 5.2	87.9	150	L 7.50PM			s 1.55 s 1.25	A 2.10PM s	A 2.30PM	
s 6.58	s 12.43	s 10.42	W	CF 74	MA.....MACHIAS.....D 3.1	82.7	45				s 1.55		s 2.10	
s 6.43 347	s 12.35	s 10.32		CF 77	FD.....HARTFORD.....D 4.4	79.6	102				1.00	L 1.40PM	s 1.55	
s 6.30	12.22	s 10.20 343		CF 82	.....GETCHELL..... 6.2	75.2	60				12.45 675		s 1.20	
s 6.15	12.05PM 341	f 10.02 927	W I M E	CF 88	.....EDGECOMB..... 3.0	69.0	53				12.10AM		s 12.35	
s 6.08	s 11.52AM 928 927	s 9.52	Y I O M E	CF 91	A.....ARLINGTON.....DN 3.8	66.0	132				11.55PM		12.15PM s 11.25AM 341 342 927	
s 5.58	11.35	s 9.40		CF 95	{.....M. & N. CROSSING.....} {BT.....BRYANT.....D} Track Connection 6.3	62.2	40				11.40		s 11.00 s 10.40 343	
s 5.42	s 11.18 343	s 9.25 928	W	CF 101	MU.....McMURRAY.....D 5.6	55.9	65				11.20		s 9.40 s 9.05 344	
s 5.28	11.04	s 9.08		CF 107	.....MONTBORNE..... 1.6	50.3	25				11.00		s 8.80	
s 5.23	s 11.00	s 9.03		CF 109	BG.....BIG LAKE.....D 5.5	48.7	70				10.55		s 8.15	
s 5.10	s 10.48	s 8.50		CF 114	CA.....CLEAR LAKE.....D 3.2	43.2	135				10.35		s 7.80	
s 5.00	s 10.41	s 8.40	WC T	CF 117	{WL.....SEDRO-WOOLLEY.....DN} {Two G. N. CROSSINGS.....} Track Connection 0.6	40.0	290	A 1.25PM 341	10.25 s 9.55				L 7.00AM	A 2.20PM
f 4.44	10.25	f 8.25		CF 122	.....P. S. & B. R. CROSSING..... Track Connection 4.9	39.4					s 1.05	9.35		s 1.50 1.45
L 4.30PM	s 10.10	L 8.10AM 929	Y W	CF 128	WK.....WICKERSHAM.....D 2.7	28.6	75		L 12.35PM 343	s 9.10 s 8.55				s 1.00 12.10PM 343 684
	f 10.04			CF 131	.....SAXON..... 2.2	25.9	Spur 50				8.43			s 11.55AM
	s 9.59		W	CF 133	.....ACME..... 2.0	23.7	18				8.35			s 11.35
	f 9.58			CF 135	.....STANDARD..... 5.9	21.7	20				8.29			s 11.20
	s 9.39			CF 141	DM.....DEMING.....D 0.6	15.8	12				8.07			s 10.55
	9.37 929			CF 142	.....ABBOTT..... 8.9	15.2	20				8.05			s 10.45
	s 9.15			CF 151	NC.....NOOKSACK.....D 5.4	6.3	18				7.85			s 10.10
	L 9.00AM		WC OT	CF 157	.....B. B. & B. C. CROSSING..... No Connection 0.9	0.9								
					SU.....SUMAS.....D	0.0	110				L 7.15PM			L 9.30AM
DAILY	DAILY	DAILY			Time Over Subdivision			EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	Tuesday, Thurs., Sat.
4.35	5.50	4.50			Average Speed per Hour			3.50	.50	7.50	.30	2.25	7.30	4.50
21.2	21.6	20.2						10.2	13.6	13.5	16.6	10.1	6.4	8.3

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

No. 343 will wait at Woodinville 15 minutes for No. 346's connection.
No. 347, when meeting No. 348 at Hartford, will head in on Eighth Subdivision.
No. 566 will register departure at Hartford.

Nos. 341, 342, 343, 344, 347 and 348 will wait 15 minutes at Snohomish for motor connection from Everett.
Maximum speed of passenger trains is one minute, or sixty seconds, per mile.
This limit must never 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.
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.
Nos. 344 and 347 will stop on flag at Forest Home Academy near M. P. 80.
See further special rules, page 12.

Westward.			FOURTH SUBDIVISION—ROSLYN BRANCH										Eastward.								
SECOND CLASS.			Time Table No. 36C June 23, 1912 Succeeding No. 36B										SECOND CLASS.								
577	575	573	STATIONS.										574	576	578						
Mixed	Mixed	Mixed	Telegraph Offices and Calls										Mixed	Mixed	Mixed						
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY											EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY						
L 1.15PM	L 9.20AM	L 7.00AM	CL.....CLE ELUM.....DN	7.1	A 8.30AM	A 11.00AM	A 5.15PM														
s 1.20	s 9.25	s 7.05MINE 5.....	5.1	s 8.25	s 10.55	s 5.10														
s 1.30	s 9.35	s 7.15	RS.....ROSLYN.....D	3.6	s 8.15	s 10.45	s 5.00														
s 1.38	s 9.43	s 7.23RONALD.....	1.9	s 8.05	s 10.35	s 4.50														
A 1.45PM	A 9.50AM	A 7.30AMBEEKMAN.....	1.0	L 8.00AM	L 10.30AM	L 4.45PM														
		LAKEDALE.....	0.0																	
.30	.30	.30	Time Over Subdivision										.30	.30	.30						
12.2	12.2	12.2	Average Speed per Hour										12.2	12.2	12.2						

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. Roslyn coal train is required to come to a full stop above this switch. The stub switch on the main line, nearly in front of scale house at Roslyn, will be left set to act as derail to prevent cars running down main track toward Cle Elum.
 Extra trains must wait at Roslyn until second class trains clear at Cle Elum.
 No. 575 has right over 576 Cle Elum to Beekman. No. 573 has right over 574 Cle Elum to Beekman.
 No. 577 will wait 20 minutes at Cle Elum for No. 279s connection.
 No engines of any class must pass under the tipple tracks on the Roslyn Fuel Company's tracks at Beekman.

Westward.			SIXTH SUBDIVISION—SNOQUALMIE BRANCH										Eastward.								
THIRD CLASS.			Time Table No. 36C June 23, 1912 Succeeding No. 36B										THIRD CLASS.								
923	345		STATIONS.										346	924							
Way Freight	Passenger		Telegraph Offices and Calls										Passenger	Way Freight							
EXCEPT SUNDAY	DAILY												DAILY	EXCEPT MONDAY							
See page 7	See page 9		CJ.....WOODINVILLE.....DN	39.2	A 8.48AM	A 12.05PM															
L 10.25AM	L 5.55PM		.....WILLOWS.....	35.3	s																
	f		RM.....REDMOND.....D	32.5	s 8.26																
s 11.15AM	s 6.16		.....PARADISE LOGG. RY. CRSG. Track Connection 0.1	31.2																	
	f		.....CAMPTON.....	31.1	f																
	f		.....SAMAMISH.....	29.5	f																
	f		.....INGLEWOOD.....	28.0	f																
s 12.15PM	s 6.41		.....MONOHON.....	24.5	s 8.08																
s 12.50	s 6.52		G.....ISSAQUAH.....D	20.4	s 7.57																
	f		.....HIGH POINT.....	16.1	f																
s 1.50	s 7.22		RN.....PRESTON.....D	13.2	s 7.38																
s 2.15	s 7.33		FY.....FALLS CITY.....D	10.2	s 7.20																
	f		.....SNOQUALMIE FALLS.....	7.2	f																
s 2.40	s 7.48		SO.....SNOQUALMIE.....D	6.3	s 7.08																
A 8.00PM	A 8.00PM		BN.....NORTH BEND.....D	3.3	L 7.00AM	L 7.10AM															
	Y C		.....SALLAL.....	0.0	L 7.00AM	L 7.10AM															
EXCEPT SUNDAY	DAILY		Time Over Subdivision										DAILY	EXCEPT MONDAY							
4.35	2.05		Average Speed per Hour										1.48	4.55							
7.8	17.9												19.9	7.3							

Eastward trains are superior to trains of the same class in the opposite direction.
Registering Stations.—Woodinville and North Bend.
Maximum Grades.—Issaquah to Preston.
Yard Limits.—Issaquah and North Bend. North Bend yard limits extend to Sallal.
 The maximum rate of speed over trestle bridges and high trestles must not exceed 20 miles per hour. Trains must not exceed schedule time descending Preston and Fall City grades.
 All trains leaving Preston must keep fifteen minutes apart.
 Siding located one-half mile east of Preston telegraph office is time table station for that point.
 All trains will reduce speed to 10 miles per hour crossing Raging River Bridge, and 4 miles per hour between Bridge 49 and Snoqualmie Falls. West "Y" switch at North Bend will be lined for "Y".
 Nos. 923 and 924 will carry adult male passengers holding proper transportation between Woodinville and North Bend. Women and children must not be carried on these trains.
 No. 345 has right over No. 346 Woodinville to North Bend.

Westward.			FIFTH SUBDIVISION—BELT LINE										Eastward.								
THIRD CLASS.			Time Table No. 36C June 23, 1912 Succeeding No. 36B										FIRST CLASS.								
935	675	345	STATIONS.										346	676	936						
Way Freight	Freight	Passenger	Telegraph Offices and Calls										Passenger	Freight	Way Freight						
EXCEPT SUNDAY	DAILY	DAILY											DAILY	DAILY	EXCEPT SUNDAY						
L 9.45AM	L 8.20PM	L 4.55PM	BI.....BLACK RIVER.....D	24.1	L 9.55AM	L 8.20PM	L 4.55PM														
s 9.55AM	s 8.30	s 5.00	(RT.....RENTON.....D) C. & P. S. CROSSING.....	22.0	s 10.00AM	s 8.30	s 5.10														
			No Connection 0.2																		
			.....S. R. & S. CROSSING.....	21.8																	
			Track Connection 1.7																		
			.....C. & P. S. CROSSING.....	20.1																	
			No Connection 1.4																		
			.....KENNYDALE.....	18.7																	
			.....WILBURTON.....	12.3	s 11.55AM	s 9.10	s 5.22														
			.....NORTHURUP.....	10.7	s 12.10PM	s 9.20	s 5.27														
			.....KIRKLAND.....D	6.6	s 12.80	s 9.35	s 5.40														
			.....R. R. CROSSING.....	0.2																	
			No Connection 0.2																		
			CJ.....WOODINVILLE.....DN	0.0	A 1.00PM	A 9.55PM	A 5.55PM														
			Time Over Subdivision										DAILY	DAILY	EXCEPT SUNDAY						
			Average Speed per Hour										1.10	1.50	2.35						
													20.1	13.3	9.3						

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.
 Engines must not use glass works spur at Renton.
 When No. 345 fails to make transfer of mail with No. 308 at Seattle, such transfer will be made at Black River.
No. 935 has right over No. 936 and No. 675 has right over No. 676, Black River to Woodinville.
 Nos. 345 and 346 will stop on signal at Houghton Crossing.
 All trains will send man ahead to line derail and flag across C. & P. S. crossings at Renton.

Westward.			SEVENTH SUBDIVISION—EVERETT BRANCH										Eastward.								
THIRD CLASS.			Time Table No. 36C June 23, 1912 Succeeding No. 36B										SECOND CLASS.								
925	411	401	715	565	687	STATIONS.										564	688	926			
Way Freight	G. N. Freight	G. N. Freight	G. N. Freight	Mixed	Freight	Telegraph Offices and Calls										Mixed	Freight	Way Freight			
EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY											EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY			
See page 8	See page 8		OM.....SNOHOMISH.....DN	11.4	L 5.30AM	L 2.30PM															
L 2.55PM	L 11.55PM		.....VARDEN.....	10.6	L 5.30PM	L 2.35PM															
	f		.....EBEY JCT. C. M. & P. S. RY. CROSSING	6.0																	
	f		No Connection 0.8																		
	f		.....LOWELL.....DN	5.2	s 8.25	L 11.55PM	L 5.30PM	L 2.35PM													
	f		.....EVERETT.....DN	3.7	A 8.35PM	12.05AM	5.40	2.45													
	f		.....G. N. JUNCTION.....DN	2.5																	
	f		.....G. N. CROSSING.....	0.7																	
	f		No Connection 0.7																		
	f		.....SMELTER.....	0.0																	
	f		Time Over Subdivision										EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY						
	f		Average Speed per Hour										.30	.30	.30						
	f												15.4	15.4	15.4						

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.
Everett Yard Limits.—Yard limit board 2050 feet east of east switch to overhead bridge at Everett Avenue. Speed over draw bridges must not exceed six (6) miles per hour.
 No steam or electric trains will occupy main track in either direction between Snohomish and Lowell, Everett and Lowell, or between Everett and G. N. Junction without first procuring **Card Order** from operator at Snohomish, Lowell, Everett or G. N. Junction properly filled out. Cards will not be issued for steam trains to follow electric trains, until electric trains have cleared block.
 Cards must be surrendered to operator at end of block immediately upon arrival.
 Look out for trolley wires between tell tales at Snohomish and Ebey Slough bridges. Wires will not clear man on top of box car.

Westward.				EIGHTH SUBDIVISION. MONTE CRISTO BRANCH				Eastward.								
SECOND CLASS.			FIRST CLASS	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Hartford	Time Table No. 36C June 23, 1912 Succeeding No. 86B				Distance from Monte Cristo	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS		
571	567	563	319				320	566	568	572						
Mixed	Mixed	Mixed	Passenger	Passenger	Mixed	Mixed	Mixed									
Wednes- day	Tuesday Thursday Saturday	Monday and Friday	EXCEPT SUNDAY	EXCEPT SUNDAY	Monday and Friday	Tuesday Thursday Saturday	Wednes- day									
L 10.35AM	L 10.35AM	L 10.35AM	L 8.50AM	CF 77	0.0	FD.....HARTFORD.....D	42.0	102	A 9.40AM	A 2.20PM	A 1.80PM	A 4.50PM				
s	s	s	f 8.55	BD 3	2.5	.....LOCHLOY.....	39.5	25 Spur	f 9.38	s	s	s			
				BD 5	4.6	.....SOBEY.....	37.4	20 Spur							
s 11.15 11.55AM	A 11.15AM	s 11.15 11.55AM	A 9.10AM	Y BD 6	6.3	GF.....GRANITE FALLS.....D	35.7	70 Spur	L 9.20AM	s 1.50 1.35	L 12.45PM	s 4.20				
				W BD 9	9.5	.....CUTOFF.....	32.5	20							
				BD 12	11.9	.....TUNNEL No. 2.....	30.1	10							
s 1.00PM		A 12.50PM		W BD 14	13.6	.....ROBE.....	28.4	10	L 1.05PM			s 8.35			
				BD 19	19.0	.....BOGARDUS.....	23.0	5 Spur							
s 1.30				BD 20	20.0	.....GOLD BASIN.....	22.0	6 Spur				s 8.00			
A 2.15PM				W BD 29	29.0	.....SILVERTON.....	13.0	16				L 2.20PM			
				BD 30	30.0	.....BONANZA QUEEN.....	12.0	3 Spur							
				BD 37	37.3	.....BARLOW PASS.....	4.7	1 Spur							
				W C BD 42	42.0	.....MONTE CRISTO.....	0.0	100							
Wednes- day	Tuesday Thursday Saturday	Monday and Friday	EXCEPT SUNDAY						EXCEPT SUNDAY	Monday and Friday	Tuesday Thursday Saturday	Wednes- day				
3.40	.40	2.15	.20						.20	1.15	.45	2.30				
8.3	9.5	6.0	18.9						18.9	10.9	8.4	11.5				

Eastward trains are superior to trains of the same class in the opposite direction. See Special Rules on this and Page 12.

Westward.				TENTH SUBDIVISION. BELLINGHAM BRANCH				Eastward.						
SECOND CLASS.			FIRST CLASS	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Wickersham	Time Table No. 36C June 23, 1912 Succeeding No. 86B				Distance from So. Bellingham	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS
683	347	343	344				348	684						
Freight	Passenger	Passenger	Passenger	Passenger	Freight									
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY									
L 6.30AM	L 9.10PM	L 12.35PM	Y W C F 128	0.0	WK.....WICKERSHAM.....D	22.5	75		A 8.10AM	A 4.30PM	A 12.15PM			
s 6.35	f 9.15	f 12.40	BM 1	1.3	.....MIRROR LAKE.....	21.2	15		f 8.05	f 4.25	s 12.10		
s 6.45	f 9.22	f 12.46	BM 4	3.8	.....PARK.....	18.7	15		f 7.59	f 4.19	s 12.01PM		
s 6.50	f 9.25	f 12.51	BM 6	4.8	.....BLUE CANYON.....	17.7	20		f 7.54	f 4.14	s 11.55AM		
	f	f	BM 7	6.6	.....IDLEWILD.....	15.9	No Sdg.		f	f			
	f	f	W BM 9	9.0	.....TOWANDA.....	13.5	No Sdg.		f	f			
s 7.20 7.34	f 9.47	f 1.11	BM 11	11.4	.....WOODLAWN.....	11.1	20		f 7.34 683	f 8.54	s 11.25		
s 7.55	f 9.58	f 1.21	BM 15	15.1	.....SILVER BEACH.....	7.4	No Sdg.		s 7.24	s 8.44	s 11.05		
s 8.00	10.00	1.23	BM 16	16.1	.....LARSON.....	6.4	30		7.22	8.42	s 11.00		
A 8.30AM	A 10.15PM	A 1.35PM	W Y C O BM 20	20.1	WD.....BELLINGHAM.....D	2.4	50		L 7.10AM	L 8.30PM	L 10.30AM			
				21.9	.....G. N. CROSSING.....	0.6							
			BM 23	22.5	FN.....SO. BELLINGHAM.....D	0.0	50							
EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	EXCEPT SUNDAY			
2.00	1.05	1.00							1.00	1.00	1.45			
10.1	18.7	20.1							20.1	20.1	13.7			

Eastward trains are superior to trains of the same class in the opposite direction. See Special Rules on this and Page 12.

Westward.				NINTH SUBDIVISION. DARRINGTON BRANCH				Eastward.						
SECOND CLASS.			FIRST CLASS	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Arlington	Time Table No. 36C June 23, 1912 Succeeding No. 86B				Distance from Darrington	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS
569		327	328				570							
MIXED		Passenger	Passenger	MIXED										
EXCEPT SUNDAY		EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY										
L 11.00AM		L 7.30PM	C Y C F 91	0.0	.....ARLINGTON.....DN	28.6	132		A 9.40AM	A 5.30PM			
s 11.25		7.45	W BK 4	5.4	.....COOPER.....	23.2	4 Spur		s 9.25	s 4.50			
s 11.45AM		7.53	BK 7	8.4	.....CICERO.....	20.2	Spur 7		s 9.17	s 4.30			
s 12.00N		8.05	BK 11	11.9	.....OSO.....	16.7	28		s 9.07	s 4.10			
s 12.15PM		8.10	BK 13	14.0	.....HALTERMAN.....	14.6	33		s 9.01	s 3.55			
s 12.25		8.14	BK 15	15.7	.....ROWAN.....	12.9			s 8.56	s 3.40			
s 12.40		8.20	W BK 17	17.9	.....HAZEL.....D	10.7	80		s 8.49	s 3.26			
s 12.50		8.25	BK 19	19.7	.....WELTON.....	8.9	30		s 8.43	s 3.20			
s 1.00		8.30	BK 21	22.1	.....FORTSON.....	6.5	14		s 8.35	s 3.13			
s 1.15		8.32	BK 22	22.6	.....IRVING.....	6.0	4 Spur		s 8.33	s 3.10			
s 1.35		8.42	BK 26	26.7	.....EDITH.....	1.9	10 Spur		s 8.21	s 2.55			
A 2.00PM		A 8.50PM	C Y BK 28	28.6	.....DARRINGTON.....D	0.0	24		L 8.15AM	L 2.45PM			
3.00		1.20							1.25	2.45				
9.5		21.4							20.2	10.4				

Eastward trains are superior to trains of the same class in the opposite direction. See Special Rules on this and Page 12.

**Special Rules Eighth Subdivision
MONTE CRISTO BRANCH**

Registering Station—Hartford.
Derail Switch—Siding at Tunnel No. 2.
Mountain Grades.—Descending Monte Cristo to Sauk River Bridge, Barlow pass to Bonanza Queen and from Robe to Tunnel No. 1. Eastward Trains must not exceed schedule time within above limits.
Trains must not exceed five miles per hour around 18 and 24 degree curves on Shoofly, two miles west of Gold Basin.
Trains will approach all bluffs, where slides are liable to occur, under full control.
Nos. 563, 567 and 571 will wait at Hartford for No. 343's and 344's connection, unless otherwise instructed.
No. 319 has right over No. 320 and No. 567 has right over No. 563, Hartford to Granite Falls. No. 563 has right over No. 566, Hartford to Robe.
No. 571 has right over No. 572, Hartford to Silvertown. No. 347, when meeting No. 348 at Hartford, will head in on Eighth Subdivision.

**Special Rules Ninth Subdivision.
(DARRINGTON BRANCH)**

Registering Stations.—Arlington and Darrington.
Bulletin Station.—Arlington.
Yard Limit—Darrington.
Trains will keep under control where landslides or washouts are liable to occur.
No. 569 has right over No. 570—Arlington to Darrington.
West wye switch at Darrington will be kept set for the wye. This is a stub switch.
When making back-up movement, running test of air brakes must be made from rear of train.

**Special Rules Tenth Subdivision.
(BELLINGHAM BRANCH)**

Registering Stations.—Wickersham and Bellingham.
Bulletin Station.—Bellingham.
Yard Limit—Bellingham.
Trains will not exceed eight miles per hour between M. P. 3 and 4.
Maximum Grades.—Larson to Bellingham and Mirror Lake to Wickersham.
Wye switch at Wickersham will be kept set for East Leg. All trains will come to full stop before crossing Holly street, Bellingham.
Flagman precede train with red flag or light. Reduce speed to eight (8) miles per hour over street car crossing at Kentucky Street, Bellingham; and not exceed this speed between Kentucky Street and Bellingham station.
Reduce speed to six miles per hour over street car crossing between Silver Beach and Larson.
No. 343 has right over No. 348, Wickersham to Bellingham.
No. 683 has right over No. 684, Wickersham to Bellingham.

COMMERCIAL SPURS.

FIRST SUBDIVISION.

Distance from Ellensburg.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Hubner.....	41.0	....	....	Garibaldi.....	76.6	....	....
Morgan's Mill.....	61.0	....	....	Headworks, F 5, 279 & 280...	81.6	....	....
Nagrom, F 279 & 280.....	67.8	....	....	Soos, F 279 & 280.....	98.3	....	....

THIRD SUBDIVISION.

Distance from King Street Station.

Edgewater.....	6.9	1 E	8	Springfield.....	62.6	1 E	4
Latona.....	7.9	1 E	4	Grantley.....	63.3	1 E	16
Wood Spur.....	10.5	1 E	16	Milldale.....	65.5	1 E	20
Pontiac, F 343, 344, 347 & 348	13.2	1 E	4	Pilchuck, S 343, 344, 347 & 348	65.9	1 E	88
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, S 343, 344, 347 & 348	73.6	1 W	20
Briarcrest, F 343, 344, 347 & 348	17.5	....	....	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	....	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
Bear Creek.....	25.4	1 E	17	Norlum.....	88.7	1 E	40
Sand Spur.....	25.8	1 E	12	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.

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	Car Capacity	STATIONS	Miles	How Connected	Car 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.

Sherwood.....	4.1	1 E	4	Madrona.....	8.4	1 E	80
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EIGHTH SUBDIVISION.

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
Beechwood.....	2.7	1 E	7	Tyree.....	23.2	1 E	21
Diffley.....	4.0	1 E	10	Waldheim.....	26.7	....	....
				Weiden Creek.....	39.0	....	....

NINTH SUBDIVISION.

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	Tupper.....	25.2	1 W	Spur

TENTH SUBDIVISION.

Distance from Wickersham.

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

ELEVENTH SUBDIVISION.

Distance from Interbay.

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

SEATTLE TERMINAL

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.

No engine or train will go over Atlantic Street crossing, Seattle, unless they receive signal from crossing flagman. One motion of regular proceed signal is for the Northern Pacific, two motions of regular proceed signal is for Chicago, Milwaukee & Puget Sound and three motions of the regular proceed signal is for the C. & P. S. R. R. If flagman should be absent trains should flag themselves across.

Crossing Gate at Van Asselts 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."

J. E. CAMPBELL
Trainmaster, Seattle.

O. F. OHLSON,
Trainmaster, Seattle.

J. F. FITZSIMMONS,
Trainmaster, Seattle.

H. M. MORAN,
Chief Dispatcher, Seattle.

No power heavier than Class "C" engines coupled together may cross Snohomish River bridge, No. 21, Skagit River bridge, No. 5, on Third Subdivision. Bridge No. 5 on Fifth Subdivision. Bridge No. 39 on Sixth Subdivision. Bridge Nos. 4 and 7 on Seventh Subdivision. Bridge No. 14 on Eighth Subdivision. Truss bridges Nos. 1, 4, 6, 7, 9 and 12 on Ninth Subdivision.

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

F-1 or heavier engines must not be used on Eighth Subdivision west of Granite Falls wye. No engine heavier than class F-1 can be run on Third, Fifth, Sixth, Seventh, Eighth, Ninth and 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 before proceeding.

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

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.

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		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 60 Cars		Maximum 60 Cars		Maximum 60 Cars		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	800	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)
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)	H. R. SMITH, Easton, (S)	Puyallup, (S)	N.P.B.A. Hospital, Tacoma, (S)	Tool Car, Tacoma, (S)
Seattle Tool Car, (S).	W. C. COX, Everett, (S)	Woodinville (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

