NORTHERN PAGE PAGE PAGE STATES

SEATTLE DIVISION

TIME OF TABLE

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

SUNDAY, September 29th, 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.

E. C. BLANCHARD, General Manager. I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY
Superintendent of Transportation.

J. E. CRAVER, Superintendent.

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Vestward											r!	RST SUBDIV (MAIN LINE)	ISIUN										astward.
THIRD	CLASS.	SECOND CLASS.			FIRST	CLASS.			les	8		Time Table 36 E				FIRST	CLASS.			SECOND CLASS.	THIR	CLASS	
939	937	603	5	1	279	3	257	41	rntab	ımpeı		September 29, 1912 Succeeding No. 36D	1 1	258	280	1	42	2	6	602	938		
Way Freight	W ay Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	, Fuc	Z Z	Distance from Ellensburg	STATIONS.	nce fr rn apaci	Passeng	Passenge	Passenge	Passenge						
Mon., Wed. and Friday	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILV	Vater cales	tatio	liens	Telegraph Offices and Calls	Distar Aubur Car Ca	š	-	-	-		rassenger	Freight	Way Freight		
L 6.15AM		L 7.00PM	L 4.55PM						WC So a	1848	0.0	EBELLENSBURGDN	105.4	A 5.15	DAILY		DAILY		DAILY	DAILY A 8.00AM	SUNDAY	Tues., Thurs.	
s 6.80		7.10	5.02	3.21 940	12.50	6.07	8.52	2.52	ОТ			SHOSKINP		l°	18 219	1.17	s 8.37		12.46			A 4.00PM	
s 6.45 6.50		7.22	f 5.10		s 12.59	s 6.15	f 4.00	8.00				TPTHORPDN			s 12.24		f 8.82			7.10		s 3.21 1 3.10	:
s 7.05		7.80	5.16	8.85	1.00							2.8				1.11	1 0.00	11.02	12.40	6.50 939		s 2.55	
			0.10	0.00	1.06	6.22 602	4.07	8.05	W	1858	10.4	DUDLEY P	95.0 14	4.57	12.18	1.06 279	8.26	11.29	12.84	6.22 6.17		s 2.40	
s 7.20		7.42	5.23	8.48	1.18	6.80	4.17	8.18		1862	14.5	KOUNTZE P	90.9 7	4.50	12.12	12.58	8.19	11.22	12.27	6.00		s 2.28	
s 7.80		7.50	5.29	3.47	f 1.18	6.86	4.23	8.18	W 1&	1865	17.2	BRBRISTOLDN	00 0 10	144	£ 1.0 OPN	10.50	0.10						= 1
s 7.45		8.00 42 8.06	5.87	8.54	1.27	6.44	4.36 258	8.25	M W			3.8TEANAWAY P					8.18	-	12.22	5.50		s 2.08	
s 9.00		8.85	s 5.45	4.00	s 1.37	s 6.55	258 s 4.45					CLCLE ELUMDN		257		12.47	8.06 603		12.15	5.35		s 1.52	
-								0.02	Ŀ			4.4			s 11.52A	12.40	s 8.00	11.05	s 12.07AM	5.20		s 12.55	
s 9.15		8.50	5.58	4.08	1.45	7.08	4.53 602	3.40		1877	29.2	BAKER P	76.2 7	4.17	11.43	12.32 940	7.52	10.56	11.57PM	4.53½g 4.45%		4 12.40 s 12.15	
s 9.80		9.00	5.59	4.14	f 1.52	7.09	4.59	3.46 602		1880	31.7	NSNELSON'SDN	73.7 12	4.12	f 11.38	12.28	7.47	10.58	11.52	2584.30 41 3.35		s 12.15	
s 9.45		9.10	6.05	4.21	2.00	7.14	5.05	8.51		1883	34.4	TALMAGE P	71.0 7	4.06	11.82	12.24	7.42	10.49	11.47	8.20		a 11.50AM	
s 10.00AM 12.20PM 280-4		9.85	s 6.15	4.35	s 2.10	s 7.25	s 5.15	4.00 258	W C T Y	1886	38.1	ESEASTONDN	67.3 29	4.00	s 11.25	12.19	s 7.85	10.44	11.41	8.05		11.38 s 10.40	
s 12.40		9.55	6.25	4.45	2.21	7.85	5.25	4.13				UPUPHAMDN			939	12.11	7 00	10.00				280	
s 1.05		10.15 2 10.28	6.86	4.58	f 2.88	7.46	5.85	4.25				3.5 RTDN		i			7.26	10.86	11.81	2.45		s 10.25	
s 1.30		10.55 6 11.10	6.48	5.10	f 2.45	7.58	5.47	4.87				8.6 SISTAMPEDEDN		i		12.03PM		603	11.22	2.80		s 10.10	
s 1.45		11.25	6.56	5.18	2.54	8.06	5.55	4.46				2.8 BOBORUPDN		1		11.51AM			11.10 603	2.05		s 9.50	
s 2.00		11.40	7.03	5.25	3.02	8.14	6.02	4.58	L			2.8 KENNEDY P		1	10.42	11.41	6 56		10.58	1.40		s 9.80	
s 2.10		11.50PM	7.08	5.82	8.07	8.20					!	WNWESTONDN		1	10.80	11.82	6.48	9.57	10.46	1.20		s 9.12	
A 2.30PM	L 7.00AM	712.10AM 912.25	7.20	5.45		s 8.30	6.20					4.70	1	1			6.86	9.51	10.38	1.05		s 9.00	
	s 7.10	± 12.25 12.85	7.25	5.50		940 f 8.85						DMLESTERDN	- 1		s 10.18		s 6.25	9.40	10.26	E 12.40	4.10PM	L 8.35AM	
					. 0.61	0.00	1 0.00	1 0.10		1913	04.1	HOT SPRINGS P	41.3 9	2.89	f 10.05	11.07	f 6.15	9.82	f 10.15	12.10AM s	8.55		
s	s 7.80	1.00	7.87	6.05 42	f 3.32	f 8.45	6.87	5.28		1917	69.3	MYMAYWOODDN	36.1 12	2.27	f 9.55	10.58	f 6.05	9.22	10.08	11.50PM/s	3.320		
s	s 7.50	1.25	7.47	6.15	f 8.41	f 8.54	6.45	5.40	w	1921	73.2	CUHUMPHREYP	32.2 140	2.18	f 9.45	10.49	f 5.58	9.14	9.52	11.30 s	2.50		
s	8.20	258 2 :09	s 7.57	6.28	s 8.50	f 9.08	s 6.57	f 5.49	w	1925	76.7	EG.EAGLE GORGE.DN	28.7 125	2.09	s 9.88	10.89	f 5.44	9.04	f 9.43	11.15 s	2.80		
s	s 8.35 9.30 ₃₋₂₈₀	2.20	8.02	6.28	f 8.56	9.09	7.04	5.55		1928	78.9	LEMOLO P	26.5 50	2.03	f 9.30	10.88	5.86	8.58	9.35				
s	9.45	2.85	8.18	6.38	f 4.06	9.20	7.15	6.05		1932	83.6.1	CPALMER JCTDN	21 9 60	1.58		10.00		A.F					
s	9.55 10.30	2.40	8.16	6.40	s 4.10	s 9.25 9.35			L			1.2 IVKANASKATDN		1	3	10.28	5.25	8.47	9.28	10.45 s			
	10.30	2.50	8.28	6.46		9.85	7.26	6.17				3.2BYRDP				s 10:20937		8.45		10.40 s	·		
s	11.40AM	2.57	8.32		s 4.28	s 9.57	7.82					2.1		<u> </u>	f 8.53		5.11	8.87	9.08	10.10 s	12.55		
						4				'		RRAVENSDALEDN 6.8		1	s 8.47	9.57	s 5.05	8.32 5	9.02	10.00 s	12.45PM 11.40AM		
s	12.05PM	8.12	8.45	7.02 f	f 4.85	f 10.18	7.48	6.88	W	A 14	96.9	COCOVINGTONDN	8.5 130	1.20	f 8.28	9.48	4.49	8.15	f 8.45	9.85 s	11.10		
s	12.20	8.20	8.52	7.08 f	f 4,41	f 10.20	7.48	6.45		A	99.9	WYNACO P	5.5 70	1.19	f 8.20	9.85	1 1 11	9.05	005				
A	A12.40PM	A 8.85AM	A 9.10PM		42	1	A 8.00AM	A 7.00AM				UAUBURNDN			1 1	1		8.05	8.85	9.25 s		Anii gg 770	
Mon., Wed. I	EXCEPT	DAHLY			3	s 938	s 280 s		W½E'st	9	-		2.0	- 1.00A	257	L U.K.DAM	∟ 4±.80№	∟ 7.55M	L 8.25PM	L 9 10PM L	3		
8.15	5.40	B.35	DAILY 4.15	DAILY 4.05	DAILY 4.10	DAILY 4.30	DAILY 4.15	DAILY				<i>T</i>		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY S	XCEPT UNDAY	Tues., Thurs. and Saturday	
7.5	7.6	12.0	24.8		25.2	23.4	24.8	4.15 24.8		-		Time Over Subdivision Average Speed per Hour		4.15 24.8	23.4	4.00 26.4	4.15 24.8	3.50 27.6	4.30	9.8	5.40 7.6	7.25 8.4	

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% 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.

Bristol.—East end of loading track.

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

Easton.—East end of yard.

Interlocking Derails are Located as follows:

Kountz.—East end of siding.
Teanaway.—East end of eastward siding.

Cle Elum.—East end of yard.

Cle Elum.—East end of extension to house track. Upham.—East end of eastward siding. Martin.—East end of westward siding.

Borup.—West end of westward siding. Borup.—West end of eastward siding.

Kennedy.—West end of siding.

Lester.—West end of roundhouse track.
Lester.—West end of yard.
Hot Springs.—West end of freight siding.
Maywood.—West end of westward siding.
Eagle Gorge.—West end of westward siding.
Lemolo.—West end of siding.
Lemolo.—West end of wye.
Byrd.—West end of siding.
Covington.—West end of westward siding.
Wynaco.—West end of siding.

Eagle Gorge.—West end of eastward siding.

Easton.-East end of No. 2 track.

Auburn.-East end gravel pit siding.

Soos Creek.—Spur track.

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.

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.

Mallett 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.

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.

Rule 316 is modified as follows: When the telephone is used, signalmen will transmit the words, represented by the figures.

Enginemen on westward freight trains, when passing telegraph office at Martin, and, on eastward freight trains, after rear helper engines are out of tunnel No. 4, will put brake valve handle in full release increasing train line pressure to at least 80 pounds. Enginemen must be careful to see that low pressure governor does not exceed 90 pounds pressure.

Conductors must see that pressure on caboose gauge has been increased to at least 80 pounds before entering tunnel No. 3.

estward								-	-	SECO			ISION												
Time Table 36E				-						-	FIRST	CLASS.													
September 29, 1912 Succeeding No. 36D				325						307			367						323					339	
AM A STICALIO	lom	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenge
SIAIIUNS.	ce fu	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Telegraph Offices and Calls	Distan	Seattle Portland Express	No. 258	Gt. Nor. No. 27	No. 41's Connection	No. 280	Grays Harbor Limited	No. 257's Connection	Kanaskat Accommo- dation	Seattle Portland Express	No. 4	Gt. Nor.	No. 3's Connection	Evergreen State Limited	Puget Sound Express	No. 42	Gt. Nor.	Seattle & Portland Special	Grays Harbor Express	NorthBend Accommo- dation	No. 2	Kanaskat Accommo- dation	No. 6's Connection	No. 1's Connection	Gt. Nor No. 1
UD.KING ST. STADN	0.0	L12.01AM	L12.10AM	L 6.00AM		L 7.30AM	L 7.45AM			L 8.00AM	L 8.45AM	L10.00AM		L12.00 N	L12.10PM	L 8.85PM	L 8.45PM	L 4.15№	L 4.30PM	L 4.35PM	L 7.10階		L 7.30PM		L 8.85
YD .SEATTLE YD., .DN	0.8												-1											,	· ·
ARGOP	3.2	12.11	12.20	6.09		7.89	7.55			8.09	8.55	110.09		12.10PM	12.19	3.44	8.54	4.24	4.89	4.44	7.19		7.40		8.44
C. M. & P.S.R.R. CROS. No Connection. 0.1	10.0																	-			•				
BIBLACK RIVERD	10.1	12.21	12.30	6.18		1 7.49	8.04			8.19	9.05	f 10.19		12.21	12.30	8.55	4.04	4.84	4.48	A 4.55PM	7.28		7.50		8.54
	12.2					1 7.52	***************************************		`											See page 9					
O'BRIEN'S	14.2					f 7.55											-								
KNKENTD	16.4	f 12.32	12.40	6.25		s 7.59	8.12			s 8.80	9.15	s 10.29		s 12.80	s 12.40	4.05	4.14	4.48	s 4.57		7.87		8.00		9.04
THOMAS	18.2					f 8.02	1																		
CHRISTOPHER	19.6					f 8.05						•••		-								-			
GRFIRST STD	21.5	12.42	12.48	6.32		A 8.10AM	8.19			f 8.89	A 9.25AM	f 10.88		12.40	12.50	4.13	4.23	4.51	f 5.05		7.45		8.08		9.14
	22.0	f 12.44	A12.50AM	6.34	L 7.15AM		8.21	L 8.15AM		s 8.41		s 10.40		s 12.43	s 12.53	A 4.20P#	4.25	s 4.53	s '5.10		A 7.50PM		A 8.10PM	L 7.30PM	9.16
I SECTION AND ADDRESS OF THE PARTY OF THE PA	26.4	12.54		6.40	s 7.23		8.27	8.22		f 8.50		s 10.48	e-Visionia de la composición del composición de la composición de	12.51	1.01		4.32	5.00	f 5.17		ماحدرت بجسه بس			7.42	9.25
SNSUMNERD	29.0	f 12.58		6.44	s 7.28		8.81	8.26		s 8.55		s 10.54		s 12.58	s 1.08		4.86	5.05	s 5.21					s 7.49	9.80
MEEKERP	30.6	1.02		6.46	7.88		8.88	8.80		8.58		10.57		1.01	1.11		4.89	5.08	5.24					7.58	9.84
	31.9	s 1.07	مرد الاخام	6.48	s 7.38		s 8.85	8.83	8.454	s 9.05		s 11.02	L11.15A	s 1.10	s 1.20		4.48	s 5.15	s 5.30			L 6.50PM		s 7.58	9.38
RNTIDEWATERDN	38.7	1.20		7.00	7.52		8.47	8.45	9.05	9.18		11.15	11.25	1.25	1.85		4.55	5.80	5.45			7.00		8. 10	9.50
	40.4	A 1.30AM		A 7.05AM	A 8.00AM		A 8.55AM	A 9.00AM	A 9.15AM	A 9.25AM		A11.20AM	A11.80A	A 1.80PM	A 1.40PM		A 5.00PM	A 5.85PM	A 5.50PM			A 7.05PM		A 8.15PM	A10.00
	41.8																								
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Time Over Subdivision		1.29	.40	1.05	.45	.40	1.10	.45	.20	1.25	.40	1.20	.15	1.30	1.30	.45	1.15	1.20	1.20	.20	.40	.17			28.8
	Time Table 36E September 29, 1912 Succeeding No. 36D STATIONS. Telegraph Offices and Calls UD.KING ST. STADN 0.8 YD .SEATTLE YD.,.DN 2.4ARGO	Time Table 36E September 29, 1912 Succeeding No. 36D STATIONS. Telegraph Offices and Calls UD.KING ST. STADN 0.8 YD .SEATTLE YD.,.DN 0.8 C. M. & P.S.R.R. CROS. No Connection. 0.1 BIBLACK RIVERD 2.1	Time Table 36E September 29, 1912 Succeeding No. 36D STATIONS. Telegraph Offices and Calls UD.KING ST. STADN 0.0 L12.01AM YD .SEATTLE YD.,.DN 0.8 C. M. & P.S.R.R. CROS. No Connection. 0.1 BI. BLACK RIVERD 10.1 C. O'BRIEN'S 12.2 KNKENTD 16.4 f 12.32 KNKENTD 16.4 f 12.32 KNKENTD 16.4 f 12.32 KNCHRISTOPHER 19.6 1.9 GRFIRST STD 21.5 12.42 AUAUBURNDN 4.4 DIERINGER 26.4 12.54 SNSUMNERD 29.0 f 12.58 MEEKERP 30.6 1.02 RNTIDEWATERDN 31.9 s 1.07 QTACOMADN 40.4 A 1.30AM RNTIDEWATERDN 31.9 s 1.07 QTACOMADN 40.4 A 1.30AM Time Over Subdivision 1.29 DAILY Seattle Portland Express DAILY Seattle Portland Express 10.0 L12.01AM Passenger DAILY Seattle Portland Express 10.1 12.201 11.2.21 12.21 12.22 14.22 KNSeattle Portland Express 10.0 L12.01AM Express DAILY Seattle Portland Express DAILY Seattle Portland Express 10.1 12.21 12.21 12.21 12.21 12.22 KNSeattle Portland Express 10.1 L2.01AM Express DAILY Seattle Portland Express 10.1 L2.01AM Express DAILY Seattle Portland Express 10.1 L2.01AM Express DAILY Time Over Subdivision DAILY Time Over Subdivision 1.29	Time Table 36E September 29, 1912 Succeeding No. 86D STATIONS. Telegraph Offices and Calls UD.KING ST. STADN 0.8 YD.SEATTLE YD.,.DN 0.8 C. M. & P.S.R.R. CROS. No Connection. 0.1 BI.BLACK RIVERD 2.0 O'BRIEN'S	Time Table 36E September 29, 1912 Succeeding No. 36D STATIONS. Telegraph Offices and Calls UD.KING ST. STADN 0.0 L12.01 L12.10 L 6.00 M Express VD. SEATTLE YD., DN 0.8 C. M. & P. S. R. CROS. No Connection. 0.1 BI. BLACK RIVER D 10.1 BI. BLACK RIVER D 10.1 C. 2.0 C. O'BRIEN'S 14.2 L. CHRISTOPHER 19.6 1.9 GRFIRST ST D 21.5 AUAUBURN DN 22.0 f 12.44 A12.50 M 6.34 SN SUMNER D 29.0 f 12.58 C. M. EKERT D 30.6 SN SUMNER D 29.0 f 12.58 RN TIDEWATER DN 1.7 QTACOMA WHARF 41.8 DAILY DAILY DAILY Passenger	Time Table 36E September 29, 1912 Succeeding No. 36D STATIONS.	Time Table 36E September 29, 1912 Succeeding No. 36D	Time Table 36E September 29, 1912 Succeeding No. 36D STATIONS.	Time Table 36E September 29, 1912 Succeeding No. 36D STATIONS.	Time Table 36E September 29, 1912 Succeeding No. 36D STATIONS. Telegraph Offices and Calls Calls	Time Table 36E September 29, 1912 Succeeding No. 36D STATIONS. Telegraph Offices and Calls DAILY DA	Time Table 36E September 29, 1912 Succeeding No. 360 STATIONS. Telegraph Offices and Calls One of the calls One o	Time Table 36E September 29, 1912 STATIONS. STATIONS. Tolegraph Offices and Calls	Time Table 36E September 29, 1912 Secreting No. 36D STATIONS. Telegraph Offices and Calls September 28, 1912 September 29, 191	Time Table 36E September 29, 1912 Succeeding No. 36D STATIONS. Telegraph Offices and Express DAILY DAI	Time Table 36E September 24, 3312 Succeeding No. 86D STATIONS. Passenger Passe	Time Table 36B September 29, 1912 Succeeding No. 96D STATIONS. Falsenger Passenger Passe	Time Table 88E September 29, 1912 Succeeding No. 80D STATIONS. Fasting Passenger Passenger	Time Table 36tb 56tb 59tb 79, 1912 Successful No. 380 ST ST ST ST ST ST ST S	Time Table 36B September 29,1312 Successful No. 600 STATIONS. Telegraph Cultication Telegr	Time Table 86E September 29, 1912 Succeeding No. 200 Succeeding	Time Table 36E September 29, 1922 Successful No. 2010 STATIONS. TSiegrath Order 29 STATIONS. TSIEGRAM P. CARREST PRINCE OF MARKET P. CARREST PRINCE	Time Table 365 September 24, 1922 Successing No. 800 September 24, 1922 Successing No. 800 September 24, 1922 Successing No. 800 September 24, 1922 September 2	Separation Column Column	Time Table Star Supering Supering

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

In automatic block territory any train moving against the current of traffic must receive a proper clearance card at every open

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 sema-phore 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

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

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 report of the tank in which Tacoma Division purposes.

In order to fully safeguard movements of Eighth Subdivision of Tacoma Division track between Meeker and Fuyanup and Whitely 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-

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Water, Fuel, Scales,	Station Numbers	Telegraph Offices and Calls	Seattle		Gt. Nor.			-			Gt. Nor.		No. 602							From Tacoma Division							
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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 Avenue 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 and will also stop on flag at Kent, Sumner and Auburn for any business west of Lakeview on the Grays Harbor branch.

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 and stop on flag at Thomas.

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.

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

SECOND SUBDIVISION.

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Time Table 36	E										FIRST	CLASS.													
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Telegraph Offices an	Car Capacity	258's Connection	Portland Seattle Express	Gt. Nor.	No. 41	No. 280's con- nection via Buckley Line to Kanaskat	No. 257	Buckley Line Connection	Buckley	North Bend	No. 3	Puget Sound Express	Portland Seattle Express	Gt. Nor.	Portland Seattle Special	No. 42's Connection	No. 279	Grays Harbor Express	Kanaskat Accommo- dation	Gt. Nor. No. 2	No. 1	No. 2's and Buckley Line Connection		Grays Harbor Limited	No. 5 Connect
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27.6O'BRIEN'S	·· Spur							f 9.88					-	<u> </u>			f 5.21				-				
25.4 KNKENT			f 6.07	s 6.56	7.28		8.28	s 9.80	-	-	10.41	s 1.16	f 1.26	3.40	4.14		s 5.18	f 5.28		6.17	7.42	s 8.06		f 9.18	9.88
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12.8 SNSUMNER	D No Sdg.	s 12.33	f 5.87	s 6.80				s 9.03	-	-		s 12.50	s 1.01	8.19	8.58	s 4.05		s 5.03		5.49		f 7.24	s 7.58	f 8.48	
11.2MEEKER	P 70	12.28	5.80	6.26	-			8.58				12.45	12.56	3.16	8.50	4.01		4.58		5.45		7.19	7.48	8.43	
9.9 PYPUYALLUPE	N 70	s 12.25	s 5.27	s 6.23		A 7.45AN		8.55 s 8.45	A 9.00AN			s 12.42	s12.58	3.14	3.48	s 3.58		s 4.55	A 5.25PM	5.48		s 7.16	s 7.45	s 8.40	
3.1 RNTIDEWATER	N No Sdg.	12.14	5.15	6.10		7.35		8.35	8.50			12.29	12.39	3.04	8.89	8.44		4.40	5.15	5.30		7.05	7.84	8.29	
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0.0TACOMA WHARF													-												
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Time Over Subdivision	-	.40	1.40	1.25	.45	.15	.45	1.35	.15	.25	.45	1.25	1.25	1.15	1.10	.40	.45	1.30	.15	1.25	.45	1.40	.40	1.20	.50
Average Speed per Hou	r	29.7	24.2	28.8	23.9	34.0	29.3	25.5	34.0	24.2	28.7	28.8	28.8	32.3	34.6	29.7	29.3	26.9	34.0	28.8	29.3	24.2	29.7	30.3	25.8

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. "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

TACOMA TERMINAL EMBRACES NORTHERN PACIFIC LINES FROM TIDEWATER AT THE WEST LINE OF EAST "Q" STREET TO MILE POST 8+942 FEET OR APPROXIMATELY 21/2 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

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

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 21/2 miles west.

Derail switches are located as follows, and must be kept set in derailing position when not in use. Harrison Bros. Spur and Keystone 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 on 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.

										SECO	OND S	UBDIV	ISION.						Eastward.
	Time Table 36E				FIR	ST CLASS	5.	-				SEC	COND CLASS	j	***		THIRD C	LASS.	
	Succeeding No. 36D	of	334	326	356		and the second second		676	678	680	690	682			72 936			
from Wha	STATIONS.	city	Passenger	Passenger	Passenger				Freight	Freight	Freight	Freight	Freight		W Fre	ay Way ight Freight		-	
Distance from	JIATIONS	Car Capacit. Sidings	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY		EXC SUN	EPT EXCEPT DAY SUNDAY			
Dist	Telegraph Offices and Calls	Car	Evergreen State Limited	Gt. Nor. No. 28	Gt. Nor.	-				No. 603	-	Gt. Nor.							
41	UD.KING ST. STADN		A10.85PM	A11.10PW	A11.15PW			-			-	A 8.00%	.						
Í	.0 YD .SEATTLE YDDN			-					A 5.85AM	A 6.00A	A 6.45AM		A12.15AM			A 6.05PM			
38		-	10.22	10.59	11.04				5.20	5.00	6.80	7.45	11.55PM			5.50			
31	C. M. & P. S. R.R. CROS. No Connection. 0.1						-												
31	.7 BIBLACK RIVERD	60	10.12	10.49	10.53				L 5.05AM	4.40	6.15	7.25	11.35			L 5.80PM			
29	ORILLIA	5 Spur							See page 10							See page 10			
27	.6O'BRIEN'S	3 Spur				: : :													
25	.4 KNKENTD	90	10.00	10.40	10.48					4.20	6.00	s 7.00	s 11.15						
ł I	.6THOMAS	8 Spur																	
IL	CHRISTOPHER	Spur							-							-			
4	.3 GRFIRST STD		9.52	10.32	10.35					L 4.00M	5.47	6.48	10.40						
IL	.8 AUAUBURNDN		9. 50	10.30	10.34						5.45	s 6.40	s 10.35 326 8.35 322-332-334						
15	DIERINGER	No Sdg.	9.44	10.23	10.28						5.35	6.20	8.25						
12	.8 SNSUMNERD	No Sdg.	9.40	10.20	10.24			-	8		5.80	s 6.15	8.12	·					
<u> </u>	.2MEEKER P		9.86	10.17	10.21	·					5.25	6.05	8.05						
	.9 PYPUYALLUPDN 6.8		9.84	10.14	10.19						5.20	s 6.00	8.00		A 6.	10AM			
	.1 RNTIDEWATERDN 1.7	Sdg	9.24	10.04	10.09						4.55	5.85	7.40		5.	40			
1	.4 QTACOMADN		L 9.20PM	L10.00PM	L10.05PM							L 5.30PM	L 7.85PM						
0	.0TACOMA WHARF			-							L 4.45M				L 5.	80AW	:		
			DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY		EXC SUN	EPT EXCEPT DAY SUNDAY			
	Time Over Subdivision		1.15	1.10	1.10				.30	2.00	2.00	2.30	4.40			.40 .35			
<u> </u>	Average Speed per Hour		32.3	34.6	34.6		.		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 soint. 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 enginemen will obtain card order at Tacoma or Tidewater as authority to use drawbridge line. Drawbridge Card Form "A" 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 Dis-

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.

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

Enginemen will refrain from dumping ash pans on tracks in passenger station, Tacoma

Enginemen 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.

Enginemen 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.

Enginemen 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

All trains which will use the drawbridge line without entering passenger station, will stop above Pacific avenue and not proceed beyond there until engineman 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	CLASS.			SECOND	CLASS				Time Table No. 36E	es,		FIRST	CLASS.	
						500			929	927		683			687	ity of	from Station	September 29, 1912 Succeeding No. 36D	Numbers Tuel, Scale	343	1.	T	
			,						Way Freight	Way Freight	Way Freight	Freight	Mixed	Freight	Freight	zapaci gs	Distance fr King St. St	STATIONS.	Station Numbers Water, Fuel, Scale Turntables and	Passenge	er Passenger	Passenger	
			· · · · · · · · · · · · · · · · · · ·					ļţ		EXCEPT SUNDAY					EXCEPT	Car Car Sidings	Diste	Telegraph Offices and Calls	Station Water, F Turntab	Ď DAILY		DAILY	
									Wed., 111.	SCHDAT	L 7.80AM		SONDAT	DAILI	L 1.10AM		. -	YDSEATTLE YARDDN C			-		
								├			7.50 343	·					0.0	UD.KING STREET STATION.DN	31 0 3		L 9.35AM	L 4.20PM	
								- -			343			· 			1.4	1.4END DOUBLE TRACK		923 7.45		4.25	
					-					· · · · · · · · · · · · · · · · · · ·								1.2 G. N. CROSSING No Connection 1.9			-		-
				ļ			ļ	-			s 8.15				1.40	90	.		FW	f 7.55	9.50	f 4.35	
					-					ļ [!]					1.45	·	. !.	BAD C				s 4.40	-
											s 8.20				1.40	20	. ,	FRFREMONTD					
																		BKD C	39	s 8.08			
											s 8.85		-	-	2.15				12	f 8.18		f 4.58	
											s 8.55	: :			2.80	60	15.5	LAKE	F W	f 8.28	10.18	f 5.08	
											s 9.80		-		2.50	50	22.4	BD C	F 53	s 8.43	s 10.82	s 5.25	
											A 9.45AM			L10.10PM	s 3 .10	100	24.2	CJ WOODINVILLEDN C	F W (s 8.48	s 10.37	s 5.80	
					779.17.55						See page 9			10.50	s 4.00	. 80	30.1	MBDN C	F 30	s 9.08	10.55	s 5.50	
					1 Marie 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					L 8.30AM			L 8.20A	s 11.80PM	A 4.30AM	150	38.5	8.4 OMSNOHOMISHDN C	F WO	s 9.30 7 ¶ 9.40		s 6.10 ¶ 6.20	
										s 8.55			s 8.45	12.01M	See page 9	45	43.7	MAD C	F W	s 9.55	s 11.28	s 6.33	
										s 9.15			A 9.00AM s	12.20		102	46.8	FDHARTFORDD	F 77	s 10.05	s 11.35	s 6.43	
										s 9.35			See page 9	12:45 676		60	51.2		F 32	s 10.20	11.48AM	s 6.56	
										#s9.57 № 10.05				1.00		53	57.4	EDGECOMB	F W		12.05PM	s 7.12	
	ч		<u></u>					<u> </u> -	وبجيئت والمراجع ويباران	s 10 30 11.52AM 343 342 928				s 1.25				ADN C	_	s 10.48	s 12.15	s 7.28	
	_	- in in												1.00					يرسد أس			s 7.84	
	`									s 12.10Pa 12.45				1.88		40	64.2	BTM. & N. CROSSINGD	F 05	s 1 1.00 928	12.26 927	s 7.04	
										s 1.15				2.00		65	70.5	MUMcMURRAYD C	F W	s 11.18	s 12.44	s 7.50	
										s 1.40				2.18		25	76.1	MONTBORNE	F 07	s 11.33	1.00	s 8.06	
							<u>·</u>			s 2.00				2.22		70	77.7	BGBIG LAKED	F	s 11.88	f 1.05	s 8.12	·
								-		s 2.45				2.35			1	CAD C	14	s 11.51A	f 1.20	s 8.25	
									L 7.00A	A 8.00PM		L 5.30AM		s 3.05		290	86.4	WLSEDRO-WOOLLEYDN CTWO G. N. CROSSINGS	F W (S 12.05P	s 1.30	s 8.40	
			•		İ			<u> </u>									87.0	Track Connection. 0.8P. S. & B. R. CROSSING Track Connection. 4.9	_		-		
									s 7.40			s 6.00		8.85			91.9	THORNWOOD C	22	f 12.22	930	f 8.55	
			ALL LIFE TO THE			CORRESPONDED TO THE PARTY OF TH			s 8.00 344			A 6.20AM		s 4.05		75	97.8	WKDCKERSHAMDC	F Y W	A12.35P s 684-930	s 2.05	A 9.10PM s 676	
			****						s 8.15			See Page 10	~	4.15		Spur 50	100.5	SAXON	F 31	See page 10	t 2.14	See page 10	
									s 8.25					4.22				ACME	F W		s 2.21		
						-			s 8.40					4.28				5.9	F 35		f 2.26 s 2.40		
									s 9.00					4.50					41 F		2.43		_
_									s 9.05% 9.37% s 10.10					5.25				8.9 1 NCNOOKSACKD C	42 F	-	s 8.05		-
		-						-									125.5	5.4 B. B. & B. C. CROSSING	51	. 25%	-		1
									A10.50AM					A 5.55AM		110		No Connection. 0.9 SUSUMASD	F W 6	5	A 8.25PM		
						produce a factor of the			Mon., Wed., Fri.	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	******************	-			DAILY		DAILY	
			-						3.50 10.4	6.30	2.15	.50	0.40	7.45	3.20 11.8		-	Time Over Subdivision Average Speed per Hour		4.55 19.8	5.50 21.6	4.50 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. 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.

										THIR	D SU	BDIVIS	ION-	Main	Line.	Eastward.
	FIRST	CLASS		ales. Wyes	S	Time Table No. 36E				SECOND	CLASS	•		THIRD	CLASS	
	348	342 Passenger DAILY	344	l, Sca	umbers	September 29, 1912 Succeeding No. 36D	from	ity	688	684	676	566	924	928	930	
	Passenger	Passenger	Passenge	r, Fue Table	on Nu	STATIONS.	n.	Capacity ing of	Freight	Freight	Freight	Mixed	Way Freight	Way Freight	Way Freight	
	DAILY	DAILY	DAILY	Wate Turn	Statie	Telegraph Offices and Calls	Distance	Car C Sidin	EXCEPT SUNDAY	EXCEPT	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	Tuesday, Thurs Sat.	
				WC OT	CF	YDSEATTLE YARDDN			A11.40PM			·	A 3.30PM			
	A 9.10PM	A 2.50PM	A 1.00PM	.L		UD.KING STREET STATION.DN	126.4						s 8.10			
	9.05	2.45	12.55			END DOUBLE TRACK	125.0				No. 675					
						G. N. CROSSING No Connection 1.9	123.8	· .			No. 675 has right over 676 Woodin-					
1	8.55	2.33 924	f 12.45	W		BAD	121.9	90	11.10		ville to Sumas.		s 2.50%			
s	8.47	s 2.28	s 12.40	w	C F 87	FRD	120.0	20	11.00				s 2.15			
s	8.88	2.20	s 12 34		C F	BKD	117.9				-		s 2.00			
	8.28	2.10	f 12.23		C F 42	KEITH	114.8	50	10.40				s 1.45			
	8.15	1.58	f 12.08PW	w	C F 46	LAKE	110.9	60	10.20				s 1.30			
s	7.58	s 1.40	s 11.50AW		C F 53	BD 1.8	104.0	50	9.40		See page 10		s 1.00			
s	7.53	s 1.35	s 11.45	W _T C	C F 55	CJDN 5.9	102.2	100	s 9.30		A 3.05AM 687		L12.50PM			
	7.38	1.20	s 11.30		CF	MBDN	96.3	80	s 8.55		2.45	See 565 , p 9		See 925, p.9	07 07 h 107 744	
9	7.15 s 7.05	s 12.58	111.10% s 10.55	WC	C F 69	OMSNOHOMISHDN	87.9	150	L 7.50PM			A 8.10PM		A 2.30PM s 2.10	District Company of the Company	
}				7	74	MAB						s 7.55	es e	200 C 30 July 44		
		s 12.35				FDHARTFORDD	and the second second	102				L 7.40PM		s 1.55		
		12.22		i	l	GETCHELL					12.45			s 1.20		
						EDGECOMB	69.0				12.10AM			s 12.85		
s	6.08	s 11.52 AM 928 927	s 9.52	Y 10 ME	91	ADN 3.8	66.0	132			11.55PM		-	12.15PM s 11.25AM 341 342 927		
s	5.58	11.85	s 9.40		C F 95	\ \ \begin{array}{llll} \lambda & N. CROSSING \\ BT & BRYANT & D \end{array} \ \begin{array}{llll} \text{Track Connection 6.3} & \text{Track Connection 6.3} & \text{Track Connection 6.3} \end{array}	62.2	40			11.40			11.00 s 10.40		
	5.42	s 11.18	s 9.25			MUMcMURRAYD	55.9	65			11.20			9.40 a s 9.05 £		
	5.28	11.04				MONTBORNE	50.3	25			11.00			s 8.80		
s	5.28	s 11.00	s 9.08			BGBIG LAKED	48.7	70			10.55			s 8.15		
s	s 5.10	s 10.48	s 8.50		C F	CAD	43.2	135			10.85			s 7.80		
s	s 5.00	s 10.41	s 8.40	WC	C F 117	WL. SEDRO-WOOLLEY DN Two G. N. CROSSINGS	40.0	290		A 1.25PM 341	10.25 s 9.55			L 7.00AM	A 2.20PM	
			\$			P. S & B. R. CROSSING	39.4		7							
		10.25			122	THORNWOOD	28.6	45 75		s 1.05	9.85 9.10≎				s 1.50% 1.45≔ s 1.00	
	L 4.00rm	s 10.10	929	Ŵ		WKWICKERSHAMD				L12.35PM 343	9.10 ³⁴ 8.55 ⁷		THE CONTRACTOR		s 1.00 12.10PM 343 684	
		s 9.59		w	C F 131 C F		25.9	Spur 50 18			8.43				s 11.55AM s 11.35	
		f 9.58		<u> </u>	133 C F 135	2.0 STANDARD	21.7	20			8.29				s 11.20	
		s 9.89			C F 141	DMDEMINGD	15.8	12			8.07				s 10.55	
		9.37			C F	ABBOTT	15.2 6.3	20			8.05 7.35				s 10.45 s 10.10	
		s 9.15			151	NCNOOKSACKD 5.4B. B. & B. C. CROSSING	0.9	18			7.65				3 10.10	
		L 9.00AM	1 +1	wç	1	No Connection 0.9 SUSUMASD	0.0	110			L 7.15PM				L 9.30AM	
	DAILY	DAILY	DAILY	O.I.	10/				SUNDAY	EXCEPT SUNDAY		EXCEPT SUNDAY	MONDAY	SUNDAY	Thurs., Sat.	
	4.35	5.50 21.6	4.50			Time Over Subdivision Average Speed per Hour			3.50 10.2	.50 13.6	7.50	.30 16.6	2.40 9.4	7.30 6.4	4.50 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.
Pilchuck 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.

I TYC.	stwa	rd) IID	TU	SUBDIVISION—ROSL	ימת עו/	NUII	/	Feet	uand.	1 14/	9											
			lsi	JUR		I	IN BRA	NUH		Eastv		Westw			-	F	IFTH	SUBDIVISION—BELT L	INE			E	astward.	,
		CLASS.	Scale and	ers	_	Time Table No. 36E September 29, 1912				OND CL	1		THIRD CLASS	SECOND CLASS.	FIRST CLASS.	a 5		Time Table No. 36E		FIRST CLASS.	SECOND CLASS.	THIRD		
577	57	75 573	rel, S	Numbers	from	Succeeding No. 86D	from		574	576	578		935	675	345	des and	H O L	Comboundary 00 4040	E >			936		
Mixed	Mi	xed Mixed	er, Fr tabl	ioi	ance	STATIONS.	dale		Mixed	Mixed	Mixed		Way Freight	D	_	ables	Ice fr	STATIONS.	dinville Capacity	1040	1070	Way		
EXCEP? SUNDA	r EXC	EPT EXCEP	Y S T S Y	Station	Distance Cle Elum	Telegraph Offices and Calls	Distance Lakedale				EXCEPT	,	ЕХСЕРТ	1	Passenge	Water, F Turntab Wyes Station	Distance from Black River	Telegraph Offices and	Woodinville Car Capacity of Sidings	Passenge	r Freight	Freight		
L 1.15	PM L 9.	20AM L 7.00	AM W C			CLCLE ELUMDN	1	1 -			A 5.15P	-l	L 9.45A		DAILY L 4.55P	M W Y C	-	Calls BIBLACK RIVERD	1			EXCEPT SUNDAY		
s 1.20	s 9.	25 s 7.08			2.0		5.	1	s 8.25	s 10.55	s 5.10	- 	s 9.55	8.80	5 5.00	21	·-	2.1		A10.05A		See page 6 A 5.20PM		
s 1.80	s 9.	85 s 7.18	0	CA	3.5	RSROSLYN	3.	6	s 8.15	s 10.45	s 5.00		s 9.55 10.30 346	0.00	936	B 22	2.1	{RTRENTOND} {C. & P. S. CROSSING} No Connection 0.2	22.0 50	s 10.00 935	4.55	5 10 s 4.45 345		
s 1.88	s 9.	48 s 7.28		CA	5.2	RONALD	1.	9	3 8.05	s 10.85	s 4.50	-					2.3	Track Connection 1.7	21.8					
A 1.45	PM A 9.	50AM A 7.80	AM:	б	6.1	0.9 BEEKMAN	1.0		L 8.00AM	L10.80A	L 4.45P						4.0	No Connection 1.4	20.1					
	_					1.0 LAKEDALE	0.	_							f	B .	5.4		8.7	t		· ·		
.30	-	.30 .30	_	-		Time Over Subdivision			.30	.30	20		s 11.55A	9.10	s 5.22	B 12	11.8	WILBURTON	2.3 20	s 9.85	4.20	s 3.50		
12.2	12		_	-		Average Speed per Hour	-	-	12.2	12.2	12.2	-	s 12.10P	9.20	f 5.27		_ -	NORTHRUP 1	0.7 50	f 9.80	4.10	s 8.40		
Bulle Maxiv Derai to a full st cars runni Extra	tin and mum G il Switch op above ng down trains n	Registering & rades.—Cle El a.—Cle Elum, ue this switch. I main track town ust wait at Ro	tation im to La pper swi he stub ard Cle lyn unti	Cle Elakedale. tch at tl switch o Elum. I second	um. he hea on the class	ame class in the opposite direction ad of wye toward Roslyn, will be left set main line, nearly in front of scale house trains clear at Cle Elum. No. 573 has right over 574 Cle Elum 79s connection.	for we at Rosl	st leg. lyn, wi	Roslyn coal ll be left set to	train is requ act as dera	ired to com	e t	s 12.80	9.85		10 ME -	23.9	No Connection 0.2	0.2		8.55	s 8.25		
No. 5 No. 5 No er	75 has ri 77 will w agines of	ght over 576 Cl ait 20 minutes any class must	e Elum t at Cle El pass unc	to Beekn lum for der the t	nan. No. 27 tipple	No. 573 has right over 574 Cle Elum 79s connection. on tipple tracks on the Roslyn Fuel Co	to Bed	kman.	ks at Beekmar				A 1.00P	А 9.55РМ	A 5.55PI s	CT CI W 55	24.1	CJDN	0.0 100	L 8.55A	L 3.15AM	L 2.45PM		
St	stwa	And the second second second second	CALL MARKET CO.		Annual Control	SUBDIVISION—SNOQUAL				Eastw	vard			See page 7	See page 9				سرخنديم ساند		See page 8			
THIRD CLASS		ST CLASS.	es,			Time Table No. 36E			FIRST		THIRD		EXCEPT SUNDAY	DAILY	DAILY		_ _			DAILY	DAILY	EXCEPT SUNDAY		
923		345	Sca and	Numbers	E	September 29, 1912	g				CLASS	l ————————————————————————————————————	3.15 7.4	1.35 15.9	1.00 24.1		- -	Time Over Subdivision		1.10	1.50	2.35		
	- 	340	es a	E S	ile o	Succeeding No. 36D	from	city	346		924		Eastwa	rd trains	are sune	rior to tr	ins of	Average Speed per Hour the same class in the opposite	directi	20.1	13.3	9.3		
Way Freight		Passeng	er, F ntabl	ion	Distance from Woodinville	STATIONS.	Distance Sallal	Car Capacity of Sidings	Passenger		Way Freight		Reduce	speed to 6	miles per	oodinville hour ove	and Bla r bridges	ck River. Nos. 345 and 346 will a 19 and 20.	register	by ticket a	t Black Ri	ver.		
EXCEPT SUNDAY	,	DAILY	Wat Wye	Station	Woo	Telegraph Offices and Calls	Dist	Car of Si	DAILY		EXCEPT MONDAY		Engines When N	must not	use glass v	works spu transfer o	rat Ren	ton.	fer will	he made at	t Black Bir	707	₹ v	
SUNDAI		See page		-					See page 10	-	See page 8		Nos. 34	5 and 346 v	will stop o	n signal a	Hough	ton Crossing	ver to V	Voodenvil	lle.	ver.		
See page 7		. Just Puge		CF	0.0	CJWOODINVILLEDN			i			1	All train	ns will send	l man ahe	ad to line	derail a	nd flag across C. & P. S. crossings	at Ren	ton.				
	M	L 5.55	W CT	55	0.0	3.9	39.2	100	A 8.48AM s		A12.05PM													
See page 7	M		W	55		WILLOWS			A 8.48AN s f		A12.05PM	Westwa	rd.			SEVEN	ITH	SUBDIVISION—EVERETT	BRANCH			E	astward.	
See page 7			W CT	55 B C 4	3.9	3.9	35.3		s f					OND CLA		SEVEN	es,	SUBDIVISION—EVERETT			SECOND		astward.	166
See page 7		L 5.55	W	55 B C 4 B C 7	3.9	3.9	35.3	43	s f		8 11.15AM 923		SEC	1			es,	Time Table No.	36E 12	m k	l	CLASS.	THIRD CLA	ISS.
See page 7		L 5.55	W W	B C 7	3.9 6.7 8.0	3.9 WILLOWS	35.3	43	s f			THIRD CLASS 925 41	sec	715	ASS.		es,	Time Table No.	36E 12	ce from r pacity	564	CLASS. 688	THIRD CLA	lss.
See page 7		L 5.55	W	B C 7 B C 8½	3.9 6.7 8.0 8.1	3.9	35.3	43 6 Spur	s f			THIRD CLASS 925 411 Way G. N. Freight Freight	SEC 401 t G. N. Freight	G. N. Freight	ASS. 565 Mixed	687	er, Fuel, Scales, ntables and	Time Table No.	36E 12	stance from nelter rr Capacity Sidings	564 Mixed	CLASS. 688 Freight	THIRD CLA	lss.
See page 7		L 5.55	W	BC 7 BC 8½ BC 11	3.9 6.7 8.0 8.1 9.7	3.9	35.3 32.5 31.2 31.1	43 6 Spur 6 Spur	s f			THIRD CLASS 925 41	SEC 401 t G. N. Freight	G. N. Freight EXCEPT SUNDAY	ASS. 565 Mixed	687 Freight EXCEPT	Water, Fuel, Scales, Turntables and Wyes	Time Table No. September 29, 19 Succeeding No. 36i STATIONS. Telegraph Offices ar	36E 12	Distance Smelter Car Capa of Siding	Mixed EXCEPT SUNDAY	CLASS. 688 Freight EXCEPT SUNDAY	THIRD CLA 926 Way Freight EXCEPT SUNDAY	\ss.

- Coo page :		pasco							See page 1	i	See page 8			Nos. 34	5 and 346	will stop o	n signal at	t Hou	ighton	Cros	ssing.						
L10.25AM	L.	5.55PM	CT W	C F 55	0.0	CJWOODINVILLEDI	N 39.2	100	A 8.48A	W	A12.05P	ļ		All train	ns will sen	id man ahe	ad to line	derail	and f	lag a	cross C. & P. S. crossings at Ren	ton.				and the second second	
	f			B _C	3.9		35.3		f			W	estwar	d.			SEVEN	ITH	I SL	JBD	DIVISION—EVERETT BRANCH				E	astward	d.
11.15AM 924	s	6.16		B _C	6.7	RMREDMONDI	D 32.5	43	s 8.26	-	s 11.15AM 923	THIRD CLASS		SEC	OND CL	ASS.		ales,	rs		Time Table No. 36E		SEC	OND (CLASS.	THIRD (CLAS
					8.0	PARADISE LOGG. RY. CRSG. Track Connection 0.1	31.2					925	411	401	715	565	687	iel, Sc s and	umbe	rom	September 29, 1912 Succeeding No. 86D	E C	50	64 (688	926	
	f			B C 8½		CAMPTON	_	Spur	f			Way Freight	G. N. Freight	G. N. Freight	G. N. Freight	Mixed	Freight	er, Fu itable s	N noi	ance f	STATIONS.	nce fr	dings Mi	xed F	Freight	Way Freight	
	f			B C 11		SAMAMISH		Spur	f			EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT	EXCEPT MONDAY	Wat. Wye.	Stat	Dista	Telegraph Offices and Calls	Distance Smelter	EXC	EPT E	EXCEPT	EVCEDT	
12.15PM	r	6.41		12		INGLEWOOD		Spur	·			See 928, p 8 L 2.55PM	4			See 566 p 8 L 8.25PM	L 5.80AM	WY OC	C F 69	0.0	OMDN 0.8	11.4 1	50 See 56	3, p 7 Sec	e page 8.0	See 927, p 7 A 7.40AM	
				15		MONOHON			s 8.08		s 10.10	1							BB 1	0.8		10.6					
12.50	s	6.52		19		GISSAQUAHI	_		l		s 9.80								BB 5	5.4	C. M. & P. S. RY. CROSSING No Connection 0.8	6.0				·	
	f			B C 23	23.1	HIGH POINT	. 16.1	22	f			8.25	L11.55PM	L 5.80PM	L 2 350	8.50	6.00										
1.50	s 7	7.22		B C 26	26.0	RNPRESTON	13.2	18	s 7.88		s 8.50	l	L			<u> </u>			1 1		WDN 1.5				6.85	7.15	
2.15	s 7	7.88	w	B C	29.0	FYFALLS CITY	0 10.2	12	s 7.20		s 7.50	A 8.85PF	12.05AM				A 6.10AM	WC OY	BB 8	7.7	EVDN 1.2	3.7 1	00 L 7.	30AM L	6.30PM	L 7.10AM	
	f			B C 32	32.0	SNOQUALMIE FALLS	7.2	4 Spur	f				A12.15AM	A 5.50PM	A 2.55PM		-		BB 9	8.9	PGG. N. JUNCTIONDN	2.5	10				
2.40	1	7.48		33	- 1	SOSNOQUALMIED					s 7.25									10.7	G. N. CROSSING No Connection 0.7	0.7					
3.00PM	A 8	3.00PM	Y C	30	[BN NORTH BENDD	1 1		L 7.00AN 924		L 7.10AM 346								BB12	11.4	SMELTER	0.0 1	75				
					39.2	SALLAL	0.0	3 Spur				EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY						EXC SUNI	EPT EX	XCEPT UNDAY	EXCEPT	
UNDAY		AILY							DAILY		EXCEPT MONDAY	.40	.20	.20	.20	.30	.40				Time Over Subdivision			30	.30	.30	
4.35		2.05				Time Over Subdivision	-		1.48		4.55	11.5	8.1	8.1	8.1	15.4	11.5				Average Speed per Hour		15	4	15.4	15.4	

4.35
7.8
17.9
Average Speed per Hour
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 truss 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 39 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.

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.

V	Vestwa	ard	-							EIGHTH SUBDIVISI MONTE CRISTO BRANC		1			E	astwa	rd.	W	estwa	d.				ENTH SUBDIVISION	N.			Eastwa	rd.
SE	COND	CLAS	ss.	FIRST	CLA	\ss	es,			Time Table N. 900			FIRST	CLASS	SE	COND CL	.ASS	SECOND	FIRST	CLASS.	iles,			1] [FIDET	CLASS.	SECOND CLASS.
571	567	7.	563	297	3	19	Scal k Wy	bers	E	Time Table No. 36E September 29, 1912	E		320	298	566	568	572	CLASS.	 		≷رٌزٍ ا	bers	8	Time Table No. 36E September 29, 1912	g <u>E</u>				
Mixed	Mixed	ed	Mixed	Passenger	Pass	enger	uel,	Nun	fr	Succeeding No. 36D	fro	pacity	Dassansa	r Passenger	Mixed	Mixed	Mixed	683	347	343	uel,	Num	fron	Succeeding No. 36D	fron	s	344	348	684
	Tuesda	dov	Monday		-		er, F ntab		ance	STATIONS.	te C	Capa		Passenger			Mixed	Freight	Passenge	Passenger	er, F	ion	ance	STATIONS.	ance	Capacity idings	Passenger	Passenger	r Freight
Wednes day	Thursd Saturd	sdav	and Friday	EYCEPT SUNDAY	EXC SUN	EPT DAY	Wat	Stati	Distance Hartford	Telegraph Offices and Calls	Distance from Monte Cristo	Car of Si	EXCEPT SUNDAY	EXCEPT SUNDAY	Monday and Friday	Tuesday Thursday Saturday	Wednes-	EXCEPT SUNDAY	DAILY	DAILY	Wate	Stati	Distance from Wickersham	Telegraph Offices and Calls	Distance from So. Bellingham	Car of Si	DAILY	DAILY	EXCEPT
L10.35	L10.3	B5AM L	.10.85AM	L 6.45PM	L 9.	. 1 OAM		C F	0.0	FDD	42.0	102					1 -										See page 8	See page 8	See page 8
<u> </u>	s	s		f 6.50	f 9	.15		B _D	2.5	LochLoy	39.1	25 Spur	f 9.50	f 7.25	s	s	s	L 6.80AM	L 9.10P	L12.85P	W	128		WKWICKERSHAMI	-	75	A 8.10AM s	A 4.30PM	A12.15P
1								B _D	4.6	SOBEY	37.4	20 Spur		_				s 6.85	f 9.15	f 12.40		1		MIRROR LAKE		15	f 8.05	1 4.25	s 12.10
s 11.15 11.55	A11.1	L5AM s	11.15 11.55AN	A 7.05PM	A 9.	. 8 OAM	Y	B _D	6.3	GFGRANITE FALLSD	35.7		L 9.85A	L 7.10PM	1.50	L12.45PM	s 4.20	s 6.45		f 12.46		4				15	f 7.59	f 4.19	s 12.01P
				, ,				B _D	9.5	CUTOFF	32.5				3 1.00			6.50	f 9.25	f 12.51				BLUE CANYON	_	20	7.54	f 4.14	s 11.55A
						Ī		B D	11.9	TUNNEL No. 2	30.1	10					7.		f	f		7		IDLEWILD	<u>_ </u>	No Sdg.	f	f	
s 1.00	PM	A	12.50PW	·			W Wye	B D	13.6		28.4	10		-	L 1.05PM		s 8.85		f	f	1 ME	9			_	No Sdg.	f .	f	
								B D 19	19.0	BOGARDUS	23.0	5 Spur						₹ \$7.20 7.34		f 1.11		11	: :			20	f 7.34 683	f 8.54	s 11.25
s 1.80								B D	20.0	GOLD BASIN	22.0	.l		-			s 8.00	7.55	f 9.58	f 1.21		B M 15	15.1	SILVER BEACH	1 1	No Sdg.	5 7.24	s 8.44	s 11.05
A 2.15	PM	_					w	B D 29	29.0	SILVERTON	13.0	16		-			L 2.20PM	8.00	10.00	1.28		16		LARSON4.0			7.22		s 11.00
						1		B D	30.0	BONANZA QUEEN	12.0	3 Spur		-				A 8.80AM	A10.15PM	A 1.35PM	WY	20		WDBELLINGHAMD		50	L 7.10AM	L 8.30PM	L10.30AM
						_				BARLOW PASS		Spur Spur		-									21.9	G. N. CROSSING Track Connection 0.6	0.6				
				. :		1	w _C	B D 42	42.0	MONTE CRISTO		100		·								B M 23	22.5	FNSO. BELLINGHAMD	0.0	50			
Wednes	 Thursd 	day	Monday and	ЕХСЕРТ	EXC	EPT	_						EVCERT	EVCEPT	Monday	Tuesday	W- 1	EXCEPT SUNDAY	DAILY	DAILY						· i	DAILY	DAILY	EXCEPT SUNDAY
3.40	Saturd	— -	Friday	SUNDAY	SUNI	DAY							SUNDAY	EXCEPT SUNDAY	and Friday	Thursday Saturday	Wednes- day	2.00	1.05	1.00				Time Over Subdivision			1.00	1.00	1.45
8.3	9.5	_	6.0	18.9		.20 8.9				Time Over Subdivision Average Speed per Hour			.20	.20	1.15	.45	2.30	10.1	18.7	20.1				Average Speed per Hour to trains of the same class	!		20.1	20.1	13.7

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

Special Rules Eighth Subdivision MONTE CRISTO BRANCH

See Special Rules on this and Page 12.

 $\textbf{Registering Station} \color{red}\textbf{-} \textbf{Hartford}.$ 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. 568, Hartford to Granite Falls. No. 563 has right over No. 566, Hartford to Robe.

No. 571 has right over No. 572, Hartford to Granite Falls.

No. 297 has right over No. 298, Hartford to Granite Falls.

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.

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.

-	West	ward.						NTH SUBDIVISION. DARRINGTON BRANCH			Eas	tward,
SECOND	CLASS	FIRST	CL	ASS.	Scales, Wyes	ers		Time Table No. 36E			FIRST CLASS	S. SECOND CLA
	569		3	327	Fuel, So	Station Numbers	from	Succeeding No. 86D	from	ity	328	570
	MIXED	٠.	Pa	ssenger	£2.	ion	Distance from Arlington	STATIONS.	Distance from Darrington	Capacity	Passenger	MIXED
	EXCEPT SUNDAY		EX SU	CEPT NDAY	Water Turn	Stat	Dist	Telegraph Offices and Calls	Dist	Car of Si	EXCEPT SUNDAY	EXCEPT SUNDAY
	L11.00AM		L	7.30PM	СЧ	C F 91	0.0	DN 5.4	28.6	1,32	A 9.40AM	A 5.80PM
s	11.25			7.45	w	B K	5.4	COOPER	23.2	4 Spur	s 9.25	s 4.50
s	11.45AM	-	s	7.53		B K	8.4	CICERO	20.2	Spur 7	s 9.17	s 4.80
<i>≱</i> s	12.00N	:	s	8.05		B K 11	11.9		16.7	28	s 9.07	s 4.10
s	12.15PM		s	8.10		B K 13	14.0	HALTERMAN	14.6	33	s 9.01	s 8.55
s	12.25		s	8.14		B K 15	15.7		12.9		s 8.56	s 8.40
s	12.40		s	8.20	w	B K 17	17.9		10.7	80	s 8.49	s 8.26
s	12.50		s	8.25		B K 19	19.7		8.9	30	s 8.43	s 8.20
s	1.00		s	8.80		B K 21	22.1	FORTSON	6.5	14	s 8.35	s 8.18
s	1.15		s	8.82		B K 22	22.6	IRVING	6.0	4 Spur	s 8.88	s 8.10
s	1.25		s	8.88		B K 24	24.7	GEBBOTT	3.9	10 Spur	s 8.27	s 8.00
	A 2.00PM		A	8.50PM	CY	B K 28	28.6	DARRINGTOND	0.0	24	L 8.15AM	L 2.45PM
	3.00			1.20				Time Over Subdivision			1.25	2.45
	9.5	Eastw		21.4	l .			Average Speed per Hour			20.2	10.4

See Special Rules on this and Page 12.

COMMERCIAL SPURS.

FIRST SUBDIVISION.

Distance from Ellensburg.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Younger	22.4	1 E	10	Garibaldi, F 279 & 280	75.6		••••
Hubner	41.0	••••	• • • •	Headworks, F 5, 279 & 280	81.6		7
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
Latona	7.9	1 E	4
Wood Spur	10,5	1 E	16
Pontiac, F 343, 344, 347 & 348	13.2	1 E	4
Lavilla, F 343, 344, 347 & 348	14.5	1 E	
Belden	14.7	1 E	8
Briarcrest, F 343, 344, 347 & 348	17.5		
Lake Forest Park, F 343, 344, 347 & 348	18.1	1 W	.8
Kenmore, F 343,344,347 &348	18.9	1 E	7
Wrenwood	20.6	1 W	••••
Wayne, F 343, 344, 347 & 348	21.5		
Hannan	22.3	1 E	14
Stockton	23.5	1 E	8
Bear Creek	25.4	1 E	17
Sand Spur	25.8	1 E	12
Grace, F 343, 344, 347 & 348	26.3	1 E	25
Brace	29.4	1 E	3
XL Spur	30.0	1 E ·	4
Cathcart, F343, 344, 347 & 348	33.5	1 W	12
Cobbner	36.0	1 W	
Bromart	37.2	1 E	32
Sinnett's	44.0	1 E	69
Bartlett	44.5	1 E	4
Lake Cassidy	50.0	1 W	3
Kelmire	50.5	1 E	6
Ryton	51.7	1 E	3
Harvey	54.9	1 E	4
Sisco, F 343, 344, 347 & 348.	55.8	1 E	15
M. & A. Tfr	58.8	1 E	6
	. viis e		

g	Street Station.			
_	Kelly's Spur	59.5	1 W	4
	Grantley	63.3	1 E	16
	Milldale	65.5	1 E	20
	Pilchuck, S 343, 344, 347 & 348	65.9	1 E	88
	Day's F 341-343,344,347 &348	68.2	Siding	10
	Ehrlich, S 343, 344, 347 & 348	73.6	1 W	20
	Buxton	75.7	1 E	29
	Chilco	77.2	1 W	7
	Conway	78.7	1 E	
	Nookechamp, F 343, 344, 347 & 348	79.1	1 E	5
	Tiloh	79.5	1 E	12
	Heather	81.5	1 E	5
	Sedro Quarry	84.5	1 E	7
	Norlum	88.7	1 E	40
	Cohone	92.6	1 E	18
	Prairie, F 343, 344, 347 & 348	94.1	Siding	10
	Lumans	95.2	1 W	16
	Morgood	99.4	1 E	
	Kogill	99.6	1 W	
	Doran, F 341 & 342	99.8	1 W	4
	Comar	103.9	1 E	
	McDonald's, F 341 & 342	105.7	1 W	4
	Coyne	107.5	1 E	7
	Van Zant's, F 341 & 342	107.9	1 W	8
	Case's Spur, F 341 & 342	108.8	1 E	5
	Eliton	112.6	1 E	13
	Lawrence, F 341 & 342	113.7	1 E	6
	McKee's	117.8	1 W	14
	Crescent	121.9	1 W	5

FIFTH SUBDIVISION. Distance from Black River.

Jones, F 345 & 346	20.3	1 E	5
Firloch, F 345 & 346	19.8	1 E	. 4
Feriton	16.6	1 E	2
Kincaid	16.0	1 E	5
Midlakes, F 345 & 346	12.6	1 W	5
Factoria, F 345 & 346	9.5		

Hazelwood, F 345 & 346	7.3		
Pines	6.9	1 E	6
May Creek, F 345 & 346	6.6	1 E	4
Quendall	6.0	Siding	8
Sanford, F 345 & 346	4.1	1 E	2

${\bf SIXTH\ SUBDIVISION.}$

Distance from Woodinville.

STATIONS	Miles	How Connected	Car Capacity	STATIONS
Hargon	1.7	1 W	7	Craven
Hollywood, F 345 & 346	2.4	1 W	19	Niblock
Pickering, F 345 & 346	17.4	1 E	3	Quariton
Grand Ridge, F 346	21.9	1 W	15	Tanners
Lovegreen	27.6	1 E	5	Weeks
:				

STATIONS	Miles	How Connected	Car Capacity
Craven	29.3	Siding	14
Niblock	32.4	1 W	100
Quariton	34.6	1 E	
Tanners	38.1	1 E	15
Weeks	38.2	1 E	100
		-	

SEVENTH SUBDIVISION.

Distance from Snohomish.

herwood	4 1	1 16	4	Madrona	8.4	1 E	80
Sherwood	4.1	1 15	4	Madrona	8.4	1 120	80

EIGHTH SUBDIVISION. Distance from Hartford.

1.0 2.0 2.5	1 E 1 E	65
		65
2.5	1 E	
		0
2.7	1 E	7
4.0	1 E	10
-	4.0	4.0 1 E

Enos Quarry	7.3	1 E	30
Atlas	8.3	1 E	5
Hemple	20.2	1 E	5
Tyree	23.2	1 E	21
Waldheim	26.7	••••	
Weiden Creek	39.0	••••	• • • • •

NINTH SUBDIVISION. Distance from Arlington.

Gravel Pit	0.7	1 E .	4
Jenora	5.7	1 E	20
Cavano	9.0	Spur	••••

Gorlock	18.4	Siding	25
Lampson	20.2	1 E	5
Tupper	25.2	1 W	Spur

TENTH SUBDIVISION. Distance from Wickersham.

		,	
Hale	1.7	1 E	5
Roxbury	3.6	1 W	7

Matson	14.5	1 W	7
Mogul Log Co	14.5	1 E	24

ELEVENTH SUBDIVISION.

	DIST	ance from	Interpa

ard (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.

Crossing Gate situated where Marysville & Northern Ry. crosses N. P. tracks at Bryant. Normal position blocks M. & N. tracks. N. P. trains will not stop at this crossing unless gates are against them. Freight trains must not exceed speed of twelve (12) miles and passenger trains twenty (20) miles per hour over this crossing.

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.

No power heavier than Class "C" engines coupled together may cross Skagit River bridge, No. 50, 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.

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. If flagman should be absent trains

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

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 betwee 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."

O. F. OHLSON,

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

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. F. FITZSIMMONS. Trainmaster, Seattle.

H. M. MORAN, Chief Dispatcher, Seattle.

J. E. CAMPBELL Trainmaster. Seattle. Trainmaster, Seattle.

TONNAGE RATINGS—FREIGHT ENGINES.

FIRST SUBDIVISION.—EASTWARD.

	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	
GRADES.	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 Buckle	ey Line			mum Cars		imum Cars	Maxi 60 (mum Cars	Maxi 60 C	mum Cars	Maxi 60 C		Maxi 40 (mum Cars	40 (mum Cars	Maxi 40 (mum Cars

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

				TH	IIRD SU	BDIVI	SION—E	ASTWA	RD								TH	RD SU	BDIVIS	W—NO	ESTWA	RD.				
DISTRICTS.	Class D	2 & E 3	Clas	s E 6	Class	E 7	Class	F 3	Class	F 5	Class	F1	DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1		
· 	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Car	
Sumas to Wickersham	800	27	850	28	950	31	925	31	1100	36	1300	43	Seattle to Fremont	2000	50	2000	50	3000	60	3000	60	3000	60	3000	6	
Wickersham to Thornwood	425	14	450	15	550	18	535	18	600	20	700	23	Fremont to Keith	525	18	550	18	615	20	600	20	650	21	750	2	
Thornwood to Clear Lake	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Keith to Woodinville	1200	40	1200	40	1500	50	1500	50	1650	55	1800	ϵ	
Clear Lake to McMurray	425	14	450	15	540	18	525	18	575	19	675	22	Woodinville to Maltby	320	11	340	11	415	14	400	14	450	15	600		
McMurray to Sisco	850	28	900	30	1080	36	1050	35	1150	38	1350	45	Maltby to Snohomish	2000	40	2000	40	2500	50	2500	50	3000	60	3000	(
Sisco to Getchell	425	14	450	15	540	18	525	18	575	19	675	22	Snohomish to Machias	820	28	900	30	980	32	950	32	1000	33	1100	1	
Getchell to Snohomish	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Machias to Getchell	425	14	450	15	530	17	515	17	565	19	675	-	
Snohomish to Maltby	340	11	365	12	430	14	415	14	475	16	625	20	Getchell to Arlington	2000	40	2000	40	2500	- 50	2500	50	3000	60	3000	(
Maltby to Bothell	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Arlington to McMurray	660	22	.685	23	765	26	750	25	800	27	900	:	
Bothell to Keith	800	27	850	28	975	32	960	32	1025	34	1150	38	McMurray to Sedro-Woolley	2000	40	2000	40	2500	50	2500	50	3000	60	3000		
Keith to Seattle	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Sedro-Woolley to Thornwood	425	14	440	14	525	17	510	17	560	18	660		
													Thornwood to Sumas	900	30	1000	31	1200	40	1200	40	1300	43	1500	-	
	Class D	2 & E 3	Clas	ss E 6	Clas	s E 7	Clas	s F 3	Clas	s F 5	Clas	s F 1		Class D	2&E3	Class	E 6	Clas	s E 7	Clas	s F 3	Clas	Class F 5		Class F 1	
DISTRICTS.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	DISTRICTS.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Са	
Fifth Subdivision— Eastward.													Fifth Subdivision— Westward,													
Woodinville to Kirkland	800	27	825	27	975	32	960	32	1030	34	1150	38	Black River to Woodinville	1100	37	1200	40	1400	46	1400	46	1500	50	1800	-	
Kirkland to Black River	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60	Sixth Subdivision— Westward													
Sixth Subdivision— Eastward.											-		Woodinville to Issaquah	1200	40	1200	40	1500	50	1500	50	1800	60	2200	_ (
North Bend to Falls City	775	26	800	27	1250	41	1200	40	1350	45	1650	55	Issaquah to Preston	260	9	300	10	415	14	400	13	450	15	550		
Falls City 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	(
Preston to Woodinville	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Seventh Subdivision-Westward		07	050		1000	00	000		1100	07	0000		
Seventh Subdivision-Eastward Everett to Snohomish	800	27	850	28	1000	33	980	33	1100	97	1400	. 10	Snohomish to Everett	800	27	850	28	1000	33	980	- 33	1100	37	2000	-	
Eighth Subdivision—							900		1100	37	1400	46	Eighth Subdivision— Westward.				,	<u>.</u>	[
Eastward		7	015	-	900	40	602	4.0	602			ا	Hartford to Granite Falls	500	17	525	18	850	28	825	27	900	30	1000		
Monte Cristo to Silverton	200		215	7	300	10	285	10	335	11	435	14	Granite Falls to Robe	310	10	315	10	350	12	325		375	13	475		
Silverton to Hartford	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Robe to Silverton	325	11	350	12	450	15	425	14	475		575		
Ninth Subdivision—Eastward and Westward. Arlington and Darrington	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Silverton to Monte Cristo Tenth Subdivision—	200	7	215	7	300	10	285		335		435		
Tenth Subdivision— Eastward,													Westward. Wickersham to Mirror Lake	340	11	365	12	415	14	400	13	475	16	575		
Bellingham to Larson	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		
Larson to Wickersham	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	6	

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

		S
CLINTON T. COOKE, Oculist, Seattle	W. A. DORSEY, Sedro-Woolley, (S)	W. E. GIBSON, Issaquah, (S)
P. W. WILLIS, King St. Sta. (S)	E. M. ADAMS, Arlington, (S)	E. S. CLARK, Sumas, (S)
F. S. BOURNS, Seattle Yd.Office (S)	N. S. McCREADY, Snohomish, (S)	A. M. SMITH, Bellingham, (S)
Seattle Tool Car, (S).	W. C. COX, Everett, (S)	Woodinville (S)

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

J. C. McCAULEY, Ellensburg, (S)

H. R. SMITH, Easton, (S)

Lester, (S)

D. O. KEARBY, Cle Elum, (S)

B. E. HOYE, Auburn, (S)

Puyallup, (S)

P. B. WING, Oculist, Tacoma W.G. CAMERON, Specialist, Tacoma N.P.B.A.Hospital, Tacoma, (S) Baggage Room, Tacoma, (S) Round House, Tacoma, (S) Head-of-Bay Yard Office, Tacoma, (S)
Half Moon Yard Office, Tacoma, (S)
Tool Car, Tacoma, (S)
Wharf, 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

