NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME

TABLE

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

SUNDAY, December 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.

| estward | i. | | | <u>.</u> | | | | - | | | r I | RST SUBDIVI | 310 | N | | | | | | | | | L | astward | a |
|-------------------------------|--------------------|---------------------------|--------------|--------------|--------------|------------------------------|---------------------|--------------|------------------------|---------|------------|---|-------|----------------|---------------|--------------------|-----------------------|---------------|----------------|-----------------------|----------------------------|-------------------|---------------------------------|----------|-------|
| THIRD (| CLASS. | SECOND CLASS. | | | FIRST | CLASS. | | . 11 | les | , n | - | Time Table 37 | | | | | FIRST | CLASS. | | | SECOND CLASS. | THIRD | CLASS. | | |
| 939 | 937 | 603 | 5 | 1 | 279 | 3 | 257 | 41 | el, rntab | Number | from | December 29, 1912 Succeeding No. 36G | rom | lty | 258 | 280 | 4 | 42 | 2 | 6 | 602 | 938 | 940 | | |
| Way Freight | Way Freight | Freight | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | r, Fu 8, Tu Nyes | N uo | april spri | STATIONS. | 1 5 5 | apacl | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Freight | Way Freight | Way Freight | | - |
| Mon., Wed. and Friday | | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | Wate Scale and | Station | Distar | Telegraph Offices and Calls | Dista | Car of Sie | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | EXCEPT SUNDAY | Tues., Thurs. and Saturday | | - |
| L 6.15AM | | L 7.00PM | L 4.55PM | L 3.15PM | L12.40PM | L 5.40AM | L 3.45AM | L 2.45A | WC O T | - | 0.0 | EBELLENSBURGDN 3.6 | 105.4 | | A 5.15AM s | A12.40PM ¶s 279 | A 1.25PM | A 9.25PM s | A11.55PA | A12.55A | A 8.00AM | , | A 4.00PM | | Γ |
| s 6.80 | | 7.10 | 5.02 | 3.21 940 | 12.50 | 5.47 | 8.52 | 2.52 | | 1851 | i | SHOSKIN P 4.0 C. M. & P. S. overh'd Cr. 1 m w | 101.8 | 60 | 5.09 | 12.80 | 1.17 | 9.16 | 11.46 | 12.46 | 7.10 | | s 3.21 1 3.10 | | |
| s 6.456 6.508 | | 7.22 | f 5.10 | 8.80 | s 12.59 | s 5.55 | f 4.00 | 8.00 | | 1855 | | TPTHORPDN | 97.8 | E 60 | 5.02 | s 12.24 | 1.11 | f 9.10 | 11.40 | 12.40 | 6.50 939 | | s 2.55 | | - |
| s 7.05 | | 7.80 | 5.16 | 8.85 | 1.06 | 6.02 | 4.07 | 8.05 | W | 1858 | 10.4 | DUDLEY P | 95.0 | E 90 W 80 | 4.57 | 12.18 | 1.06 | 9.05 | 11.86 | 12.84 | 6.80 | | s 2.40 | | - |
| s 7.20 | | 7.42 | 5.28 | 3.48 | 1.18 | 6.10 | 4.17 | 8.18 | | 1862 | 14.5 | KOUNTZE P | 90.9 | 70 | 4.50 | 12.12 | 12.58 | 8.57 | 11.29 | 12.27 | 6.10 6.00 | | s 2.28 | | - |
| s 7.80 | | 7.50 | 5.29 | 8.48 | f 1.18 | 6.16 | 4.28 | 8.18 | W 1.8 | 1865 | 17.2 | BRBRISTOLDN | 88.2 | E 58 | 4.44 | f 12.07P | 12.58 | 8.52 | 11.24 | 12.22 | 5.50 | | s 2.08 | | _ |
| s 7.45 | | 8.00 | 5.87 | 3.55 | 1.27 | 6.24 | 4.36 | 8.25 | M W | | | 3.8TEANAWAY F | | W 64 | | | 12.47 | | 11.16 | | 5.85 | | s 1.52 | | - |
| s 9.00 | | 8.15 8.38 | s 5.45 | 4.08 | s 1.37 | s 6.35 | | 8.82 | WCY | | | 3.8 CLCLE ELUMDN | | W 68 | 257 | s 11.52A | 12.40 | s 8,38 | 11.10 | s 12.07A | 5.20 | - | 1.37 | 4.20,000 | 631 |
| | | 8.38 42 8.55 | 5.58 | 4.13 | 1.45 | 6.45 | A 50 | 8.40 | - | 1077 | 90.0 | 4.4 BAKERF | 70 | 70 | 4.17 | 11.48 | 12 22 | 8.26 | 11.02 | 11 579 | AFOR | | s 12.55 279 | 5 | |
| s 9.15 s 9.80 | | 9.05 | 5.59 | 4.19 | f 1.52 | 6.51 | 4.53 602 4.59 | 3.46 | - | | | 2.5 NSNELSON'SDN | | | <u> </u> | f 11.38 | 12.32 940 12.28 | 8.21 | 10.58 | | 4.45 | | 4 12.40 s 12.15 s 12.05PM | | |
| s 9.45 | | 9.15 | 6.05 | 4.23 | 2.00 | 6.56 | 5.05 | 3.51 | - | | | 2.7TALMAGE I | - | W 60 | 602 4.06 | 11.82 | 12.24 | 8.15 | 10.54 | 11.47 | 2584.30 41 3.35 3.20 | | s 11.50AM | | - |
| | | 9.35 | s 6.15 | | s 2.10 | | - | | wc | | | 3.7 ESEASTONDN 4.0 | | | | s 11.25 | | s 8.08 | 10.49 | 11.41 | 3.05 | | - | | |
| s 10.00AM 12.20PM 280-4 | | | | | | 1 111 | | | | | | C.M. & P.S. overh'd Cr. 1.4 m v | · | _ | <u> </u> | 939 | - | | | | | | s 10.40 280 | | - |
| \$ 12.40 | | 9.55 | 6.25 | 4.45 | 2.21 | 7.20 | 5.25 | 4.13 | | | | UPUPHAMDN | - | W 75 | 8.50 8.40 | 11.15 | 12.11 | 7.59 | 10.41 | 11.81 | 2.45 | | s 10.25 | | - |
| s 1.05 s 1.80 | | 2 10 .25 10 .33 | 6.86 | 4.58 5.10 | | 7.31 | 5.35 | 4.25 | | | | RTMARTINDN 3.6 SISTAMPEDEDN | - | W 90 | <u></u> | f 11.05 | 12.08PM | | 10.33 10.21 | 11.22 | 2.30 | | s 10.10 s 9.50 | | . _ |
| s 1.45 | | 10.55 6 11.10 11.25 | 6.56 | 5.18 | 2.54 | 7.51 | 5.55 | 4.46 | | | | 2.8 BOBORUPDN | | W 60 | 3.17 | 10.42 | 11.41 | 7.26 | 10.11 | 11.10 603 10.58 | 1.40 | | s 9.30 | | - |
| s 2.00 | | 11.40 | 7.08 | 5.25 | 8.02 | 7.59 | 6.02 | 4.58 | | | | 2.8KENNEDY I | - | W 68 | <u> </u> | 10.80 | | 7.17 | 10.02 | 10.46 | 1.20 | | s 9.12 | | - |
| s 2.10 | | 11.50PM | 7.08 | 5.80 | 8.07 | 8.05 | 6.09 | 4.58 | w | | | WNWESTONDh | | 0 E 60 | | 10.24 | 11.26 | 7.08 | 9.55 | 10.38 | 1.05 | | s 9.00 | | - |
| A 2.30PM | L 7.00A | 8 12 · 10 AM 8 12 · 25 | 7.20 | 5.42 | s 8.16 | s 8.15 | 6.20 | 5.10 | wci | 1911 | 62.0 | DMLESTERDN | 43. | W 55 4 290 | 2.50 | s 10.18 | 11.15 | s 6.55 | 9.44 | 10.26 | 812.40 | A 4 10P | L 8 30 AM | - | - |
| | s 7.10 | - | 7.25 | | f 8.21 | | f 6.25 | f 5.15 | ╁ | 1913 | 64.1 | HOT SPRINGS I | 41. | 3 F 70 P 22 | 2.39 | f 10.03 | 11.07 | f 6.43 | 9.84 | f 10.15 | | s 3.55 | 3 | | - |
| | s 7.80 | 1.00 | 7.87 | 5.56 | f 3,32 | 8.80 | 6.87 | 5.28 | - | 1917 | 69.3 | MYMAYWOODDN | 36. | | <u></u> | f 9.49 | 10.56 | 6.31 | 9.28 | 10.03 | 11.50Pi | s 3.3262 3.158 | | | - |
| | s 7.50 | 1.25 | 7.47 | 6.05 | 900 | f 8.89 | 6.45 | 5.40 | w | | | 3.9 HUMPHREYI | - | W 60 | | f 9.89 | | f 6.23 | 9.14 | | 11.80 | 3.15% s 2.50 | - | | - |
| | s 8.20 | 2.00 2582.09 | s 7.57 | 6.14 | | | _ | f 5.49 | | | | 3.5 EG.EAGLE GORGE.DN | _ _ | W 74 | | s 9.80 | 10.89 | f 6.14 | 9.05 | f 9.43 | 11.15 | s 2.30 | _ | | - |
| | s 8.350 | | 8.02 | 6.21 | | 8.54 | 7.04 | 5.55 | 1 | | | LEMOLO I | - | - | ļ | f 9.22 | 10 88 | 6.05 | 9.00 | 9.35 | 11.05 | s 2.10 | - | | _ |
| | s 9.45 | 2.35 | 8.18 | 6.31 | f 4.06 | | 7.15 | 6.05 | | 1932 | 83.6 | JCPALMER JCTDN | | 8 60 | 1.58 | f 9.10 9.00 | 10.23 | 5.58 | 8.49 | 9.23 | 10.45 | s 1.50 | | | |
| | s 9.55 4 10.30 | 2.40 | 8.16 | 6.35 | s 4.10 | s 9.12 9.20 | s 7.18 | s 6.10 | W Y | Ā | 84.8 | GVKANASKATDN | | 6 E 60 | 1.50 | 3 | 10.208 | s 5.50 | 8.47 | s 9.20 | 10.40 | s 1.45 | | - | 1 188 |
| | 4 10.30 s 10.45 | 2.50 | 8.28 | - | f 4.17 | | 7.26 | | | 1 A | | 3.2 BYRDI | - | - | | s f 8.48 | | 5.86 | 8.87 | 9.08 | 10.10 | s 12.55 | - | | - |
| | s 11.40A | 2.57 | 8.32 | 6.48 | s 4.28 | s 9.33 | 7.82 | s 6.23 | _ | A 7 | 90.1 | ARRAVENSDALEDN | 15. | 3 280 | 1.35 | s 8.48 | 9.57 | s 5.31 | 8.32 | 9.02 | 10.00 | 12.45P | H | | - |
| | s 12.05P | | 8.45 | 7.00 | f 4.85 | 1 9.43 | 7.48 | f 6.38 | w | A | 96.9 | C.&P.S. o'rh'd Cr. 2 m w. Tr co | - | 5 E 60 | 1.20 | f 8.27 | 9 43 | 5.15 | 8.15 | 1 8.45 | 9.85 | 937 s 11.10 | | - | - |
| | | | 6 | | | 4 | | | ž | 14 | | 3.0 | _ | W 60 | | | 3 | | | 5 | | | | | - |
| | s 12.20 | 8.20 | 8.52 | | f 4.41 | _ | | f 6.45 | | | | WYNACO I | _ | _ | | 1 8.20 | | f 5.08 | 8.05 | | | s 10.50 | | | - |
| | | M A 3.85AM | A 9.10P | A 7.20P | A 4.50P | A10.05A | A 8.00A | A 7.00A | w Y W <u>≵</u> E's | t 9 | 105.4 | AUAUBURN,D | 0. | 250 | L 1.00A | 8,10A 257 | 9.25AM | 279 | L 7.55 | 8.25P | L 9.10P | L10:30A | | , | - |
| | EXCEPT | - | DAILY | DAILY | | DAILY | | DAILY | | | | | | _ | DAILY | DAILY | | DAILY | DAILY | DAILY | DAILY | · [| Tues., Thurs. | | _ |
| 8.15 7.5 | 7.6 | 8.35 12.0 | 4.15 24.8 | 25.8 | 4.10 25.2 | 4. 25 23. 9 | 4.15 24.8 | 4.15 24.8 | _ | - | | Time Over Subdivision Average Speed per Hour | - | - | 4.15 24.8 | 23.4 | 26.4 | 23.4 | 26.4 | 4.30 23.4 | 9.8 | 5.40 7.6 | 7.30 8.3 | | - |

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.

Auburn.—East end gravel pit siding.

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.
Kanaskat.—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.

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 twenty (20) miles per hour around curves at old tunnel 5, between Stampede and Borup, 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 Lester; at Martin before passenger train due Upham and at Upham before passenger train due

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

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

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. 3, 42, 279 and 280 will stop on signal at Nagrom, and Nos. 279 and 280 will stop on signal at Headworks and Soos Spur.

On Sundays, special trains are operated on Roslyn Branch for the accommodation of passengers.

Leave Cle Elum 10 a. m., 1:15 p. m., 4:00 p. m. and 6:00 p. m.

Leave Beekman 10:45 a. m., 2:00 p. m., 4:45 p. m. and 6:45 p. m.

No. 4 will connect with No. 396 at Kanaskat.

No. 280 will connect with No. 368 at Palmer Jct.

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.

Tacoma division No. 395 will connect with No. 257 at Kanaskat.

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

Track No. 3 at Stampede can not be used.

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.

Freight train conductors and enginemen will comply with the following, concerning the handling of trains through tunnel No. 3:

On whistling for either Martin or Stampede the engineman must place the handle of the brake valve in full release position and obtain 90 pounds train pipe pressure as promptly as possible. (Engineman must see that low pressure governor head does not exceed 90 pounds). Following this he must obtain "Proceed" signal before entering tunnel No. 3, to be passed from conductor to head engineman by helper engine whistle and head brakeman. Conductor will not give this signal until the train pipe pressure in the caboose has been increased to at least 80 pounds.

No retaining valves need be used with trains of all empties through tunnel No. 3, but such trains must be stopped and all retaining valves turned up before leaving either Stampede or Martin. With other freight trains, before entering tunnel No. 3 turn up all retaining valves Westward, and all but the rear one-third Eastward, turning all up before leaving Martin.

If for any reason the train breaks in two or more parts while in tunnel No. 3, train and enginemen should arrange

to get engines out of tunnel promptly as possible. If necessary, take engines and cars out in either or both directions. When portion of train is left in tunnel, same should be made secure by blocking and not moved out until smoke and gas has cleared and it can be done safely. Blocking will be found on walls of tunnel on right hand side going east, about 50 feet apart and three feet above the rail.

Descending trains will carry 90 pounds train pipe pressure to Lester and to Easton. Following any stops during descent, the engineman must fully recharge the brakes before starting and the conductor must not give the "Proceed" signal until at least 80 pounds is shown by the caboose guage.

Eastward freight trains will stop at Lester to make terminal test, and at Easton to make examination of wheels and brakes. Westward freight trains will stop at Easton to make terminal test, and at Weston to make examination of wheels and brakes.

SECOND SUBDIVISION Westward (SEATTLE LINE) FIRST CLASS. Time Table 37 **December 29, 1912** 337 325 315 303 321 335 395 307 305 367 357 333 365 359 313 323 345 349 397 331 339 329 301 317 Succeeding No. 36G Passenger Passenge STATIONS. DAILY DAILV. Seattle Portland Express Kanaska North Ben Telegraph Offices and Calls No. 257's No. 3's No. 6's ccommo dation L10.00AM L12.00 N L12.10PM L L12.01AM L12.10AM L 6.00A 3.45PM L 4.00PM L 4.15PM 4.30PM L 7.80M 8.35PM UD.KING ST. STA..DN 0.0 L 7.80M L 7.45M 8.00A L 8.45A . 4.35PM L 7.10PM T_W YD .SEATTLE YD., .DNARGO.....P 3.2 12.11 12.20 6.09 7.89 7.55 8.09 8.55 12.10PM 12.19 7.19 7.40 8.44 10.09 8.54 4.09 4.24 4.39 4.44 C F o Connection. 0.1 7.50 8.54 BI .. BLACK RIVER .. D 10.1 12.21 12.30 6.18 7.49 8.04 8.19 f 10.19 12.21 12.30 4.04 4.20 4.84 4.48 A 4.55PM W CF 7.52ORILLIA..... 12. See page 9O'BRIEN'S 7.55 f 12.32 12.40 6.25 8.00 9.04 KN KENT D | 16.4 7.59 8.12 8.80 9.15 10.29 s 12.30 s 12.40 4.80 4.57 7.37 4.14 4.48 C FTHOMAS..... 8.02 ... CHRISTOPHER. C F 19.6 8.05 9.14 6.32 7.45 8.08 12.42 12.48 A 8.10AM 8.19 8.89 A 9.25AM 12.50 GR....FIRST ST.....D 21. f 10.38 12.40 4.23 4.88 4.51 f 5.05 AU....AUBURN....DN 22. f 12.44 A12.50AM 6.34 L 7.15A 8.21 L 8.15A s 10.40 s 12.48 s 12.53 4.25 5.10 A 7.50PM A 8.10PM L 7.30PM 9.16 Y CF 4.53 ...DIERINGER 9.25 12.54 7.23 8.22 8.50 CF 26. 6.40 8.27 s 10.48 12.51 1.01 4.82 5.17 7.42 5.00 f 12.58 7.28 8.55 7.49 9.80 C₂F SN.....SUMNER.....D 6.44 8.81 8.26 10.54 12.58 1.08 4.86 5.21MEEKER...... 30.0 Y 1966 1.02 6.46 7.88 8.88 8.30 8.58 10.57 1.01 1.11 4.89 5.24 7.58 9.84 5.08 L 6.50P PY...PUYALLUP...DN 31.9 s 1.07 6.487.38 8.85 8.83 9.05 L11.00M s 11.02 1.10 1.20 4.48 5.15 5.30 s 7.58 9.38 RN..TIDEWATER..DN 38. 1.20 7.00 7.52 7.00 8.10 9.50 1972 8.47 4.55 8.45 9.05 9.18 11.10 11.15 1.25 1.35 5.30 5.45 A 7.05M A 8.00M Q.....TACOMA.....DN 40.4 A 7.05PM A 8.15PM A10.00P A 1.80M A 8.5544 A 9.0044 A 9.1544 A 9.2544 A11.15AM A11.20AM A 1.80PM A 1.40PM A 5.00PM A 5.85PM A 5.50PM ...TACOMA WHARF... 41. DAILY Time Over Subdivision 1.29 1.05 .45 .40 1.10 .45 .20 1.25 1.20 1.30 1.30 1.20 1.20 .20 .40 .40 .45 1.25 .40 .45 28 8 Average speed per hour 26.9 33.0 37.2 24.5 32.3 34.6 24.5 28.3 28 8 32.3 34.0 30.3 26.9 29.3 30.3 30.3 30.3 32.3 34.0 33.0 24.5

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.

Builetin 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 semaphore of train order signal as seen by an approaching train, same as if moving with the current of traffic.

Through trains or trains other than those that enter double track, originate or have taken siding at Puyallup or Auburn, need not obtain clearance at these points unless stop or caution signal is displayed.

Passenger trains from First Subdivision arriving First Street, Auburn, may enter double track when signals are clear, and back to Auburn, with current of traffic, without obtaining train order authority or clearance, protecting when necessarv 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 Mecker 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 Puyaliup.

The same rule to apply with regard to westward trains which pull in on westward siding. They must also report clear by telephone from Meeker or direct to operator at Puyallup and before again using the block obtain right to do so in the same manner.

In order to fully safeguard movements of Eighth Subdivision of Tacoma Division track between Meeker and Puyallup and which track is also used as a siding for main line trains and for safeguarding the gauntlet in front of the tank in which Tacoma Division trains use the eastward main line, the following will govern during foggy weather. The conductors and enginemen of trains from Eighth Subdivision of Tacoma Division, before leaving Meeker, will obtain from the operator at Puyallup by telephone, block indicating position. of trains on eastward track between Puyallup and Meeker and, in addition to this, before using gauntlet, will fully protect as per rule 99, will also ascertain from operator the position of trains on Tacoma Division track between Puyallup and Meeker. No train, either Seattle or Tacoma Division, will use this portion of track during foggy weather without obtaining block from operator at Puyallup and, in addi-

| | We | estward. | | | | | - | | | | SECO | ND SU (SEATTI | | | • | | | | | | · · · · · · · · · · · · · · · · · · · | | | | |
|---|-----------|--|--------------|-----------|-----------|-------------------------|--|---------------------------------------|------------------|----------|----------|------------------|------------|--------------|----------------|-------|---|----------------------------|---------|---------|---------------------------------------|-----|---------|---|---|
| | | Time Table 37 | | | | FIRST CLA | SS. | | | | | SEC | OND CLA | SS. | | | | | \ | TH | IRD CLA | ss. | | | |
| es, Wyes | | December 29, 1912 | | 5 | 355 | | | | 681 | 689 | 679 | 677 | 675 | | 1 | | 935 | 971 | | | | | | | |
| Scal | ıbers | Succeeding No. 36G | Ē | Passenger | Passenger | | | | Freight | Freight | Freight | Freight | Freight | | | | Way Freight | Way Freight | | | | | | | |
| Fuel, bles | Numbe | STATIONS. | e fro | DAILY | DAILY | | | | EXCEPT MONDAY | I | DAILY | DAILY | DAILY | | _ | | EXCEPT SUNDAY | EXCEPT MONDAY | | | | | | | |
| Water, Fuel, Scales, Turntables and Wyes | Station | Telegraph Offices and Calls | istanceattle | | Gt. Nor. | | | | | Gt. Nor. | | No. 602 | | | | | *************************************** | From Tacoma Division | | | - | | | | |
| ≯⊱ T W Y | C F | UD.KING ST. STADN | | | L10.80PW | | | | - | L 2.00A | | | | | | | <u>:</u> | | | <u></u> | | | | | |
| L Y | 31 C F | VD .SEATTLE YDDN | 0.8 | | | | | - | L 1.30AM | | L 6.45PM | L 7.85% | L 7.45PM | | - | | L 9.15AM | | | - | | | | | |
| OT | 31 C F | YD .SEATTLE YDDN 2.4 | 3.2 | | 10.40 | | | | s 1.50 | 2.20 | 6.56 | 7.50 | 8.00 | | - | | s 9.80 | | | - | | | | | |
| | 27 | 6.8 C. M. & P. S. R.R. CROS. | | | | | | | | | | | | | - | · | | | <u></u> | - | · | | | | |
| w | C F | No Connection 0.1 BIBLACK RIVERD 2.1 | 10.0 | | f 10.50 | | | | 2.15 | 2.45 | 7.10 | 8.05 | A 8.20P | | | | A 9.45AM | | | - | | | | | |
| - | CF | 2.1 ORILLIA 2.0 | | | | | | | , | | | | See page 7 | | - | | See page 10 | | | | - | | | | *************************************** |
| | | O'BRIEN'S | | | | | | | | | | - | | | | | | | | - | | | | | |
| | | 2.2 KNKENTD | 16.4 | | f 11.01 | | | | 2.80 | s 8.10 | 7.22 | 8.20 | | | | | | | | | <u> </u> | | | | 1 |
| | | 1.8 THOMAS | | | | | | | | | | | | | - | | | | | | | | <u></u> | | |
| | | CHRISTOPHER | | | | | | | ļ | | | | | | - | | | | | | | | | , | |
| - | | GRFIRST STD | | | 11.10 | | | | 2.45 | 3.40 | 7.81 | A 8.40PM | | | | | | | | | | | | | |
| Y | | 0.5 AUAUBURNDN 4.4 | | | f 11.12 | | | | s 4.00 | s 3.45 | 7.88 | See Page 1 | | | | | | | | | | | | | |
| | | DIERINGER | 26.4 | 9.30 | 11.21 | | | · · · · · · · · · · · · · · · · · · · | 4.20 | 4.00 | 7.47 | | | | | | · | | | | | | | | |
| | | SNSUMNERD | | | f 11.25 | | | | s 4.85 | s 4.05 | 7.55 | | | | | | | - | | | | | | | |
| Y W | .l | MEEKER P | | <u> </u> | 11.29 | | | | 4.45 | 4.15 | 7.58 | | | | | | | | | | | | | | |
| | | PYPUYALLUPDN | | | f 11.88 | | | | s 5.05 | s 4.30 | 8.03 | | | | : | | | L 1.22M | | | | | | | |
| w | 1972 | RNTIDEWATERDN | 38.7 | 10.00 | 11.45 | lain ann tao han death. | | | 5.25 | 4.50 | 8.20 | | | | | | | 1.50 | | | | | | | |
| w | | QTACOMADN | | | | | | | | A 5.00A | | | | | | | | | | | | | | | |
| | | TACOMA WHARF | | | | | | | A 6.00AM | | A 8.30PM | | | | | | | A 2.10PM | | | | | | | |
| | | | | DAILY | DAILY | | ************************************** | | EXCEPT MONDAY | DAILY | DAILY | DAILY | DAILY | | | | EXCEPT SUNDAY | EXCEPT MONDAY | | | | | | | |
| | | Time Over Subdivision | | .50 | 1.20 | | | | 4.30 | 3.00 | 1.45 | 1.05 | .35 | | | | .30 | .48 | | | | | | | |

19.6 17.3 EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

9.1 13.5 23.2

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.

Average speed per hour

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

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. 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 and connect with No. 279 at Auburn.

Extra leaving Auburn about 1:00 a. m. after making No. 258's connection will stop on flag at Dieringer.

Freight trains will fill out at Auburn when given pick-up list by agent.

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

SECOND SUBDIVISION.

| | | | | | | | | | | | (SEATTI | LE LINE | | | | | | | | | | | | | |
|--|---|--|--------------------------------|---|--|--|--|--|--|--|--|---|---|---|--|--|---|--|--|---|--|--|---|--|--|
| Time Table 37 | | | | | | e 20 d | | | | | | ī | | | | <u> </u> | | ſ | | | l | Ī | <u>`</u> | l | |
| , | | 338 | 302 | 360 | 316 | 368 | 336 | 310 | 396 | 346 | 306 | 366 | 308 | 358 | 314 | 318 | 304 | 324 | 330 | 398 | 340 | 350 | 6 | 322 | 332 |
| Succeeding No. 86G | | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenge |
| STATIONS. | icity s. | 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 | Car Caps | 258's Connection | Portland Seattle Express | Gt. Nor. | No. 41 | No. 280's con- nection via Buckley Line to Kanaskat | No. 257 | Buckley Line | nection via Buckley | NorthBend Accommo- dation | No. 3 | Puget Sound Express | Portland Seattle Express | Gt. Nor. | Portland Seattle Special | No. 42's Connection | No. 279 | Grays Harbor Express | Gt. Nor. No. 2 | Kanaskat Accommo- dation | No. 1 | No. 2's and Buckley Line Connection | | Grays Harbor Limited | No. 5's Connection |
| D.KING ST. STA. DN | | | A 6.50AM | A 7.80AM | A 8.00AM | | A 9.00AM | A10.05AM | | A10.30AM | A11.00AM | A 1.50PM | A 2.00PM | A 4.15PM | A 4.45PW | | A 5.50PM | A 6.05PM | A 6.50PM | | A 8.15PM | A 8.40PM | | A 9.45PM | A10.10 |
| D .SEATTLE YDDN | | | | | : | | | - | | | | | | | | | | | | | | | | | |
| ARGOP | | | 6.85 | 7.17 | 7.48 | | 8.48 | 9.50 | | 10.17 | 10.47 | 1.38 | 1.48 | 4.08 | 4.34 | | 5.88 | 5.53 | 6.38 | | 8.08 | 8.28 | | 9.84 | 9.55 |
| C. M. & P. S. R.R. CROS. No Connection. 0.1 | | | | | | | | | | ` | | | | | | | | | | | | | | | |
| BIBLACK RIVERD | 60 | | 6.20 | f 7.06 | 7.88 | | 8.38 | 9.40 | | L10.05AM | 10.32 | 1.26 | 1.36 | 8.51 | 4.24 | | f 5.27 | 5.42 | 6.27 | | 7.52 | 8.18 | | 9.28 | 9.42 |
| ORILLIA | 5 Spur | | | | | | | | | See page 10 | | | | | | | f 5.24 | | | | | | | | |
| O'BRIEN'S | 3 Spur | | | | | | | f 9.88 | | | | | | | | | f 5.21 | | | | | | | | |
| KNKENTD | | | f 6.07 | s 6.56 | 7.28 | | 8.28 | s 9.30 | | | 10.18 | s 1.16 | f 1.26 | 8.40 | 4.14 | | s 5.18 | f 5.28 | 6.17 | | 7.42 | s 8.06 | | f 9.18 | 9.82 |
| THOMAS | 8 Spur | | | | | | - | | | | | | | | | | f 5.14 | | | | | | | | - |
| CHRISTOPHER | 4 Spur | | | | | | | | | - | | | | | | | f 5.11 | | | | | | | | |
| GR. FIRST STD | | | 5.55 | 6.47 | 7.18 | | 8.18 | f 9.20 | | | L10.05A | 1.07 | 1.17 | 3.81 | 4.06 | | s 5.07 | f 5.17 | 6.07 | | 7.82 | s 7.58 | | 9.04 | 9.22 |
| AU AUBURN DN | 300 | A12.50A | f 5.53 | s 6.45 | L 7.15AN | 1 | L 8.15AN | s 9.18 | | | | s 1.05 | s 1.15 | 3.80 | 4.04 | A 4.40PM | L 5.05PM | s 5.15 | 6.06 | | L 7.30PM | 7.55 s 7.40 | As 8.10PM | s 9.02 | L 9.20 |
| | No Sdg. | 12.38 | 5.42 | 6.34 | | A STATE OF THE STA | | s 9.08 | | | | 12.55 | 1.06 | 3.23 | 3.57 | 4.31 | | s 5.07 | 5.54 | | | 7.29 | 7.58 | 8.58 | |
| SNSUMNERD | No Sdg. | s 12.33 | f 5.87 | s 6.80 | | | | s 9.08 | | | | s 12.50 | s 1.01 | 8.19 | 8.58 | s 4.28 | | s 5.08 | 5.49 | | | f 7.24 | s 7.58 | f 8.48 | |
| | | 12.28 | 5.80 | 6.26 | | | | 8.58 | | | | 12.45 | 12.56 | 3.16 | 8.50 | 4.23 | | 4.58 | 5.45 | | - | 7.19 | 7.48 | 8.43 | |
| | 70 | s 12.25 | s 5.27 | s 6.23 | | A 7.45A | | 8.55 s 8.45 | A 9.00A | 1 | | s 12.42 | s12.53 | 8.14 | 8.48 | s 4.20 | | s 4.55 | 5.48 | A 5.45PM | | s 7.16 | s 7.45 | s 8.40 | |
| RNTIDEWATERDN | No Sdg. | 12.14 | 5.15 | 6.10 | | 7.35 | | 8.85 | 8.50 | | | 12.29 | 12.39 | 8.04 | 8.39 | 4.04 | | 4.40 | 5.80 | 5.35 | فيداء ومساهوه | 7.05 | 7.84 | 8.29 | |
| QTACOMADN | | L12.10A | L 5.10 | L 6.05A | Я | L 7.30A | | L 8.80A | L 8.45A | i i | | L12.25P | L12.85M | L 3.00P | L 8.85P | L 4.00PM | | L 4.85PM | L 5.25PM | L 5.30PM | | L 7.00PM | L 7.80PM | L 8.25PM | |
| TACOMA WHARF | ton 2000 Public | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 Average Speed per Hour | | 29.7 | 24.2 | 1.25 | 29.3 | .15 | 29.3 | 25.5 | .15 | .25 | 23.4 | 28.8 | 1.25 | 1.15 | 1.10 34.6 | 29.7 | .45 | 1.30 | | | | 24.2 | 29.7 | 30.3 | 25.8 |
| | Telegraph Offices and Calls JD. KING ST. STADN 0.8 JD. SEATTLE YDDN 2.4 | STATIONS. STATIONS STATIONS | STATIONS. STATIONS. DAILY | STATIONS. STATIONS. STATIONS. Passenger Passenger DAILY DAILY | STATIONS. STATIONS. STATIONS. STATIONS. STATIONS. Passenger DAILY DAIL | Stations | December 29, 1912 Succeeding No. 38G STATIONS. | December 29, 1912 Succeeding No. 36G STATIONS. | December 29, 1912 Succeeding No. 366 Sas Sas | December 29, 1912 Succeeding No. 860 STATIONS. | December 29, 1912 Succeeding No. 960 Passenger Passenger | Time Table 37 December 29, 1912 Succeeding No. 360 STATIONS. STATIONS. Telegraph Offices and Calls DAILY | Time Table 37 December 29, 1912 Succeeding No. 360 A 38 302 360 316 368 336 310 396 346 306 366 366 386 386 310 396 346 306 366 | Time 1 a Die 5 Time 1 a | Time Table 37 December 29, 1912 Succeeding No. 980 Sage Passenger Passenger | Time Table 37 December 29, 1912 Successing No. 98G STATIONS. STATIONS. DAILY DAIL | Time Table 37 December 29, 1912 Successing No. 860 STATIONS. STATIONS. Telegraph Offices and Calls A 8.608 A 7.808 A 8.609 A 8.608 A 7.808 A 8.609 A 8.608 A 7.808 A 8.009 A 8.608 A 7.808 A 7.808 A 8.009 | Time Table 37 December 29, 1912 Successing No. 890 STATIONS. DAMAY DAILY DAI | Time Table 37 December 29, 1912 Successing No. 860 Fategraph Offices and California A. 860 Fategraph Offices and Cali | Time Table 37 December 29, 1912 Successing 10, 9.09 Sage Sage | Time Table 37 December 29, 1912 Successful No. 808 Successful No | The Table 37 December 29, 1912 388 380 360 316 368 336 316 368 336 316 368 336 316 368 336 316 368 336 316 318 318 304 324 330 338 340 | The Table 37 19 19 19 19 19 19 19 1 | The Table 87 Secretary 23, 1922 Sass S | THIST CLASS 1.00 1. |

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 norizontal—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."

Eastward.

"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 2½ 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 no clearance required.

Yard limit signs are located 2½ miles west of South Tacoma and at Reservation spur just east of Tidewater.

Trains will approach Tidewater under full control and will not proceed until tracks are known to be clear and signal is received

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 | SEATT | TE TINE | ISION. | | | | | | | | | | . | Eastwa | ird. |
|----------------------------|---|----------------------|-------------------------------|--------------------|--------------|----------------|---------|-------------|----------|----------|---------------|------------------------------------|-------------|---|---|------------------------------|------------------|------------------|---|---|--|-------------|--------|------|
| 7 | Time Table 37 | | | | FIRS | T CLASS. | | | | | SE | COND CLA | ASS. | | | <u>:</u> | | | | THIRE | CLASS. | | | - |
| | December 29, 1912 Succeeding No. 86G | of | 334 | 326 | 356 | | • | 376 | 678 | 680 | 690 | 682 | | | | | 972 | 936 | | | | | | |
| fron Vhan | on a manage | city | Passenger | Passenger | Passenger | | F | reight | Freight | Freight | Freight | Freight | | | | | Way Freight | Way Freight | ν | | | | - | |
| ma V | STATIONS. | Capa | DAILY | DAILY | DAILY | | D | AILY | DAILY | DAILY | DAILY | EXCEPT SUNDAY | | | | | EXCEPT SUNDAY | EXCEPT SUNDAY | | | | : | | |
| Distance from Tacoma Wharf | Telegraph Offices and Calls | Car Capacity Sidings | Evergreen State Limited | Gt. Nor. No. 28 | Gt. Nor. | | | | No. 603 | | Gt. Nor. | | | | | | - | | | | | | | |
| 41.8 UI | D.KING ST. STADN | | | A11.10PM | | | | | - | | A 8.00P | | | | | THE PERSON NAMED IN COLUMN 1 | | | | | | | | |
| | D .SEATTLE YDDN | | | | | | A | 5.85AM | A 6.00AM | A 6.45AM | | A12.15AM | | - | | | | A 6.05PM | | | | | | |
| | ARGOP | | 10.22 | 10.58 | 11.04 | | | 5.20 | 5.00 | 6.80 | 7.45 | 11.55PM | | | | | | 5.50 | | | | | | |
| 31.8 C. | M. & P. S. R.R. CROS. o Connection. 0.1 | | | | | | | | | | | | | | | | | | · · · · · · · · | | | | | |
| | IBLACK RIVERD | 60 | 10.12 | 10.48 | 10.53 | | L. | 5.05AM | 4.40 | 6.15 | 7.25 | 11.35 | | | | | | L 5.30PM | ###################################### | | | | | 1 |
| | ORILLIA | 5 Spur | | | - | | See | page 10 | | | | | - | | | | | See page 10 | | | | | | |
| | O'BRIEN'S | 3 Spur | | | | | | | | | | - | | | | | | | | | | | | |
| | NKENTD | 90 | 10.00 | 10.37 | 10.48 | | | | 4.20 | 6.00 | s 7.00 | s 11.15 | | - | | | | | | | <u> </u> | | | - |
| | THOMAS | 8 Spur | | | | | | | | | | | | | | | | | | | | | | - |
| 22.2 | CHRISTOPHER | Spur | | | | | | | | | | | | | | | | | *************************************** | | | | | - |
| | RFIRST STD | 70 | 9.52 | 10.30 | 10.35 | | | | L 4.00M | 5.47 | 6.43 | 10.40 | بحض الأخرى | | | | | | | | | | | * |
| 19.8 At | UAUBURNDN 4.4 | 300 | 9.50 682 | 10.29 | 10.84 | | | | | 5.45 | s 6.40 | s 10.35 326 8.35 322-332-334 | 250 | | | | | | | | | | | * |
| 15.4 | DIERINGER | No Sdg. | 9.44 | 10.23 | 10.28 | | | | | 5.85 | 6.20 | 8.25 | -000 | | | | | | | | | | | |
| | NSUMNERD | No | 9.40 | 10.19 | 10.24 | | - | | | 5.80 | s 6.15 | 8.12 | | - | | | | | | | | | | - |
| 11.2 | 1.6 MEEKERP | Sdg. 70 | 9.86 | 10.16 | 10.21 | | - | <u></u> | | 5.25 | 6.05 | 8.05 | · | - | | | | | | | | | | - |
| عاني ويسويون | YPUYALLUPDN | 70 | 9.34 | 10.14 | 10.19 | | | | | 5.20 | s 6.00 | 8.00 | | - | *************************************** | | 6.10AM | | | | Description of the last of the | | | 2 |
| | 6.8 NTIDEWATERDN | No Sdg | 9.24 | 10.04 | 10.09 | | | | | 4.55 | 5.85 | 7.40 | | | | | 5.40 | | | | | | | |
| | 1.7 TAÇOMADN | Sdg | | | L10.05PM | | _ | | | | L 5.30P | L 7.35PM | | | | | | | | | | | | |
| | 1.4 .TACOMA WHARF | | | | | | | | | L 4.45A | | | *********** | | | | L 5.80AM | | | | | | | |
| | | | | | | and the second | | | | | | EXCEPT SUNDAY | | | - | | | EXCEPT SUNDAY | | P. C. | | | | - |
| | The Court St. 1 11 to to | | DAILY | DAILY | DAILY | | | AILY | DAILY | DAILY | DAILY 2.30 | - - | | - | - | | | | | | | | | _ |
| | Time Over Subdivision | | $\frac{1.15}{32.3}$ | 1.10 34.6 | 1.10 34.6 | | _ | .30 18.6 | 2.00 | 2.00 | 16.2 | 9.0 | | - | | | .40 | 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 Trains entering passenger station via Head of the Bay will use extreme care and not exceed eight (8) miles per hour around curve at south end of passenger station yard, and will use extra precaution during foggy weather while running over single track leads at that point. As there are no switch tenders at switches at the north end of passenger yard, trains coming into the yard at that point must positively know that switches are lined up for clear track before passing them.

At Tacoma a signal of the single arm semaphore pattern located near junction of line leading to passenger station and the draw bridge line at Fifteenth street; another signal of the same pattern located at the north end of passenger yard. The two signals are controlled by switch tender at Fifteenth street and Tacoma passenger that it is the passenger in the draw bridge line or extract main that the passenger is at the same 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 Tidewater to Tacoma. Drawbridge card Form "B" will govern movement from Tacoma to Tidewater. This bridge card to be delivered to operator at Tidewater or to Chief Dispatcher at Tacoma. Westward trains. that do not enter passenger station at Tacoma will leave drawbridge card with towerman at Fifteenth street for delivery to Chief Dispatcher's office.

Trains receiving drawbridge card on which exceptions are noted of trains running ahead, will proceed under full control. This

bridge card does not relieve trains from protecting rear end as per Rule 99, Book of Transportation Rules.

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

Speed of trains over crossover switches at Tidewater and over Fifteenth Street bridge entering passenger yard, must not exceed

Speed of trains over the consover at Thewater and over Price in the consover speed of the consover speed over the consover spe

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 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 "White" light.

All trains which will use the drawbridge line without entering passenger station, will stop above Pacific avenue and not proceed beyond there until 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.

| Westward. | | | | | | | | | ND 301 | DDIVIS | 1014- | Main L | .11161 | | | , , | 1 | | | | | | |
|---|---------------------|-----------|---|---|-------------|---|------------|-------------------|--|------------------|---------------|---------------|-----------------|------------|--------------|-----------------------------------|---|---------------------------|--|-------------------------------------|--|------------------|--|
| | - | | | | | | | THI | RD CLASS | . | ş - 5 | SECOND | CLASS | | <u>پ</u> | <u> </u> | Time Table No. 37 | ers | cales | | FIRST (| 1 | |
| | | | | | | | | 929 | 927 | 923 | 683 | 563 | 675 | 687 | ity of | Distance from King St. Station | December 29, 1912 Succeeding No. 860 | Numbers | Water, Fuel, Scales, Turntables and Wyes | 343 | 341 | 347 | |
| | | | | | | | - | Way | Way It Freight | Way Freight | Freight | Mixed | Freight | Freight | Capac igs | St. S | STATIONS. | Z noi | er, Fr ntable s | Passenger | Passenger | Passenger | |
| | | | | | | | <u> </u> - | | | EXCEPT SUNDAY | | | | | Car Cap | Ning | Telegraph Offices and Calls | Station | Wat Turr Wye | DAILY | DAILY | DAILY | |
| | _ | - | - | | | | | Wed., F | ri. SUNDA | L 7.30A | | SUNDAY | HAILY | L 1.10AM | | | YDSEATTLE YARDDN | | W C | | | | ı—— |
| | _ | ļ <u></u> | | | | | | | _ | | | | | | | | 0.9 UD.KING STREET STATION.DN | 31 | | L 7.40AV | L 9.05AM | L 4.20PM | |
| | | | _ | | | | | | | 7.50 343 | <u></u> | | | | | | 1.4 | - | | 923 7.45 | 9.10 | 4.25 | |
| | | | | | | | | | | | | | | | | | END DOUBLE TRACK | - | | 7.40 | | | |
| | | | | | | | | | | | | | - | | | | G. N. CROSSING No Connection 1.9 | | | | | | |
| | | | | | | | | | | s 8.15 | | | | 1.40 | 90 | 4.5 | BAD 1.9 | C F 35 | W O | f 7.55 | 9.20 | f 4.85 | |
| | | | | | | | | | | s 8.20 | | | | 1.45 | 20 | 6.4 | FRD 2.1 | C F 37 | w | s 8.00 | 9.25 | s 4.40 | |
| | - | - | - | | | | <u> </u> - | | | | | | | | E | 8.5 | BKD | C F | | s 8.08 | 9.30 | s 4.52 | |
| | | - | - | | | - | | | _ | s 8.35 | | | | 2.15 | 50 | 11.6 | KEIŢĦ | CF | | f 8.18 | 9.40 | f 5.08 | |
| | | <u> </u> | - | | | | | | _ | s 8.55 | | - | | 2.30 | | | 3.9 | C F | | f 8.28 | 9.50 | f 5.14 | - |
| | | | | | | | | | _ | _ | <u> </u> | | | | | | 6.9 | 46 C.F | | s 8.45 | s 10.05 | s 5.80 | |
| - | | | | | | | | | | s 9.80 | | | | 2.50 | I | | BD 1.8 | | | | | | and the same |
| | | | | | | | | | | A 9.45A | M | | L10.10PM 688 | s 3 10 | <u> </u> | | CJ WOODINVILLEDN 5.9 | 50 | W C T | s 8.50 | s 10.10 | | - |
| | | | • | | | | | | | See page 9 | | | 10.50 | s 4.00 | 80 | 30.1 | MBDN 8.4 | C F 60 | | s 9.10 | | s 5.55 | TONE |
| | | | | | | | | | L 8.30 | AM | | | s 11.30PM | | | 38.5 | OMSNOHOMISHDN | C F 69 | W C O Y | ¶ 9.40 | | s 6.15 ¶ 6.25 | |
| | The special control | | | | | | | | s 8.55 | | | s 9.30 | 12.01A | See page 9 | | | MA | 74 | | | s 11.00 344 | s 6.42 | MARIEMA |
| | | | | | | | | | s 9.15 | | | A 9.50AM | 12.20 | | 102 | 46.8 | FDD | C F 77 | | s 10.03 | s 11.10 | s 6.55 348 | Manager |
| | | | | | | | - | | s 9.35 | | - | See page 9 | 12.45 676 | | 60 | 51.2 | GETCHELL | C F 82 | | s 10.13 | 11.20 | s 7.05 | |
| | | | - | | | | - | | # s 9 5 5 5 5 5 6 10 45 | | 1 | Page | 1.00 | | 53 | 57.4 | EDGECOMB | C F | W | f 10.25 | 11.85 | s 7.19 | - |
| | - | | | | | | | | COLUMN TO SERVICE AND ADDRESS OF THE PARTY O | | | | s 1.25 | | | | ADN 3.8 | The residence is a second | | THE R. P. LEWIS CO., LANSING, MICH. | 5 C. | s 7.27 | STATE OF THE PARTY |
| | | 1. | | | | | | | s 11 05 12 05 928 34 | PM 1 | | | | | | | | | | | | | - |
| | | | | | | | | | s 12.30 | | | | 1.38 | | 40 | 64.2 | BTM. & N. CROSSINGD | CF | · | s 11.00 928 | 12.01PM | s 7.89 | |
| | | - | <u> </u> | | | | | | s 1.00 | | | · | 2.00 | | 9 | | MUMcMURRAYD | | w | s 11.28 | s 12.20 | s 7.59 | 7 |
| | | | | | | | | | | _ | <u> </u> | | | | R . | | 5.6 MONTBORNE | | | s 11 45 | 12.35 | s 8.17 | |
| | | | | | | | | | s 1.30 1.35 | 342 | | | 2.18 | | | | 1.6 | 107 | | | | <u> </u> | |
| | | | | | | | | | s 2.00 | _ | | | 2.22 | | 70 | 77.7 | BGBIG LAKED | 109 C.F | | | f 12.40 | s 8.24 s 8.39 | - |
| | | | | | | | | | s 2.45 | _ | | | 2.85 | · | 135 | 83.2 | CACLEAR LAKED | 114 C F | wc | | i | 1 1 | |
| | | | | | | | | 7.00 | A 8.00 | PE | L 6.80A | 4 | s 8.05 | | 290 | 86.4 | WLSEDRO-WOOLLEYDN \TWO G. N. CROSSINGS | 117 | T | | 342 | | <u> </u> |
| | | | | | | | | | | | | | | | | 87.0 | P. S. & B. R. CROSSING Track Connection. 4.9 | | | | | f 9.06 | |
| | | | | | | | | s 7.4(| | | s 7.00 | | 8.85 | - | 8 | 1 1 | THORNWOOD | 144 | v | f 12.30 | | | |
| | | | | <u> </u> | | | | s 8.00 | | | A 7.25A | • | s 4.05 | | 15 | 97.8 | 2.7 | 128 | ŵ | Ĭ | s 1.37 930 684 | s 676 | |
| | | | *************************************** | *************************************** | | | | s 8.18 | | | See Page 10 | | 4.15 | | Spur 50 | 100.5 | 2.2 | C F 131 | | See page 10 | 1.42 | See page 10 | |
| | | | | | | | | s 8.2 | 5 | | | | 4.22 | | ı | 1 1 | 2.0 | C F 133 | W | | s 1.49 f 1.56 | | |
| | | | | | | | | s 8.40 | _ | | | | 4.28 | | ı | 1 1 | STANDARD | 190 | | | s 2.15 | | |
| | | | | | | | | s 9.00 | _ | _ | <u> </u> | | 4.50 | | ı | | DMD 0.6 ABBOTT | 141 | · · | <u> </u> | 2.17 | | |
| | _ | | - | | | | | s 9.10 s 10.00 | | | | . | 5.25 | | | 1 | NCNOOKSACKD | C F | | | s 2.40 | | |
| | | | - | | | | | \$ 10.00 | | _ | | | | | | 125.5 | 5.4 B. B. & B. C. CROSSING | 151 | | | | | |
| - · · · · · · · · · · · · · · · · · · · | - | | | | | | | A10.45 | AM | _ | _ | | A 5.55AM | | 110 | 1 | No Connection. 0.9 SUSUMASD | C.F | WC OT | | A 2.55PM | | _ |
| , | - | - | | | | | | 342 Mon. | EXCEP | ЕХСЕРТ | EXCEPT | EXCEPT | DATE: | EXCEPT | | | | 157 | . U 1 | DAILY | DAILY | DAILY | |
| | | | | | | | | Wed., F 3.45 | 6.30 | SUNDAY 2.15 | SUNDAY .55 | SUNDAY .40 | 7.45 | 3.20 | | | Time Over Subdivision | | | 5.02 19.3 | 5.50 21.6 | 5.0 19.6 | |
| | | | | · · | | | | . 10.7 | 7.4 | 11.2 | 12.4 | 12.4 | 13.2 | 11.8 | | | Average Speed per Hour | | | 15.0 | 21.0 | 10.0 | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Stations—Seatile 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 Weedinville 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 | RD SU | RDIAI | SION- | Main | Line. | | | | | | | E | Eastwa | rd |
|----------------|----------------------|--------------------|--------------------|-------------------|---|-------------------|-------------------|--|-----------------|----------------------------------|-------------------------|------------------|---------------------------------|----------------------------------|----------------|---|---|---|---|--------------|--|--------|-----|
| FIRST | CLASS | | ales. Wyes | ırs | Time Table No. 37 | | | | SECONE | CLASS | | 1 | THIRD | CLASS | | | | | - | | | | |
| 348 | 342 | 344 | el, Sca les & V | 8 | December 29, 1912 Succeeding No. 860 | from | Ity | 688 | 684 | 676 | 566 | 924 | 928 | 930 | | | | | - | | | | |
| Passenger | Passenger | Passenger | ج≒ | n N | STATIONS. | nce fu | Capacity ng of | Freight | Freight | Freight | Mixed | Way Freight | Way Freight | Way Freight | | | | | _ | | | | |
| DAILY | DAILY | DAILY | 9 5 | l :≛ | Telegraph Offices and Calls | Distance Sumas | Car C Sidin | EXCEPT SUNDAY | EXCEPT | DAILY | EXCEPT | EXCEPT MONDAY | | | | | - | | | | | | - |
| | | | wc | CF | YDSEATTLE YARDDN | | | A11.40PM | | | SUNDAY | A 8.80PM | | i nurs., Sat. | | | | | _ | _ | | | - |
| A 9.25PM | A 5.10PM | A 1.15PM | | 31 | UD.KING STREET STATION DN | 126.4 | | | | | | 8.00 | | | | | | | | _ | - | | - |
| 9.20 | 5.00 | 1.10 | | | 1.4END DOUBLE TRACK | 125.0 | | | | | | 2.50 | | | | _ | _ | · | - | _ | | | - |
| | | | | | 1.2 G. N. CROSSING No Connection 1.9 | 123.8 | | | | No. 675 has right over 676 | | | | | | | _ | | _ | _ | | | - - |
| f 9.10 | 4.48 | f 1.00 | w | CF | BAD | | 90 | 11.10 | | Woodin- ville to Sumas. | ļ | s 2.30 | | | | | | - | _ | | | | - |
| s 9.02 | s 4.40 | s 12.55 | 0 | 35 | 1.9 FRFREMONTD | | | | | | | s 2.15 | | | | | _ | | _ | _ | | | - |
| s 8.52 | | s 12 45 | | | | | | | | | | s 2.00 | | | | | _ | _ | | _ | | | - |
| f 8.42 | | f 12.85 | | | BKD | l | ļ | 10.40 | | | | | | | | | | _ | _ | _ | | | - |
| | | | L | | KEITH | | | | | | | s 1.45 | | | | | | | _ | - | | | - |
| f 8.28 | | f 12.23 | | 46 | 6.9 | | | | | | | s 1.30 | | | | _ | | | _ | _ | | | _ |
| | | s 12.05PM | | | BD 1.8 | | | | | See page 10 | | s 1.00 | | | | | | | | | | | _ |
| i i | | 1 2 | 1 T | 55 | CJDN 5.9 | ì | | s 9.80 | | A 3.05AM | · | L12.50PM | | | | | | | | | | | |
| s 7.50 | 8.42 | s 11.45AM | | C F 60 | MBMALTBYDN 8.4 OMSNOHOMISHDN 5.2 | 96.3 | | s 8.55 | | | See 565, p 9 | | See 925, p.9 | | | | | | | | | | _ |
| s 7.15 | s 8.20 | s 11.10 s 11.00 | OY W | 69 C F | 5.2 MAMACHIASD | 87.9 | 45 | L 7.50PM | | | A 3.05PM s s 2.45 | | A 2.40PM s 2.25 | | | | | | | | | | _ |
| | ويجندوهم ثميري | 341 s 10.50 | | 74 | 3.1 FDHARTFORDD | | 102 | | | | L 2.25PM | | s 2.00 | ميد مستدن | | | | | _ | _ | | | - |
| 347 | | s 10.30 | | 77 | 4.4 | | | | | | L 2.25PM | | - | | | | | | _ | | | | _ |
| s 6.43 | | | | 82 | 6.2 | | | | | 12.45 675 | | | s 1.80 | | | | | _ | _ | _ | | | _ |
| s 6.28 | | | 1 M E | 88 | EDGECOMB | 69.0 | - | | | 12.10A | | | s 12.50 | | سيسونيون ساكات | | | | | | | | _ |
| s 6.20 | s 2.20 | s 10.15 | Y 10 M E | 91 | AARLINGTON,DN 3.8 | 66.0 | 132 | | | 11.55PM | | | 12.30PM s 11.25AM 341 927 | | | | | | | | | | |
| s 6.09 | 2.05 | s 9.55 | - | C F 95 | {M. & N. CROSSING} [BTBRYANTD] Track Connection 6.3 | 62.2 | . 40 | | | 11.40 | | | 11.00 s 10.40 | سيري سكيب المساكنة | | | | | *************************************** | | | | |
| s 5.50 | s 1.50 | s 9.30 | | | MUMcMURRAYD | 55.9 | 65 | | | 11.20 | <u></u> | | 9.45 % s 9.05 \$ | | | _ | _ | _ | - | _ | | | - |
| s 5 .85 | 1.35 | s 9.15 | | | MONTBORNE | 50.3 | 25 | | | 11.00 | | | s 8.80 | | | | _ | | | - | | | - |
| s 5.29 | | s 9.10 | · · | | BQBIQ LAKED | 48.7 | 70 | | | 10.55 | | | s 8.15 | | | _ | _ | _ | _ | - | | | - |
| s 5.15 | s 1.18 | | | C F 114 | 5.5 CACLEAR LAKED | 43.2 | 135 | | | 10.85 | | | s 7.80 | | | | _ | | _ | - | | | 1 |
| s 5.05 | 8 1.10 341 | s 8.45 | W C | C F 117 | WL SEDRO-WOOLLEYDN Two G. N. CROSSINGS} | 40.0 | 290 | | A 2.50PM | 10.25 s 10.00 | | | L 7.00A | A 2.30PM | | | | | | | | | |
| | | | | | P. S & B. R. CROSSING Track Connection 4.9 | 39.4 | | | | | · | | | - | | | | | - | _ | | | - |
| f 4.49 | 12.54 | | | 122 | THORNWOOD | 34.5 | 45 | | s 2.30 | 9.45 | | | | s 2.05 | | | | | | | CONTRACTOR OF THE PERSON OF TH | | |
| L 4.85PW | 343 930 | L 8.15AM 929 | W | C F 128 | WKWICKERSHAMD | 28.6 | 75 | | L 2.00PM 341 | 9.20% s 8.55% | | | | s 1.37 12.10PM 341 342 343 | | | | | | | | | |
| • | 12.26 | | | C F 131 | SAXON | 25.9 | Spur 50 | | | 8.43 | | | | s 11.55AM | | | | | | | | | |
| | s 12.19 f 12.11PM | | w | 133 | MCACMED 2.0STANDARD | | 18 | | | 8.35 | | | | s 11.85 s 11.20 | | | | | | _ | | | - |
| l | s 11.55AM | i | | 135 C F | DMDEMINGD | | 12 | | | 8.07 | | | | s 10.55 | | | _ | | - | _ | | | - |
| | 11.58 | | | 141 C F 142 | 0.6 ABBOTT | 15.2 | 20 | | | 8.05 | | | | s 10.45 | | | | | | _ | | | - |
| | s 11.85 | | | | NCNOOKSACKD | 6.3 | 18 | | | 7.85 | | | - | s 10.10 | | | | | | | | | _ |
| | | | | | No Connection 0.9 | 0.9 | | | | | | | | | | | | | | | | | |
| | L11 20AM 929 | | WC OT | C F 157 | SUD | 0.0 | 110 | ЕХСЕРТ | FYCEDY | L 7.15PM | | EXCEPT | ЕХСЕРТ | L 9.80AM | | | | | 27 | | # # # A A A A A A A A A A A A A A A A A | | _ |
| DAILY 4.50 | DAILY 5.50 | DAILY 5.0 | | . | Time Over Subdivision | | | SUNDAY 3.50 | SUNDAY .50 | 7.50 | SUNDAY .40 | MONDAY 2.40 | SUNDAY 7.40 | Thurs., Sat. | | | | _ | | _ | | | - |
| 20.2 | 21.6 | 19.6 | | | Average Speed per Hour | | | 10.2 | 13.6 | 13.5 | 12.4 | 9.4 | 6.3 | 8.0 | | | | _ | | | | - ' | - |

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.
No. 343 will wait 30 minutes at Wickersham for 342's connection.

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.

| | | | | | | | | | | | | | ٤ |) | | | | | | | | | | , | |
|-----------------------------------|---------------------------------------|--|--|------------------------|------------------------------|---|--|--------------------|--------------------------------|---------------------------------|--------------------------------|--------------------------|------------------|------------------------|------------------------|--------------------------|-----------------------------|------------------------------|--|------------------------------|---------------|----------------------------------|--------------------------|------------------------|--------------------------|
| West | ward. | | FO | UR | TH | SUBDIVISION—ROSLY | N BRAN | ICH | | Eastw | ard. | W | estwar | d. | | | F | IFT | H SUBDIVISION—BE | LT LINE | | | | E | astward. |
| | SECOND CLASS. | | | | | | | | | OND CL | ASS. | | | THIRD CLASS | SECOND CLASS. | FIRST CLASS. | ales, | 2 | Time Table No. 37 | | F | IRST LASS. | SECOND CLASS. | THIRD CLASS. | |
| 577 | 575 | 573 | s and | Number | from | December 29, 1912 Succeeding No. 36G | from | | 574 | 576 | 578 | | | 935 | 675 | 345 | el, Sc s and | e from | December 29, 1912 Succeeding No. 36G | rom | pacity ngs | 346 | 676 | 936 | , |
| Mixed | Mixed | Mixed | r, Fuctable | uo | lum | STATIONS. | Distance f Lakedale | | Mixed | Mixed | Mixed | | | Way Freight | Freight | Passenger | er, Fu itable s | Distance from Black River | STATIONS. | Distance from Woodinville | | ssenger | Freight | Way Freight | |
| EXCEPT SUNDAY | EXCEPT SUNDAY | EXCEPT SUNDAY | Wate Turn Wyes | Stati | Distance i Cle Elum | Telegraph Offices and Calls | Dista Lake | | EXCEPT SUNDAY | EXCEPT SUNDAY | EXCEPT | | | EXCEPT SUNDAY | DAILY | DAILY | Water, F Turntab Wyes | Dist Blac | Telegraph Offices and Calls | Dista | of Si | OAILY | DAILY | EXCEPT SUNDAY | |
| L 1.15PM | L 9.20AM | L 7.00AM | $\overline{\underset{Y}{\mathbf{w}}_{\mathbf{C}}}$ | 1873 | 0.0 | CLDN 2.0 | 7.1 | | A 8.30A | A11.00AM | A 5.15₽¥ | | | L 9.45AM | L 8.20PM | L 4.55PM | WY C | F 0.0 | 0 BIBLACK RIVER | D 24.1 | 60 Sec A1 | e page 5 .O.O5AM | See page 6 A 5.05AM | See page 6 A 5.20PM | |
| s 1.20 | s 9.25 | s 7.05 | | | 2.0 | | 5.1 | | s 8.25 | s 10.55 | s 5.10 | | | s 9.55 10.30 346 | 8.80 | s 5.00 | . B | A 2.: | RTRENTOND 1C. & P. S. CROSSING No Connection 0.2 | 22.0 | 50 s 1 | 0.00 935 | 4.55 | 5.10 s 4.45 | |
| s 1.80 | s 9.35 | s 7.15 | 0 | C _A A | 3 5 | RSD 1.7 | 3.6 | | COMPANY | s 10.45 | | | | 340 | | | | | 3S. R. & S. CROSSING Track Connection 1.7 | | | | | 0.20 | |
| s 1.38 | s 9.48 | s 7.28 | | C _A | 5.2 | RONALD | 1.9 | | | s 10.85 | | | | | | | | | 0C. & P. S. CROSSING | _ | | | | | |
| A 1.45PM | A 9.50AM | A 7.80AM | | | 6.1 | BEEKMAN | 1.0 | | L 8.00A | L10.30A | L 4.45P | | | | | ſ | B 1 | | 4KENNYDALE | - | r | | | | |
| | | | | | 7.1 | 4 | 0.0 | | | - | | | | s 11 .55AM | 9.10 | s 5.22 | B 1 | A 11.8 | 8WILBURTON | 12.3 | 20 s | 9.85 | 4.20 | s 8.50 | |
| .30 | .30 | 12.2 | | | | Time Over Subdivision Average Speed per Hour | | | .30 12.2 | 12.2 | 12.2 | | | s 12.10PM | 9.20 | f 5.27 | B 1 | A 13. | 4 NORTHRUP | 10.7 | 50 f | 9.80 | 4.10 | s 8.40 | |
| Eastwa Bulleti | rd trains a n and Regi | are superior | r to tra | ins of | the s | same class in the opposite direction | • | | | | | | | s 12.30 | 9.85 | f 5.40 | W 5- B | A 17. | 5 KIRKLAND 6.4 | 6.6 | 65 s | 9.18 | 8.55 | s 8.25 | |
| Maxim Derail to a full stor | um Grades Switch.—Co above this | s.—Cle Elun le Elum, upp switch. The | n to Lai per swit e stub s | ch at twitch | the hea | ad of wye toward Roslyn, will be left set main line, nearly in front of scale house | for wes at Rosly | st leg. yn, wil | Roslyn coal I be left set t | train is requ to act as dera | ired to come all to prevent | | | NCARCA NA | | | | 23.9 | 9R. R. CROSSING No Connection 0.2 | 0.2 | | | | | |
| Extra to No. 575 | rains must w | vait at Rosly | n until Elum to | second Beek | d class man. | 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 on tipple tracks on the Roslyn Fuel Co | to Beel | kman. | ks at Beekm | an. | | | | A 1.00PM | A 9.55PM | A 5.55PA | C T C | F 24. | 1 CJWOODINVILLE | ON 0.0 | 100 L | 8.55AM | L 3.15AM | L 2.45PM | |
| 110 0116. | | class must p | e angeles e co | | | SUBDIVISION—SHOQUAL | Contract of the Contract of th | ar over the same | | Eastv | | | | ЕХСЕРТ | See page 7 | See page 9 | | | | | | | See page 8 | EXCEPT | |
| | tward. | 01 466 | is I | A ! | | l | MIC DI | ANUI | • | CLASS. | THIRD | | | SUNDAY 3.15 | DAILY 1.35 | DAILY 1.00 | | | Time Over Subdivision | | I | DAILY 1.10 | DAILY 1.50 | SUNDAY 2.35 | |
| THIRD CLASS | FIRST | 345 | , Scal | Numbers | E ′ | Time Table No. 37 December 29, 1912 | E | > | 346 | | 924 | | | 7.4 | 15.9 | 24.1 | | | Average Speed per Hour | | | 20.1 | 13.3 | 9.3 | |
| | | | Fuel | Nun | Distance from Woodinville | Succeeding No. 36G | ce from | pacity | Passenger | - | | | | Registe | ring Stat | ions. $-\mathbb{W}$ | oodinvill | e and E | of the same class in the oppo Black River. Nos. 345 and 346 | will regis | ster by | ticket a | t Black Ri | ver. | · |
| Way Freight | | Passenger | ater, irntab yes | Station | stand | Telegraph Offices and | Distance Sallal | Car Ca | | | Way Freight EXCEPT | | | Engines No. 314 | must not will put o | use glass ff pouch r | works sp nail for | ur at R No. 345 No. 67 | enton. 5 at Black River. 75 has right over No. 676, Blac | k River | to Wor | ndenvil | le. | | |
| EXCEPT SUNDAY | | DAILY See page 9 | ≱∺ ≱ | | <u>≅</u> ≥ | Calls | - Sign | 0.9 | DAILY See page 10 | | MONDAY See page 8 | | - | Nos. 345 | and 346 vall send | will stop o I man ahe | n signal ad to lin | at Hou e derail | ghton Crossing. and flag across C. & P. S. cros. | sings at | Renton | | | | |
| See page 7 | | L 5.55PM | CT W | C F 55 | 0.0 | CJDN | 39.2 | 100 | A 8.48A | | A12.05PM | | | | | | مستروع فالمواد المنطق | | The control of the second seco | | | | | | |
| | | f | <u> </u> | B _C | 3.9 | | 35.3 | | f | | | I | estwar | d. | | | SEVE | NTH | I SUBDIVISION—EVE | RETT BRA | NCH | | | | astward. |
| s 11.15AM | | s 6.16 | | B _C | 6.7 | RMREDMONDD | 32.5 | 43 | s 8.26 | | s 11.15AN 923 | | | 1 | OND CL | 1 | | Scales | Time Table December 29 | | i | | | | THIRD CLAS |
| | | | | | 8.0 | PARADISE LOGG. RY. CRSG Track Connection 0.1 | 31.2 | - | | | | 925 | 411 | 401 | 715 | 565 | 687 | | Time Table December 29 Succeeding No | | from | Capacity idings | 564 | 688 | |
| | | f | | B C 8½ | 8.1 | | 31.1 | 10 | f | | | Way Freight | G. N. Freight | G. N. Freight | G. N. Freight | Mixed | Freigh | s tre | STATION | | Distance | Caps | Mixed | Freight | Way Freight |
| | | | | ВC | 9.7 | SAMAMISH | 29.5 | 6 Spur | f | | | EXCEPT SUNDAY | DAILY | DAILY | EXCEPT SUNDAY | | | | | | | | EXCEPT SUNDAY | EXCEPT SUNDAY | EXCEPT SUNDAY |
| ············ | | 1 | | 11 | | 1.5 | | | | | | | | | | | | | | | | | | | |
| | | f | | | 11.2 | INGLEWOOD | 28.0 | 3 Spur | f | | | See 928, p 8 L 3.15PM | | | | See 566 p 8 L 3.45PM | L 5.80 | AM WY OC | | | | | See 563, p 7 A 8.45AM | See page 8 A 7.00PM | See 927, p 7 A 7.40AM |
| s 12.15PM | | s 6.41 | | B C 12 B C 15 | 14.7 | INGLEWOOD | 24.5 | Spur 33 | s 8.08 | | s 10.10 s 9.30 | See 928, p 8 L 3.15PM | | | | See 566 p 8 L 3.45PM | L 5.80 | | C F 0.0 OMSNOHOMI 0.8 | 1 | 10 | .4 150 .6 22 Spur .0 50 | See 563, p 7 A 8.45AM | See page 8 A 7.00PM | See 927, p 7 A 7.40AM |

| See page 7 | See page 9 | | | | | | _ | bee pa | | Dee page o | .] | | An tran | ns will sen | u man ane | ad to line | ucian | and | iag ac | loss o. & 1. b. clossings at item | Д. | | | | • | |
|----------------|------------|----------|----------------|------------|------------------------------------|--------|-------------|------------|------------|----------------|--------------------------|------------------|------------------|------------------|-------------------------|------------------|---------------|-----------|--------|--|---------------------|--------------|--------------------------|------------------------|--------------------------|----------|
| L10.25AM | L 5.55PN | W | 55 | | CJWOODINVILLE | | | A 8. | 48AM . | A12.05PM | 1 | estwar | d. | | | SEVEN | NTH | SL | JBD | IVISION—EVERETT BRANCH | - | | | F | Eastwar | rd. |
| | f | | B _C | 3.9 | | 35. | .3 | Ī | | | | | | | | | i sô | | | · I | | | _ | | • | |
| s 11.15AM | s 6.16 | | B _C | 6.7 | RMREDMOND | .D 32. | .5 43 | s 8. | 26 | s 11.15AN | THIRD CLASS | | SEC | COND CL | .ASS. | | ale | STS | | Time Table No. 37 | | | SECONE |) CLASS. | . THIRD | CLASS. |
| 924 | | | | 8.0 | PARADISE LOGG. RY. CRS | G 31. | .2 | | | - 020 | 925 | 411 | 401 | 715 | 565 | 687 | uel, Se | qun | from | | from | city | 564 | 688 | 926 | |
| | f | | B C 8½ | 8.1 | | 31. | .1 10 |) f | | | Way Freight | G. N. Freight | G. N. Freight | G. N. Freight | Mixed | Freight | er, Fintable | ion N | homi | STATIONS. | Distance Smelter | Capa | Mixed | Freight | Way Freight | |
| | f | | B C | 9.7 | SAMAMISH | 29. | 5 6 Spur | | | | EXCEPT SUNDAY | DAILY | DAILY | EXCEPT SUNDAY | EXCEPT | EXCEPT MONDAY | \≽u's ¥u's | Stai | Dista | Telegraph Offices and Calls | Sme | Car of S | EXCEPT SUNDAY | EXCEPT SUNDAY | EXCEPT SUNDAY | |
| | f | | B C 12 | 11.2 | INGLEWOOD | 28 | .0 3 Spu | f | | | See 928, p 8 L 3.15PM | | | | See 566 p 8 L 3.45Pl | L 5.80A | WY OC | C F 69 | 0.0 | OMDN 0.8 | 11.4 | 150 | See 563, p 7 A 8.45AM | See page 8 A 7.00PM | See 927, p 7 A 7.40AM | |
| s 12.15PM | s 6.41 | | B C 15 | 14.7 | MONOHON | 24 | . 5 33 | s 8. | .08 | s 10.10 | | | | | | | | BB 1 | 0.8 | VARDEN | 10.6 | 22 Spur | | | | |
| s 12.50 | s 6.52 | W | B C 19 | 18.8 | GISSAQUAH | .D 20. | .4 100 | s 7. | :57 | s 9.80 | | | , . | | - | | | BB 5 | 5.4 | C. M. & P. S. RY. CROSSING No Connection 0.8 | 6.0 | 50 | | | | |
| | f | | B C 23 | 23.1 | HIGH POINT | 16. | .1 22 | 2 f . | | | 8.45 | L11.55PM | L 5.30PM | L 2.35P | 4.10 | 6.00 | | BB 6 | 6.2 | WDN | 5.2 | 16 | 8.20 | 6.85 | 7.15 | |
| s 1.50 | s 7.22 | | 26 | | RNPRESTON | | | | | s 8.20 | A 4.00PM | 12.05AM | 5.40 | 2.45 | A 4.20P | A 6.10A | WC O Y | BB 8 | 7.7 | EVDN | 3.7 | 100 | L 8.15AM | L 6.80P# | 4 L 7.10AM | : |
| s 2.15 | s 7.88 | | വ | 1 | FYFALLS CITY | | | E . | .20 | s 7.50 | - Arthur Co | A12.15AM | A 5.50P | A 2.55P | | | | BB 9 | 8.9 | PGDN 1.8 | 2.5 | 40 | | | | |
| s 2.40 | s 7.48 | | | | SNOQUALMIE FALLS, 0.9 SOSNOQUALMIE | | | | .08 | s 7.25 | - | | | | • | | † | | 10.7 | G. N. CROSSING No Connection 0.7 | 0.7 | | | | | |
| A 3.00PM | | ΥC | 33 | | BNNORTH BEND | | ! | | | L 7.10A | | | | | _ | | ╁┈ | BB12 | 11.4 | SMELTER | 0.0 | 175 | | | | |
| . 0.00 | | | 36 | | 3.3 SALLAL | | 1 | 9. | 24 | 346 | EXCEPT SUNDAY | DAILY | DAILY | EXCEPT SUNDAY | EXCEPT | EXCEPT MONDAY | 7 | | | | | A CONTRACTOR | EXCEPT SUNDAY | EXCEPT SUNDAY | EXCEPT SUNDAY | |
| EXCEPT | | - | - | ********** | | | | | | EXCEPT | .45 | .20 | .20 | .20 | .35 | .40 | | | | Time Over Subdivision | | · · | .30 | .30 | .30 | |
| SUNDAY 4.35 | DAILY 2.05 | <u> </u> | | ļ | Time Over Subdivision | | - | DAI | 1LY .48 | MONDAY 4.55 | 10.3 | 8.1 | 8.1 | 8.1 | 13.2 | 11.5 | | | | Average Speed per Hour | | 100 | 15.4 | 15.4 | 15.4 | <u> </u> |
| 4.00 | 2.00 | ·I | | | A series Cheed you Hour | | _ | 10 | <u>a</u> | 7 3 | - 1 | Facturerd | troine an | a cumaria | u to train | e of the c | ama (| lace i | n ike | onnosite direction. | | | | | | |

19.9 17.9 Average Speed per Hour

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.

4.55

| Westwa | Westward. EIGHTH SUE MONTE CRIST | | | | | | | | | | | E | astward. | W | estwai | d. | | | | ENTH SUBDIVISION BELLINGHAM BRANCH | . | | E | astwa | rd. |
|--------|----------------------------------|-------------------------|-------------------------------|---|-----------------|---------------------------|--|-------------------------------|-------------|---------------------------------|-------------------------|------------|----------|------------------|----------|----------|------------|----------|-------------------------|---|---------------------------------|-------------|---------------|---------------|-------------------|
| | SEC | OND CL | ASS | es, | 3 | | Time Table No. 37 | | | SE | COND C | LASS | | SECOND CLASS. | FIRST | CLASS. | ales, | 90 | | Time Table No. 37 | | l | FIRST | CLASS. | SECOND CLASS. |
| | 571 | 567 | 563 | I, Scal | mbers | шо | December 29, 1912 Succeeding No. 86G | om | Į. | 566 | 568 | 572 | | 683 | 347 | 343 | – ાંડ્રં≶ | 2 | from | December 29, 1912 Succeeding No. 86G | Distance from So. Bellingham | ity . | 344 | 348 | 684 |
| | Mixed | Mixed | Mixed | r, Fue | n Nu | Distance from Hartford | STATIONS. | Distance from Monte Cristo | apacity | Mixed | Mixed | Mixed | | Freight | Passenge | Passenge | er, Fu | ion N | Distance f Wickersha | STATIONS. | Bellin | Capacidings | Passenger l | Passenger | Freight |
| | WEDNES- DAY | MONDAY AND FRIDAY | TUESDAY THURSDA AND SAT | ¥ate Turn | Station | Dista | Telegraph Offices and Calls | Dista | Car C | TUESDAY THURSDAY AND SAT. | MONDAY AND FRIDAY | WEDNES= | | EXCEPT SUNDAY | DAILY | DAILY | Wat Tur | Station | Dist | Telegraph Offices and Calls | So. | | | DAILY | |
| | L10.55AM | L10.55AM | L10.55/ | W | C F | 0.0 | FDHARTFORD | D 42.0 | 102 | A 2.00P | M A 3.00P | M A 4.50PM | | | | | | | | WILL WICKEDCHAM D | | 75 | See page 8 | See page 8 | See page 8 |
| | s 11.05 | s 11.05 | s 11.05 | ╫ | - B D | 2.8 | LOCHLOY | 39.5 | 5 25 | s 1.40 | s 2.40 | s 4.35 | | _L 7.85AM | L 9.20Pi | L12.45 | W Y | 1 | I | WKWICKERSHAMD | | | | | |
| L | | | | - | 3 | | 2.1 SOBEY | _ | Spur | | - | - | | s 7.40 | f 9.25 | f 12.50 | | BM 1 | 1.3 | MIRROR LAKE | 21.2 | 15 f | 8.10 | f 4.30 | s 1.20 |
| | | | | | 5 | | 1.7 | _ | Spur | <u> </u> | - | _ | | s 7.50% 8.04* | f 9.34 | f 12.57 | 1 | BM | 3.8 | | 18.7 | 15 f | 8. 04 | f 4.22 | s 1.10 |
| | s 11.20AM 12.15PM | s 11.20AM 12.15PM | s 11.20/ 12.15 | M Y | B D 6 | 6.8 | GFGRANITE FALLS | D 35.7 | 70 Spur | s 1.15 | s 2.15 | s 4.10 | | s 8.10 | f 9.38 | f 1.03 | ╂── | BM | 4.8 | BLUE CANYON | 17.7 | 20 f | 7.59 | f 4.17 | s 1.03% 12.45% |
| | | | A12.30 | | w BD | 9.5 | | . 32.5 | 20 | L12.40P | М | | | | | 684 | - | 5 P.M | | IDLEWILD | 15.9 N | No f | | f | 12.45° |
| | | | | - <u> </u> | | 11.8 | TUNNEL No. 2 | . 30.1 | 10 | | | - | | | | | _ | 7 | | 2.4 | So | dg. | - | | |
| | s 1.00 | A 1.00PM | | w | | | | _ | 10 | · | L 1.15P | s 3.20 | | - | f | f | W 1 ME | 9 | | 2.4 | 13.5 N | dg. | · | | |
| i | | - | | Wy | a 14 | | 5.4 | - 1 | 1 | i | - | | | 8.40 | f 10.00 | f 1.25 | | B M | 11.4 | | 11.1 | 20 f | 7.88 | f 8.56 | s 12.20 |
| | | | | | 19 | 19.0 | BOGARDUS | . 23.0 | Spur | | | | | s 8.5 5 | f 10.12 | f 1.36 | 1 | ВМ | 15.1 | SILVER BEACH | 7.4 N | No s | 7.25 s | 3.45 | s 12.05 |
| · | s 1.25 | - | | | B D 20 | 20.0 | | . 22.0 | 6 Spur | | | s 8.05 | | s 9.00 | 10.15 | 1.39 | - | B M | 16.1 | LARSON | 6.4 | 30 | 7.23 | 8.48 | s 12.01PM |
| | A 2.15PM | | | w | BD | 29.0 | SILVERTON | . 13.0 | 16 | | | L 2.20PM | | 1 | | 1 | ļ <u>.</u> | 16 | | WDBELLINGHAMD | | 50 - | 77 1 0 4 1 | 1 3 3000 | 111 204 |
| | | | | + | B D | 30.0 | BONANZA QUEEN | . 12.0 | 3 Spur | | - | | | A 9.80AM | A10.30% | A 1.50P | CO | 20 | | 1.8 | 4.4 | | - 7.1 OAR | _ U.UUFM | -11.00Am |
| | | ļ | | ╄ | 30 | | 7.3BARLOW PASS | _ | | | - | - | | | 5 | | | | 21.9 | G. N. CROSSING Track Connection 0.6 | 0.6 | | | | |
| | | | | | 37 | | 4.7 | | Spur | | _ | | | | | | 1 | BM | 22.5 | FNSO. BELLINGHAMD | 0.0 | 50 | | | |
| | | | | WC | C B D | 42.0 | MONTE CRISTO | 0.0 | 100 | | | | | ЕХСЕРТ | | | 1 | | | | | - - | | | EXCEPT |
| | WEDNES- | MONDAY AND | TUESDAY | Y | ozo - Editionia | | | | C RESIDENCE | TUESDAY THURSDAY | MONDAY | WEDNES- | | SUNDAY | DAILY | DAILY | - C | . | | Time Over Subdivision | | [| DAILY 1.05 | DAILY 1.05 | SUNDAY 2.00 |
| | DAY | FRIDAY | AND SAT | | | _ | | _ | | AND SAT. | FRIDAY | | | 1.55 | 1.10 | 1.05 | - | | | Average Speed per Hour | | - - | 18.7 | 18.7 | 10.1 |
| | 3.20 | 2.05 | 1.35 | | _ | | Time Over Subdivision | _ | | 1.20 | 1.45 | 2.30 | | 10.4 | 17.2 | | ine o | FO 6111 | norio | r to trains of the same class i | in the | opn | | | |
| | 8.7 | 6.5 | 6.4 | ł | | | Average Speed per Hour r to trains of the same class | |] | 7.1 | 7.8 | 11.6 | | * a 155 | East | waiu ufd | iiiis di | | | ecial Rules on this and Page | | -1010 | | | |

See Special Rules on this and Page 12.

Special Rules Eighth Subdivision MONTE CRISTO BRANCH

Registering Station—Hartford.

Derail Switch—Siding at Tunnel No. 2.

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 Cutoff.

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. 563 has right over No. 566, Hartford to Cutoff.

No. 567 has right over No. 568, Hartford to Robe.

No. 571 has right over No. 572, Hartford to Silverton.

No. 347, when meeting No. 348 at Hartford, will head in on Eighth Subdivision.

Special Rules Ninth Subdivision. (DARRINGTON BRANCH)

Registering Stations.—Arlington and Darrington

Bulletin Station.—Arlington. Yard Limit-Darrington.

Trains will keep under control where landslides or washouts are liable to occur.

No. 569 has right over No. 570—Arlington to Darrington.

West wye switch at Darrington will be kept set for the wye. This is a stub switch.

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

Special Rules Tenth Subdivision. (BELLINGHAM BRANCH)

Registering Stations.—Wickersham and Bellingham.

Bulletin Station.—Bellingham.

Yard Limit—Bellingham.

Trains will not exceed eight miles per hour between M. P. 3 and 4, and not exceed 6 miles per hour over bridges 19 and 20.

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. | ales, | 31.8 | | Time Table No. 37 | | | FIRST CLASS | . SECOND CL | ASS |
| | 569 | · | 3 | 327 | Fuel, Scales, | Numbers | from | December 29, 1912 Succeeding No. 36G | from | ity | 328 | 570 | |
| | MIXED | | Pa | ssenge | er, Fu | | Distance from Arlington | STATIONS. | Distance from Darrington | Capacity idings | Passenger | MIXED | |
| | EXCEPT SUNDAY | | EX | KCEPT JNDAY | Water, I Turntai | Station | Dist | Telegraph Offices and Calls | Dist | Car of Si | EXCEPT SUNDAY | EXCEPT SUNDAY | |
| | L11.00AM | | L | 7.80P | CY | C F 91 | 0.0 | ARLINGTONDN 5.4 P | 28.6 | 132 | A 9.40AM | A 5.80PM | |
| | 11.25 | | | 7.45 | W | BK 4 | 5.4 | COOPER | 23.2 | 4 Spur | s 9.25 | s 4.50 | |
| | 11.45AM | | s | 7.53 | | ВК 7 | 8.4 | CICERO | 20.2 | Spur 7 | s 9.17 | s 4.30 | |
| š. | 12.00N | | s | 8.05 | | ВК 11 | 11.9 | oso | 16.7 | 28 | s 9.07 | s 4.10 | |
| | s 12.15 PM | | s | 8.10 | | B K 13 | 14.0 | | 14.6 | 33 | s 9.01 | s 3.55 | |
| | s 12.25 | | s | 8.14 | The state of the s | B K 15 | 15.7 | | 12.9 | | s 8.56 | s 3.40 | - |
| | s 12.40 | | s | 8.20 | W | B K 17 | 17.9 | | 10.7 | 80 | s 8.49 | s 3.26 | |
| | s 12.50 | | s | 8.25 | | B K 19 | 19.7 | WELTON | 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 3.13 | |
| | s 1.15 | | ŝ | 8.82 | | B K 22 | 22.6 | IRVING | 6.0 | 4 Spur | 5 8.88 | s 8.10 | |
| | s 1.25 | | s | 8.88 | | B K 24 | 24.7 | | 3.9 | 10 Spur | s 8.27 | s 3.00 | |
| | A 2.00PM | | A | 8.50P | CY | B K 28 | 28.6 | DARRINGTOND | 0.0 | 24 | L 8.15AM | L 2.45PM | |
| | 3.00 | | - | 1.20 | | I CALLEGE CO. | | Time Over Subdivision | | | 1.25 | 2.45 | |
| | 9.5 | | | 21.4 | | | | 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 |
|-----------------------------|-------|------------------|-----------------|
| Younger | 22.4 | 1 E | 10 |
| Nagrom, F 279, 280, 3 & 42. | 67.8 | 1 W | 20 |
| Garibaldi, F 279 & 280 | 75.6 | 1 E | 8 |
| | | | |

| STATIONS | Miles | How Connected | Car Capacity |
|---------------------------|-------|------------------|-----------------|
| Sandberg | 76.8 | 1 W | 20 |
| Headworks, F 5, 279 & 280 | 81.6 | 1 W | 7 |
| Soos, F 279 & 280 | 98.3 | 1 E | 7 |
| | | | |

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 |
| Cathcart, F 343, 344, 347 & 348 | 33.5 | 1 W | 12 |
| Cobbner | 36.0 | 1 W | |
| Bromart | 37.2 | 1 E | 32 |
| Bartlett | 44.5 | 1 E | 4 |
| Lake Cassidy | 50.0 | 1 E | 3 |
| Kelmire | 50.5 | 1 W | 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 |
| | | | |

| itreet Station. | | 1 | |
|--------------------------------------|-------|--------|----|
| 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 |
| Skagit Junction | 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 | |
| Doran, F 341 & 342 | 89.8 | 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 | Hazelwood, F 345 & 346 | 7.3 | | |
|-----------------------|------|-----|---|------------------------|-----|--------|---|
| Firloch, F 345 & 346 | 19.8 | 1 E | 4 | May Creek, F 345 & 346 | 6.6 | 1 E | 4 |
| Feriton | 16.6 | 1 E | 2 | Quendall | 6.0 | Siding | 8 |
| Kincaid | 16.0 | 1 E | 5 | Sanford, F 345 & 346 | 4.1 | 1 E | 2 |
| Midlakes, F 345 & 346 | 12.6 | 1 W | 5 | | | | - |
| Factoria, F 345 & 346 | 9.5 | * | | | | | - |

SIXTH SUBDIVISION.

Distance from Woodinville.

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

SEVENTH SUBDIVISION.

Distance from Snohomish.

| herwood | 4.1 | 1 E | 4 | Madrona | 8.4 | 1 E | 80 |
|---------|-----|-----|---|---------|-----|-----|----|
| | | | | | | | |

EIGHTH SUBDIVISION.

Distance from Hartford.

| Zahler | 1.0 | 1 E | 5_ |
|-----------|-----|-----|-----|
| Denmark | 2.5 | 1 E | . 5 |
| Beechwood | 2.7 | 1 E | 7 |
| Diffley | 4.0 | 1 E | 10 |
| | | | |
| | | | |
| | | | |

| 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 | Gorlock | 18.4 | Siding | 25 |
|------------|-----|-------|----|---------|------|--------|----|
| Jenora | 5.7 | 1 E | 20 | Lampson | 20.2 | 1 E | 5 |
| Cavano | 9.0 | Spur. | | | | | |

TENTH SUBDIVISION.

Distance from Wickersham.

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

ELEVENTH SUBDIVISION.

| Ballard (Station No. B 5) | 1.1 | | 50· | | | | |
|---------------------------|-----|--|-----|--|--|--|--|
|---------------------------|-----|--|-----|--|--|--|--|

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

RAILROAD CROSSING AT GRADE

C. & P. S. crossing at Renton. C. & P. S. crossing two miles west of Renton. Campbell Lumber Co. crossing at Campton. M. & N. Ry. crossing at Bryant. Two G. N. crossings at Sedro Woolley. P. S. & B. R. crossing west end yard Sedro Woolley. Standard Ry. crossing mile post 104. G. N. crossing at E. K. Wood mill, Bellingham. B. B. & B. C. crossing just east of Sumas. C. M. & P. S. crossing 300 feet west of Ebey Jct.

Crossing Gate situated at G. N. crossing near E. K. Wood Mill at South Bellingham. Normal position blocks N. P. track. When N. P. trains or engines use this crossing, gate must be unlocked and swung to block G. N. main line and locked in that position while crossing is in use, after which gate will be locked to normal position across N. P. tracks.

Crossing Gate situated where Puget Sound & Baker River Railway company track crosses N. P. tracks at Sedro Woolley. Normal position blocks P. S. & B. R. Ry. Co. track; same procedure as at South Bellingham.

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. R. If flagman should be absent trains

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

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.

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

Track on West Seattle Line betwen 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

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.

Green indicates "Proceed."

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.

G. N. crossing at Clay Street.

and engineman will keep vigilant lookout for teams and pedestrians at this point.

On Second Avenue Line, yard limit board on eastward track, located 1,200 feet west of west leg of Spokane Avenue

without train orders, governing their movements by rules of switch engines working on main line in yards.

assigned to the other but must move through the joint territory under full protection.

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.

Yellow indicates "Caution, proceed with Caution."

J. E. CAMPBELL Trainmaster, Seattle. O. F. OHLSON. Trainmaster, Seattle.

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, 61/2, 7, 9, 11, 111/2, 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,

TONNAGE RATINGS-FREIGHT ENGINES.

FIRST SUBDIVISION.—EASTWARD.

| | Clas | ass 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 | 550 | 18 | 575 | 19 | 450 | 15 | 450 | 15 | 400 | 14 | 250 | 9 | 235 | 8 | 175 | 6 mum |
| Lester to Tacoma and Seattle, via Auburn or Buckley Line | faximum Maxii 60 Cars 60 C | | | Maximum 60 Cars | | Maximum 60 Cars | | Maximum 60 Cars | | Maximum 40 Cars | | Maximum 40 Cars | | 40 (| | |

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

| DISTRICTS. | | | | TF | HIRD SU | BDIVI | ION—E | ASTWA | .RD | | | 1 | | THIRD SUBDIVISION—WESTWARD. | | | | | | | | | | | | |
|--|-----------------|---------------------------|--------------|---------|---------|--------|-------|--------|--------------------|-------|-----------|------|----------------------------------|-----------------------------|-----------|------|--------|------|---------|-------|--------|---|-----------|-------|----------|--|
| | Class D | Class D 2 & E 3 Class E 6 | | | Class | ь Е 7 | Class | ; F 3 | Class | s F 5 | Class | F1 | DISTRICTS. | Class D | D 2 & E 3 | Clas | ss E 6 | Clas | ss E 7 | Clas | ss F 3 | Class F 5 | | Clas | ss 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 | | |
| 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 | _ | |
| Vickersham to Thornwood | . 425 | 14 | 450 | _ | 550 | 18 | 535 | 18 | 600 | 20 | 700 | 23 | Fremont to Keith | 525 | 18 | 550 | 18 | 615 | 20 | 600 | 20 | 650 | 21 | 750 | | |
| nornwood to Clear Lake | . 2000 | 40 | 2000 | | 2500 | 50 | 2500 | 50 | 3000 | 60 | 3000 | 60 | Keith to Woodinville | 1200 | 40 | 1200 | 40 | 1500 | 50 | 1500 | 50 | 1650 | 55 | 1800 | | |
| ear Lake to McMurray | . 425 | 14 | 450 | _ | 540 | 18 | 525 | 18 | 575 | 19 | 675 | 22 | Woodinville to Maltby | 320 | 11 | 340 | 11 | 415 | | 400 | 14 | 450 | 15 | 600 | _ | |
| eMurray to Sisco | - - | 28 | 900 | | 1080 | 36 | 1050 | 35 | 1150 | 38 | 1350 | 45 | Maltby to Snohomish | 2000 | 40 | 2000 | 40 | 2500 | | 2500 | 50 | 3000 | 60 | 3000 | | |
| co to Getchell | - - | 14 | 450 | 15 | 540 | 18 | 525 | 18 | 575 | 19 | 675 | 22 | Snohomish to Machias | 820 | 28 | 900 | 30 | 980 | _ | 950 | - | 1000 | 33 | 1100 | | |
| etchell to Snohomish | | 40 | 2000 | | 2500 | 50 | 2500 | 50 | 3000 | 60 | 3000 | 60 | Machias to Getchell | 425 | 14 | 450 | 15 | 530 | 17 | 515 | 17 | 565 | 19 | 675 | _ | |
| ohomish to Maltby | - | 11 | 365 | _ | 430 | 14 | 415 | 14 | 475 | 16 | 625 | 20 | Getchell to Arlington | 2000 | 40 | 2000 | 40 | 2500 | 50 | 2500 | - | 3000 | 60 | 3000 | | |
| althy to Bothell | _ | 40 | 2000 | | 2500 | 50 | 2500 | 50 | 3000 | 60 | 3000 | 60 | Arlington to McMurray | 660 | 22 | 685 | 23 | 765 | 26 | 750 | | 800 | 27 | 900 | | |
| thell to Keith | _ - | 27 | 850 | 28 | 975 | 32 | 960 | 32 | 1025 | 34 | 1150 | 38 | McMurray to Sedro-Woolley | 2000 | 40 | 2000 | 40 | 2500 | | 2500 | _ | 3000 | 60 | 3000 | | |
| ith to Seattle | _ - | - | 2000 | 40 | 2500 | 50 | 2500 | 50 | 3000 | 60 | 3000 | 60 | Sedro-Woolley to Thornwood | . 425 | 14 | 440 | 14 | 525 | 17 | 510 | | 560 | 18 | 660 | _ | |
| | - | ſ <u></u> | [| | | (| | | 1 | | | 1 | Thornwood to Sumas | 900 | 30 | 1000 | 31 | 1200 | 40 | 1200 | 40 | 1300 | 43 | 1500 | <u>_</u> | |
| | Class F | Class D 2 & E 3 Class E 6 | | ASS E 6 | Clar | ss E 7 | Clar | ss F 3 | ss F 3 Class F 5 | | Class F 1 | | | Class D 2 & E 3 | | Clas | ss E 6 | Clar | ass E 7 | Clas | ss F 3 | Class F 5 | | Class | ss F | |
| 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 | C | |
| Fifth Subdivision— | - | | | - | | | | | | | | 1 | Fifth Subdivision— Westward. | | | | | , | | | | | | | | |
| Eastward. Voodinville to Kirkland | 800 | 27 | 825 | 5 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 | 0 40 | 2500 | 50 | 2500 | 50 | 2750 | 55 | 3000 | 60 | Sixth Subdivision— Westward | | | 1 | | , | | , | 1 | 1 | 1 | - |) | |
| Sixth Subdivision— | 1 | | | | , | | , | | | - | , | 1 | Woodinville to Issaquah | . 1200 | 40 | 1200 | 40 | 1500 | 50 | 1500 | 50 | 1800 | | 2200 | | |
| Eastward. North Bend to Falls City | 775 | 26 | 800 | 0 27 | 1250 | 41 | 1200 | 40 | 1350 | 45 | 1650 | 55 | Issaquah to Preston | . 260 | 9 | 300 | 10 | 415 | 14 | 400 | 13 | 450 | _ | 550 | | |
| Falls City to Preston | - | | 300 | | | _ | 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 | _ | 2000 | 0 40 | 2500 | 50 | 2500 | 50 | 3000 | 60 | 3000 | 60 | Seventh Subdivision-Westward | | 07 | 950 | 20 | 1000 | 33 | 980 | 33 | 1100 | 37 | 2000 | | |
| Seventh Subdivision-Eastward | d | _ | | | 1000 | 20 | 200 | 20 | 1100 | 07 | 1400 | 10 | Snohomish to Everett | . 800 | 27 | 850 | - 28 | 1000 | - 00 | - 300 | - | - 1100 | · · · · · | - | - | |
| Everett to Snohomish | 800 | 27 | 850 | 0 28 | 1000 | 33 | 980 | 33 | 1100 | 37 | 1400 | 46 | Eighth Subdivision— Westward. | | | , | 1 | 250 | 90 | 905 | 27 | 900 | 30 | 1000 | | |
| Eighth Subdivision— Eastward | - 1 | | | | ' | | , | | | | · ' | 1 | Hartford to Granite Falls | | | 525 | _ | 850 | | 825 | _ | | | 475 | | |
| Monte Cristo to Silverton | 200 | | 215 | | | _ | _ | _ | 335 | _ | 435 | - | Granite Falls to Robe | | _ | 315 | _ | | | | | 375 475 | | 575 | | |
| Silverton to Hartford | 2000 | 40 | 20 00 | 0 40 | 2500 | 50 | 2500 | 50 | 3000 | 60 | 3000 | 60 | Robe to Silverton | | | 350 | - | 450 | | | | _ | - | 435 | | |
| Ninth Subdivision—Eastward | , | | | | | | ' | | | | , | 1 ' | Silverton to Monte Cristo | . 200 | 7 | 215 | _ 7 | 300 | 10 | 285 | 10 | 335 | | 400 | - | |
| and Westward. Arlington and Darrington | 2000 | 40 | 2000 | 0 40 | 2500 | 50 | 2500 | 50 | 3000 | 60 | 3000 | 60 | Tenth Subdivision— Westward. | | | 1 | | | | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ' | 7-2 | | |
| Tenth Subdivision— | - ' | - | | | | | | | | | · ' | , | Wickersham to Mirror Lake | . 340 | 11 | 365 | 12 | 415 | 14 | | | 475 | _ | 575 | | |
| Eastward. | | | 0.05 | . 10 | | 14 | 400 | 13 | 475 | 16 | 575 | 19 | Mirror Lake to Larson | . 1040 | 35 | 1100 | 37 | 1300 | 43 | 1250 | 42 | 1500 | 50 | | - | |
| Bellingham to Larson | 340 | 11 | 365 | 5 12 | 415 | 14 | 400 | 10 | 1 210 | | 1 0.0 | | | - | | 2000 | | | 50 | 2500 | 50 | 3000 | 60 | 3000 | | |

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

CLINTON T. COOKE, Oculist, Seattle P. W. WILLIS, King St. Sta. (S)
F. S. BOURNS, Seattle Yd.Office (S)
Seattle Tool Car, (S).

E. M. ADAMS, Arlington, (S)
N. S. McCREADY, Snohomish, (S)
W. C. COX, Everett, (S)

W. E. GIBSON, Issaquah, (S) E. S. CLARK, Sumas, (S) A. M. SMITH, Bellingham, (S) Woodinville (S)

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

J. C. McCAULEY, Ellensburg, (S)
R. R. PINKARD, Ellensburg, (S)
H. R. SMITH, Easton, (S)

Puyallup, (S) Lester, (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

AUTHORIZED SURGEONS, G. N. RY.

DR. H. M. READ, Seattle

DR. J. A. LA GASA, Tacoma

