# ROTTERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

# TIME 3/A TABLE

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

SUNDAY, January 19th, 1913.

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

E. C. BLANCHARD, General Manager.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY
Superintendent of Transportation.

J. E. CRAVER, Superintendent.

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estward		ja j					·	<u> </u>				(MAIN LINE)							3.63						
THIRD	CLASS.	SECOND CLASS			FIRST	CLASS.			oles	S	T	ime Table 37A	-				FIRST	CLASS.			SECOND	CLASS.	THIRD	CLASS.	-
939	937	603	5	1	279	3	257	41	irntal	umbers	from —	January 19, 1913 Succeeding No. 37	from	aft,	258	280	4	42	2	6		602	938	940	
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Ss, Tu Wyes	4	- spring	STATIONS.	Distance Auburn	Gapac	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	L Elet	elegraph Offices and Calls	Dist	Car of Si	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	EXCEPT SUNDAY	Tues., Thurs	,
L 6.15AM		L 7.00PM	L 4.55PM	L 3.15PM	L12.40PM ¶ 280	L 5.40AM	L 3.45M	L 2.45M	WC O T	1848	0.0 EI	3ELLENSBURGDN 3.6	105.4	s	A 5.15AM	A12.40PM ¶s 279	A 1.25PM s	A 9.25PM	A11.55PN	A12.55AM s		A 8.00AM		A 4.00PM	Ė
s 6.80		7.10	5.02	3.21 940	12.50	5.47	8.52	2.52		1851	į.	SHOSKINP 4.0 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 6.450 6.508		7.22	s 5.10	8.80	s 12.59	s 5.55	f 4.00	8.00		1855		PTHORPDN	97.8	E 60 W 60	5.02	s 12.24	1.11	s 9.10	11.40	12.40		<b>6.50</b>		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	6.10 602	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	1
s 7.80		7.50	5.29	8.48	f 1.18	6.16	4.28	8.18	W 1 8	1865	17.2 B	RBRISTOLDN	88.2	E 58	4.44	f 12.07PM	12.58	8.52	11.24	12.22		5.50		s 2.08	
s 7.45		8.00	5.87	8.55	1.27	6.24	4.36	8.25	ЯW	1869	21.0	TEANAWAY P	84.4	E 60 W 68	4.36	12.00N	12.47	8.44	11.16	12.15		5.85		s 1.52	
s 9.00		8.15 8.38	s 5.45	4.08	s 1.37	s 6.35	s 4.45	8.32	WCY	1873	24.8 C	LCLE ELUMDN	80.6	500 s	4.80	s 11.52AM	12.40	s <b>8.38</b>	11.10	s 12.07A	1	5.20		s 12.55	
s 9.15		8.55	5.58	4.13	1.45	6.45	4.53 602	8.40	-	1877	29.2	BAKER P	76.2	70	4.17	11.48	12.32 940	8.26	11.02	11.57P		4.53½ 4.45≈		4 12:40 5 12:15	
3 9.80		9.05	5.59	4.19	f 1.52	6.51	4.59	3.46 602		1880	31.7 N	SNELSON'SDN	73.7	E 57 W 60	4.12 602	f 11.88	12.28	8.21	10.58	11.52		2584.30 41 3.35		s 12.05P	A
s 9.45		9.15	8.05	4.28	2.00	6.56	5.05	8.51		1883	34.4	TALMAGE P	71.0	70	4.06	11.82	12.24	8.15	10.54	11.47		8.20		s 11.50A	,
s 10.00AM 12.20PM 280-4		9.85	s 6.15	4.85	s 2.10	s 7.10	s 5.15	4.00	W C	1886		SEASTONDN	1	295	4.00	s 11.25	12.19 939	s 8.08	10.49	11.41		8.05		11.38 s 10.40	-
280-4 s 12.40		9.55	6.25	4.45	2.21	7.20	5.25	4.18	W	1890		M. & P.S. overh'd Cr. 1.4 m w PUPHAMDN	i	E 75	8.50	939	12.11	7.59	10.41	11.81		2.45	<u> </u>	s 10.25	
s 1.05		10.25 2 10.33	6.86	4.58	f 2.88	7.81	5.85	4.25	w	1894	45.6 R	TMARTINDN	59.8	E 60 W 90	8.40	f 11.05	12.08PM	7.50	10.33 603	11.22	,	2.80		s 10.10	
s 1.80		10.55 6 11.10	6.48	5.10	f 2.45	7.43	5.47	4.87	w	1897	49.2 S	ISTAMPEDEDN	56.2	E 54 W 60	8.28	f 10.58	11.51A	7.88	10.21	11.10		2.05		s 9.50	
s 1.45		11.25	6.56	5.18	2.54	7.51	5.55	4.46	Ŵ	1901	52.0 B	OBORUPDN	53.4	E 78 W 68	8.17	10.42	11.41	7.26	10.11	10.58		1.40		s 9.80	
s 2.00		11.40	7.08	5.25	8.02	7.59	6.02	4.58		1904	54.8	KENNEDY P	50.6	70	8.08	10.80	11.82	7.17	10.02	10.46		1.20		s 9.12	
s 2.10		11.50PM	7.08 42	5.80	8.07	8.05	6.09	4.58	W	1906	57 . 4 V	VNWESTONDN	48.0	E 60 W 55	8.01	10.24	11.26	7.08	9.55	10.38		1.05		s 9.00	
A 2.30PM	L 7.00A	12.10M 812.25	7.20	<b>5.42</b>	s 8.16	s 8.15	6.20	5.10	WCT	1911	62.0 E	MLESTERDN	43.4	290	2.50	s 10.18	11.15	s 6.55	9.44	10.26		812.40 812.20	A 4.10PM	L 8.30A	W
	s 7.10		7.25	5.46	f 8.21	f 8.20	f 6.25	f 5.15		1913	64.1	HOT SPRINGS P	41.3	F 70 P 22	2.89	f 10.03	11.07	f 6.43	9.84	f 10.15		12.10A	s 3.55		
	s 7.80	1.00	7.87	5.56	1 3.32	8.80	6.87	5.28	+-	1917	69.3 A	MYMAYWOODDN	36.1	E 60 W 60	2.27	f 9.49	10.56	6.81	9.28	10.08		11.50P	s 3.320 3.15		-
	s 7.50	1.25	7.47	6.05	f 8.41	f 8.89	6.45	5.40	W	1921	73.2	HUMPHREYP	32.2	E 80 W 74	2.18	f 9.89	10.47	f 6.28	9.14	9.52		11.80	s 2.50	-	
	s 8.20	2.00 2582.09	s 7.57	6.14 42	s 8.50	f 8.48	s 6.57	f 5.49		l	<del></del>  -	G.EAGLE GORGE.DN			2.09 603	s 9.80	10.89	f 6.14	9.05	f 9.48		11.15	s 2.80		
	s 8.35%		8.02			8.54 937	7.04	5.55		1928	78.9	LEMOLO P	26.5	50	2.03	f <b>9.22</b>	10.88	6.05	9.00	9.35		11.05	s 2.10		
	s 9.45	2.85	8.13	6.31	f 4.06	9.10 280	7.15	6.05		1932	83.6 J	CPALMER JCTDN 1.2 .M.& P.S. overh'd Cr. 0.6 m w	21.8	60	1.58	f 9.10 9.00	10.28	5.53	8.49	9.28		10.45	s 1.50	-	
	s 9.55 4 10.30	2.40	8.16	6.85	s 4.10	s 9.12	s 7.18	s 6.10	WY	A 1		ivKANASKATDN		E 60 W 58	1.50	8.58 s	10.208 s 10.15	s 5.50	8.47	s 9.20		10.40	s 1.45		
<del></del>	s 10.45	2.50	8.28	6.42	f 4.17	-	7.26		1	A	88.0	BYRD P	17.4	65	1.40	f 8.48	10.08	5.86	8.87	9.08		10.10	s 12.55	·	1
	s 11.40A	2.57	8.32	6.48	s 4.28	s 9.88	7.82	s 6.28		<u>                                     </u>	90.1 A	RRAVENSDALEDN 6.8 &P'S. o'rh'd Cr.2 m w. Tr con	15.3		1.85	s 8.48	9.57	s 5.31	8.32	9.02		10.00	12.45Pl s 11.40Al	i i	
	s 12.05M	8.12	8.45	7.00	f 4.85	1 9.43	7.48	f 6.88	w	A 14	96.9	&P.S. o'rh'd Cr.2 m w. Tr con COCOVINGTONDN 3.0	8.5	E 60 W 60	1.20	f 8.27	9.43	5.15	8.15	f 8.45	-	9.85	s 11.10		
-	s 12.20	8.20	8.52	7.07	f 4.41	f 9.51	7.48	f 6.45	W 1½2			WYNACO P				f 8.20	9.85	f 5.08	8.05	8.85		9.25	s 10.50		
1		A 8.85AH		.[								5.5 .UAUBURNDN				L 8.10A	L 9.25A	L 4.55PI	L 7.55P	L 8.25P	*	L 9.10P	L10.30A	4	
Mon., Wed.	EXCEPT MOND AY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	11 2.5 31						DAILY	DAILY	DAILY	DAILY	DAILY			DAILY	EXCEPT SUNDAY	Tues., Thur	s. ay
and Friday 8.15	5.40	8.35	4.15	4.05	4.10	4.25	4.15	4.15	<del>                                     </del>		-	Time Over Subdivision	-		4.15	4.30	4.00	4.30	4.00	4.30		10.50	5.40	7.30	

SEE SPECIAL RULES, PAGE 2, 3, 4, 5, 6 12 and 14.

### SPECIAL RULES FOR FIRST SUBDIVISION (Main Line).

Manual Block.-Between Auburn and Ellensburg.

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

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

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

Standard Clocks .- Ellensburg and Lester.

Mountain Grades.—Easton to Weston.

Helper District.—Between Auburn and Easton.

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

In tunnel section, between east switch of westward siding at Martin and west switch of Track No. 1, at Stampede, (A) westward trains will not pass Martin or eastward trains Stampede without receiving block clearance. (B) Flagging not required. (C) Head and tail lights will be used both day and night.

At Palmer Junction, the upper semaphore arms govern movement of trains via first Subdivision; lower arms govern movement to and from eighth Subdivision of Tacoma Division.

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

Westward siding at Ravensdale extended westward 1% miles connected with siding at Henrys. Conductors of westward trains using this siding, if given clearance to depart on arrival of certain trains, should, if delayed on the west end of this track, call up on telephone, located at the west switch, and ascertain whether any further instructions for them. This track will be used as a switching lead for trains switching at the Ravensdale mine.

Engines must not run on Page Lumber Co.'s spur.

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

Ellensburg.-East end of east yard.

Bristol.-East end of loading track.

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

Easton .- East end of yard.

### Interlocking Derails are Located as follows:

Kountz.-East end of siding. Teanaway.-East end of eastward siding. Cle Elum.—East end of yard.

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

Martin.-East end of westward siding. Borup.-West end of westward siding.

Borup.-West end of eastward siding.

Kennedy.-West end of siding.

Lester .- West end of roundhouse track. Lester.-West end of yard.

Eagle Gorge.-West end of eastward siding.

Easton.-East end of No. 2 track.

Auburn.-East end gravel pit siding.

Soos Creek.-Spur track.

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.

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

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

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

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.

and Ellensburg Station. 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,

Eastward passenger trains must not exceed thirty (30) miles per hour between extreme west switch Ellensburg Yard

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

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 Easten 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

W	estward		····								SECO	ND SU	JBDIV LE LINE)	ISION												,
	Time Table 37A		1	- Institute six								FIRST	CLASS.								- Tipley					
cales, nd Wy	January 19, 1913 Succeeding No. 37		301	337	325	315	303	321	335	395	307	305	367	357	333	365	359	317	313	323	345	349	397	331	339	329
uel, Solles ar	STATIONS.	from							-					·			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenge
Water, Fuel, Scales, Turn Tables and Wyes Station Numbers	Telegraph Offices and Calls	Distance Seattle	Seattle Portland Express	No. 258	Gt. Nor. No. 27	No. 41's Connection	No. 280	Grays Harbor Limited	No. 257's Connection	Kanaskat Accommo- dation	Seattle Portland Express	No. 4	No. 3's Connection	Gt. Nor.	Evergreen State Limited	Puget Sound Express	Gt. Nor.	No. 42	Seattle & Portland Special	Grays Harbor Express	North Bend Accommo- dation	No. 2	Kanaskat Accommo- dation	No. 6's Connection	No. 1's Connection	Gt. Nor.
r w	UD.KING ST. STADN	0.0	L12.01A	L12.10A			L 7.80M	L 7.45A				L 8.45AM		L10.00AM	L12.00 N		L 8.45PM	L 4.00PM			L 4.859	L 7.10PM		L 7.80PM		L 8.85P
WC CF	YD .SEATTLE YD.,.DN	0.8	3		-																					· .
C F	ARGOP	3.2	12.11	12.20	6.09		7.89	7.55			8.09	8.55		10.09	12.10PM	12.19	8.54	4.09	4.24	4.89	4.44	7.19		7.40		8.44
	C. M. & P.S.R.R. CROS. No Connection. 0.1	10.€						-																	:	
W CF Y 21	BIBLACK RIVERD	10.1	12.21	12.80	6.18		f 7.49	8.04			8.19	9.05		f 10.19	12.21	12.80	4.04	4.20	4.84	4.48	A 4.55PM	7.28		7.50		8.54
C F	ORILLIA	12.2	2				f 7.52		-												See page 9					
C F	O'BRIEN'S	14.2	2				f 7.65																			
C F	KNKENTD	16.4	f 12.82	12.40	6.25		s 7.59	8.12			s 8.80	9.15		s 10.29	s 12.80	s 12.40	4.14	4.80	4.48	s 4.57		7.87		8.00		9.04
C F	THOMAS	18.2	2				f 8.02																			
C F	CHRISTOPHER	19.6	3				f 8.05										,					<u></u>				
C F 10	GRFIRST STD	21.5	12.42	12.48	6.82		A 8.10M	8.19			8.89	A 9.25AM		f 10.88	12.40	12.50	4.28	4.38	4.51	f 5.05		7.45		8.08		9.14
Y CF	AUAUBURNDN	22.0	f 12.44	A12.50AM	6.84	L 7.15A		8.21	L 8.15A		s <b>8.41</b>			s 10.40	s 12.43	s 12.58	4.25	A 4.45	s 4.58	s 5.10		A 7.5,0PM		A 8.10PM	L 7.80PM	9.16
C.F		26.4	12.54		6.40	s 7.28		8.27	8.22		f 8.50			s 10.48	12.51	1.01	4.82	-	5.00	f 5.17				5	7.42	9.25
C F	SNSUMNERD	29.0	f 12.58		6.44	s 7.28		8.81	8.26		s 8.55			s 10.54	s 12.58	s 1.08	4.86		5.05	s 5.21					s 7.49	9.80
Y 1966		30.6	1.02		6.46	7.88		8.88	8.80		8.58			10.57	1.01	1.11	4.89		5.08	5.24					7.58	9.84
سنبيحت أستنب	PYPUYALLUPDN	31.9	s 1.07		6.48	s 7.88		s 8.85	8.88	8.45A	s 9.05		L11.00A	s 11.02	s 1.10	s 1.20	4.48	·	s 5.15	s 5.30			L 6.50PM	i	s 7.58	9.88
1972	RNTIDEWATERDN	38.7	1.20		7.00	7.52		8.47	8.45	9.05	9.18		11.10	11.15	1.25	1.85	4.55		5.80	5.45			7.00		8. 10	9.50
W	QTAÇOMADN	40.4	A 1.804	<u> </u>	A 7.05M	A 8.00A		A 8.55AN	A 9.00A	A 9.15A	A 9.25A		A11.15A	A11.20A	A 1.80PM	A 1.40PM	A 5.00PM		A 5.85PM	A 5.50PM			A 7.05PM	i	A 8.15PM	A10.00PM
W C 1976	1.4 TACOMA WHARF	41.8	s =					8			s			S	8	8	S		8	8						
OT Y		-	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	Time Over Subdivision		1.29	.40	1.05	.45	.40	1.10	.45	.20	1.25	.40	.15	1.20	1.30	1.30	1.15	.45	1.20	1.20	.20	.40	.15	.40	.45	1.25
	Average speed per hour		26.9	33.0	37.2	24.5	82.3	84.6	24.5	28.3	28.8	32.3	34.0	80.3	26.9	26.9	32.3	29.3	80.3	30.3	30.3	32.3	34.0	33.0	24.5	28.8

### 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—Aubura, Puyaliup, 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 issuing clearance.

In automatic block territory any train moving against the current of traffic must receive a proper clearance card at every open In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train

must be protected as prescribed in Rule 99. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.

Except as modified above the transportation rules govern.

Any train moving against the current of traffic on double track will be governed by the indication of the arm to the right on sema-phore of train order signal as seen by an approaching train, same as if moving with the current of traffic.

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

Passenger trains from First Subdivision arriving First Street, Auburn, may enter double track when signals are clear. and back to Auburn, with current of traffic, without obtaining train order authority or clearance, protecting when necessary as per rule 99.

Conductors of trains carrying logs, before using double tracks, will carefully inspect loading, and, if insecure, will obtain orders

insuring that other trains will not be met while running.

Trains using Eighth Subdivision of Tacoma Division track between Puyallup and Palmer Jct. will provide themselves with copy

of Tacoma Division Time Card and be governed by instructions issued by Superintendent Tacoma Division.

Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Sumner, Auburn and Kent.

At Puyallup, the upper Semaphore arms govern movements of trains using double track; lower Semaphore arms govern movements to and from Eighth Subdivision of Tacoma Division.

Eighth Subdivision of Tacoma Division extends to Puyallup, and the extreme left hand track coming west between Meeker and Puyallup is main track for the Eighth Subdivision of Tacoma Division, also siding and operated under yard limit rules. Tacoma Division trains will use Eastward main track of Seattle Division in running around Watertank at Meeker protecting as

Trains from Eighth Subdivision of Tacoma Division that have loads for Seattle Division, will leave them at Meeker on siding located between east and west legs of the wye. Any loads for the industries at Meeker will be taken to Puyallup and from there handled to the industries by using westward main line to siding switch just west of Jurin Mill protecting as per Rule 99 while occupying main

In using the Tacoma Division track between Meeker and Puyallup for siding following rules will govern with regard to obtaining block before occupying main track of Seattle Division. **EXAMPLE:** An eastward train which pulls in on Eighth Subdivision of Tacoma Division at Puyallup must, before re-entering block, obtain right to use same either by telephone from Meeker or through the

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-

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	We	estward.									SECO		JBDIV	SION.			-			×						
		Time Table 37A				FIRST CLASS	•	` .				SEC	DND CLA	SS.			-				TH	IRD CL	ASS.			
iles, Wyes		January 19, 1913 Succeeding No. 37		5	355				681	689	679	677	675					935	971							
, Sca and	nber		from	Passenge	r Passenger		-		Freight	Freight	Freight	Freight	Freight				-	Way Freight	Way Freight							
Fuel	N E	STATIONS.	ce fr	DAILY	DAILY				EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY					EXCEPT SUNDAY	EXCEPT MONDAY					_		
H Water, Fuel, Scales. 저렇 Turntables and Wyes	Station Numbers	Telegraph Offices and Calls	Distance Seattle	```	Gt. Nor.					Gt. Nor.		No. 602			-				From Tacoma Division							
TW		UD.KING ST. STADN			L10.80PM					L 2.00AM			-												<u> </u>	
CW		YD .SEATTLE YDDN			-				L 1.80A		L 6.45PM	L 7.85M	L 7.45PM				-	L 9.15AN								
<u> </u>		ARGOP			10.40		-		s 1.50	2.20	6.56	7.50	8.00					s 9.80	·.				-			
		C. M. & P. S. R.R. CROS. No Connection 0.1			-	·			<u> </u>			-		<del></del>	<del></del>						-		_			
w	CF	BIBLACK RIVER D	10.1		f 10.50		_		2.15	2.45	7.10	8.05	A 8.20P					A 9.45AM				-	-			
	C F	ORILLIA 2.0	12.2	2			_						See page 7					See page 10	Contraction of the last of the					-		
-	CF	O'BRIEN'S			-				-								-					-	_	-		
	17	2.2 KNKENTD		1	f 11.01				2.80	s 3.10	7.22	8.20				-					<del> </del>	-	1.1		-	
	15 C F 13				-[	-								<del>.</del>			-	-			-	<del> </del>		-	-	
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200000000	11	CHRISTOPHER	91 8		11.10	-			2.45	8.40	7.81	A 8.40PM											-	-	-	
Y	10	GRFIRST STD	21.0	1 9 9 0 0					s 4 00	s 8.45	7.88						***************************************		<del>                                      </del>			******		_		_
Y Y		AUAUBURNDN			11.21				4.20	4.00	7.47	See Page 1	***********				<b>1540848</b> 54				· ·			_		_
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		SNSUMNERD		<u> </u>	f 11.25				s 4 85	s 4.05	7.55								-		-	ļ	-	_	-	_
W W		MEEKER P			11.29				4 45	4.15	7.58						-			·					_	_
	1967	PYPUYALLUPDN 6.8	31.9	9.45	f 11.88				s 5.05	s 4.80	8.08					-			L 1.22PM	*********						_
	1972	RNTIDEWATERDN	38.7	10.00	11.45				5.25	4.50	8.20								1.50					_		
w		QTACOMADN	40.4	A10.10P	A11.50PM					A 5.00A																
W C OTY	1976	TACOMA WHARF	41.8	3					A 6.00AM		A 8.80PM								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						_	
		Average speed per hour		22.1	30.3	.	. [		9.1	13.5	23.2	19.6	17.3		<u> </u>	<u> </u>		18.6	13.8		1	l,	<u> </u>	1	1	<u>l ·                                     </u>

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

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

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

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

Automatic Signal No. 1, located 3,500 feet west of mile post 37, will be operated in two positions only, Caution and Stop, and will go to Stop position when head end of train passes signal, and will go to Caution when rear of train has passed crossover at Tidewater.

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

Signals Nos. 38 and 39, C., M. & P. S. crossing, formerly distant signals, now operate semi-automatic, assuming the Caution and Stop position automatically and cleared through operation of home signals, Nos. 37 and 40. When Signals Nos. 37 and 40 are in Caution or clear positions, Nos. 38 and 39 will show clear. Signals 37 and 40 will go to Stop position as soon as train has passed signal and cannot be placed in Caution position by towerman until train has cleared block ahead, and cannot be placed in clear position until train clears second signal ahead.

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

Trains must procure Colorado Street Line card, forms A or B, before using Colorado Street Line between Argo and Seattle yard which is operated as follows:

Telephone is installed in box outside of old office at Argo, and another one is boxed on post at south end Argo yard. Eastward trains coming via Colorado Street will, unless otherwise instructed, cross over and pull directly down to Argo yard. Conductor should be on head end and call operator Seattle yard office on either phone (one ring), securing card from him for movement to Seattle. Westward trains on Colorado Street line will move under complete protection from east end of Argo yard to switch at junction point of main line, knowing that Eastward trains with or without card have entire right to pull to east switch regardless of Westward trains. Conductor will call operator Seattle yard office from

west end of yard to report arrival and secure clearance to go out on main line. An additional telephone has been installed at south end of Spokane Avenue yard, Seattle, where conductors can secure card when dispatcher is unable to furnish it at yard office. Doors of telephone boxes must be kept closed and locked with switch lock when not in use.

All trains using track between Argo and King Street Station will be governed by regular block rules and must observe crossing rules where N. P. and C. & P. S. and O.-W. R. & N. tracks cross at Argo; will have train under full control and be prepared to stop approaching and passing over wye switches at Spokane Avenue. All trains will observe crossing rules at intersection of N. P. and King Street tracks between Massachusetts and Holgate Streets.

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

No. 321 will stop on signal at Sumner for passengers on days that Train No. 315 is behind No. 321 and will also stop on flag at Kent, Sumner and Auburn for any business west of Lakeview on the Grays Harbor branch.

No. 398 will wait at Puyallup for connections Nos. 313 and 323.

No. 350 will connect with No. 397 at Puyallup and with No. 2 at Auburn.

No. 305 will stop on signal at Kent for passengers holding tickets for St. Paul and East thereof.

No. 310 will connect with No. 395 at Puyallup and stop on flag at Thomas.

No. 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.

(SEATTLE LINE)

FIRST CLASS. Time Table 37A January 19, 1913 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. 87 Passenger Passen STATIONS. DAILY No. 280's cor No. 4's co nection via
Buckley
Line to North Bend Buckley Line Kanaska . 2's an Puget Sound Grays Harbor Telegraph Offices and 258's Seattle Express Gt. Nor No. 41 Buckley Line to No. 257 Seattle Gt. Nor Seattle Special No. 42's No. 279 Gt. Nor. No. 2 No. 1 Buckley Line No. 5' Car dation dation 41.8 UD.KING ST. STA. DN 6.50AM A 7.80AM 8.00 A 9.00AM A10.05AM A10.30AM A11.00AM A 1.50PM A 2.10PM A 4.15PM A 4.45PM A 5.50PM A 6.05PM A 6.50PM 4 8.15PM A 8.40PM A 9.55PM A10.10P YD SEATTLE YD. .DN 41.0 10.17 10.47 1.38 1.58 ..... ARGO ..... P 6.85 7.17 7.48 8.48 9.50 4.08 4.84 5.88 5.53 6.88 8.08 9.44 9.55 C. M. & P. S. R.R. CROS. 31.8 BI..BLACK RIVER...D 6.20 f 7.06 7.38 8.38 9.40 L10.05AM 10.89 1.26 1.46 3.51 4.24 6.27 7.52 8.18 9.42 5.27 5.42 9.38 ....ORILLIA.... ee page l 5.24 29.6 Spu ...O'BRIEN'S 9.88 5.21 27. s 1.16 f 1.36 25.4 KN....KENT.....D 6.07 s 6.56 8.28 s 9.80 10.18 4.14 s 5.18 5.28 6.17 7.42 s 8.06 9.28 9.32 .....THOMAS..... 23.6 5.14 Spu ... CHRISTOPHER. 5.11 L10.05AM 1.27 3.81 20.3 GR. FIRST ST....D 5.55 7.18 8.18 f 9.20 1.07 9.22 6.47 4.06 5.17 6.07 9.14 s 5.07 7.82 8 AU . . . AUBURN . . . DN A12.50A 5.53 7.15 8.15AN s 9.18 1.05 1.25 6.45 8.80 4.04 A 4.40PM L 5.05PM s 5.15 6.06 L 7.80M 9,12 9,20 ....DIERINGER .... 12.38 5.42 6.84 s 9.08 12.55 1.16 8.28 8.57 4.31 5.54 7.29 7.58 9.03 s 5.07 No Sdg. s 12.50 12.8 SN...SUMNER....D 12.33 5.87 s 9.08 8.19 No Sdg. s 6.80 1.11 8.58 4.28 s 5.08 5.49 f 7.24 s 7.53 8.58 ..... MEEKER ..... P 12.28 11.2 70 5.80 6.26 8.58 12.45 1.06 8.16 8.50 4.28 5.45 7.19 8.58 4.58 7.48 12.25 9.9 PY . PUYALLUP . .DN A 7.45M A 9.00M s 12.42 8.14 5.45P s 5.27 s 6.23 1.03 8.48 4.20 s 4.55 5.48 s 7.16 s 7.45 8.50 8.55 8.45 RN..TIDEWATER..DN 12.14 8.50 12.29 8.04 5.15 6.10 7.35 8.35 12.49 4.04 5.35 7.05 1.4 Q....TACOMA....DN L12.10A L 5.10AM L 6.05AM L 7.80AM 8.30AM L 8.45AM L12.25PM L12.45PM L 3.00PM L 3.35PM L 4.00PM L 4.85PM L 5.25PM L 5.30PM L 7.00PM L 7.80PM L 8.85PM .. TACOMA WHARF. 0.0 DAILY .40 .25 .55 1.25 1.25 Time Over Subdivision .45 .15 .45 1.35 .15 1.15 1.40 1.25 1.10 .40 .45 1 30 1 25 . 15 .45 1.40 .40 1.20 .50 29.7 Average Speed per Hour 24.2 28.8 29.3 34.0 29.3 25.5 34.0 24.2 23.4 28.8 28.8 . 32.3 34.6 29.7 29.3 26.9 28.8 34.0 29.3 24.2 29.7 30.3 25.8

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

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

### RULES GOVERNING INTERLOCKING PLANT C. M. & P. S. CROSSING (Black River).

All movements and the direction of traffic are governed by "Home Signal" No. 40 eastward track, and "Home Signal" No. 39 on westward track, which are located 500 feet from crossing. "DAY INDICATIONS."

"Home Signals." Both upper and lower arm 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.

Eastward.

### "NIGHT INDICATIONS!

"Home Signals." Both upper and lower lights red-Stop. Upper light green; lower light red-Proceed at usual speed. Upper light yellow; lower light red-Proceed with caution.

"Dwarf Signals." Red light—Stop. Green light—Proceed at usual speed. Used in back-up movements.

### TACOMA TERMINAL

### TACOMA TERMINAL EMBRACES NORTHERN PACIFIC LINES FROM TIDEWATER AT THE WEST LINE OF EAST "Q" STREET TO MILE POST 8+942 FEET OR APPROXIMATELY 21/2 MILES WEST OF SOUTH TACOMA RULES GOVERNING INTERLOCKING PLANT, O.-W. R. & N. CROSSING (TIDEWATER)

All movements are governed by DISTANT and HOME SIGNALS, located as follows:

"Distant Signals," 1300 feet WEST of Crossing, and 2000 feet EAST of Telegraph Office at Tidewater.

"Home Signals," 500 feet from Crossing.

"Dwarf Signals" govern movement on track known as "St. Paul & Tacoma Lumber Co.'s lead;" are located 500 feet from Crossing.

### INDICATIONS:

90 degrees upward, Green Light, "Proceed."

45 degrees upward, Yellow Light, "Proceed under Control."

Horizontal, Red Light, "Stop."

Derailing switches, located 55 feet beyond Home and Dwarf Signals, and will be in derail position when signals are "Stop" position.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded Eastward trains are superior to trains of the same class in the opposite direction.

Double Track—between Tidewater and Tacoma Wharf and Tacoma Yard Office and South Tacoma.

Automatic Block-between Tacoma Yard Office and South Tacoma. Registering Stations.—Tacoma Yard Office, Tacoma Union Station and South Tacoma

Bulletin Stations.—Tacoma Yard Office and Tacoma Union Station.

Standard Clock.—Tacoma Union Station.

Mountain Grade.—Tacoma Yard Office to 21/2 miles west.

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

Passenger trains will register by ticket at South Tacoma. Clearance will not be issued at South Tacoma to eastward trains unless Stop or caution signal is displayed. At Tacoma Yard Office and Tacoma Union Station 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.

### SECOND SUBDIVISION. SEATTLE LINE

Eastward.

	Time Table 37A				FIR	ST CLAS	ss.			-			SEC	COND CL	ASS.						THIRD	CLASS.			
	January 19, 1913		334	326	356				1	676	678	680	690	682				972	936	-					
om harf	Succeeding No. 37	ty of		Passenger						Freight	Freight	Freight	Freight	Freight				Way Freight	Way Freight						
Distance from Tacoma Wharf	STATIONS.	Car Capacity Sidings								DAILY	DAILY	DAILY	l	EXCEPT SUNDAY			B.		EXCEPT SUNDAY						
stan	Telegraph Offices and	ur Ca ding	Evergreen	Gt. Nor.	DAILY					DAILY		DAILI		SUNDAT				OCIVEAL	-		-				
<u> </u>	Calls		State Limited	Gt. Nor. No. 28	Gt. Nor.		· · ·		<u>-</u>		No. 603		Gt. Nor.												
	8 UD.KING ST. STADN 0.8		A10.85/%	A11.10%	A11.15PM								·						A 6.05PM						
41.	0 YD .SEATTLE YDDN 2.4								^	. 5.85AM	A 6.00A	A 6.45M		A12.15AM											
38.	6 ARGO P		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. No Connection. 0.1																		The second second	100					
	7 BIBLACK RIVERD		10.12	10.48	10.53				1	5.05AN	4.40	6.15	7.25	11.85					L 5.80PM			,			
	6ORILLIA	5							. S	ee page 10							_		See page 10						
	6O'BRIEN'S	3										-													
I			10.00	10.87	10.48						4.20	6.00	8 7.00	s 11 15											
	4 KNKENTD		10.00	10.67	10.40										<del>-</del> -		_								ļ
	6THOMAS	Spur																							
22.	2CHRISTOPHER	Spur	Ī																						
20.	3 GRFIRST STD	70	9.52	10.30	10.35				,	-	L 4.00A	5.47	6.48	10.40				-	-						
19.	8 AUAUBURNDN	300	9.50 682	10.29	10.84							5.45	s 6.40	s 10.35 326 8.35 322-332-33	I-35S									:	
15.	4DIERINGER	No Sdg.	9.44	10.23	10.28							5.35	6.20	8.25											
12.	8 SNSUMNERD	·	9.40	10.19	10.24							5.30	s 6.15	8.12											
	2MEEKER P	1	9.86	10.16	10.21		3.0	2.				5.25	6.05	8.05	-										
I	9 PYPUYALLUPDN		9.34	10.14	10.19		2.9					5 20	s 6.00	8.00				A 6.10AM							
	6.8		9.24	10.04	10.09							4.55	5.35	7.40				5.40				***************************************			
	1 RNTIDEWATERDN							·		<del></del>	ļ	-		L 7.85P			_								-
	4 QTACOMADN		L 9.20M	L10.00P	L10.05PM							-		. 7.00%								- /			
0.	0TACOMA WHARF											L 4.45#						L 5.80A		•				,	,
			DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY		-		EXCEPT SUNDAY	EXCEPT SUNDAY				·	·	
<u> </u>	Time Over Subdivision		1.15	1.10	1.10					.30	2.00	2.00	2.30	4.40				.40	. 35						-
	Average Speed per Hour		32.3	34.6	34.6			1		18.6	10.4	20.5	16.2	9.0	[		1	14.8	15.9		<u> </u>	1	1 :1		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.

Trains entering passenger station via Head of the Bay will use extreme care and not exceed eight (8) miles per hour around curve at south end of passenger station yard, and will use extra precaution during foggy weather while running over single track leads at that point. As there are no switch tenders at switches at the north end of passenger yard, trains coming into the yard at that point must positively know that switches are lined up for clear track before passing them.

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

Between Tidewater and Tacoma 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 Dis-

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

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

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

ten (10) miles per hour and five (5) miles per hour over switches at north end of passenger yard.

No engine heavier than N. P. class W loaded weight of which is as follows: Weight on drivers 207,000 lbs.; weight of engine and tender 456,000 lbs., will be run over Bridge No. 254, Tacoma Draw Span. No two engines of any class will double head over this bridge where the combined weight is greater than N. P. class W.

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

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

Enginemen will reduce exhaust on engine to the lowest possible point while passing under concourse, Tacoma Union Station.

Tell Tales have been placed on train sheds at north and south end of Concourse, Tacoma Union Station.

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

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

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

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

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

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

estward.											DIVIO		Vlain L				1						
								TI	IIRD	CLASS.		22400	SECOND	CLASS		_		Time Table No. 37A	ales		FIRST (	CLASS.	
					a			9:	29	927	923	683	563	675	687	city of	from	Time Table No. 37A January 19, 1913 Succeeding No. 87	Water, Fuel, Scales Turntables and Wyes	343	341	347	
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										9.85			See	12.45 676		60	51.2	GETCHELL C.F.		s 10.13	11.20	s 7.05	
	_					-				** <b>@</b> 550		ļ	page 9	1.00		53	57.4	EDGECOMB C F 88	w	f 10 .25	11.85	s 7.19	-
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									1							40	64.2	BTM. & N. CROSSINGD BRYANT		926			_
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			_	-	-	-				s 2.45		<b> </b>	<u> </u>	2.85	-	135		5.5 109 CACLEAR LAKED C F 3.2 114		s 12.02PW	f 12.55	s 8.39	-
				-	_	-	· .	L 7		A 8.00PM		L 6.80AM	i	s 8.05			-	3.2 114 (WLSEDRO-WOOLLEYDN) CF 117	w <sub>C</sub>	s 12.15	s 1.10	s 8.52	-
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			100000000000000000000000000000000000000					s 8	.15			See Page 10		4.15		Spur 50	100.5	SAXON C F 2.2 131		See page 10	f 1.42	See page 10	
								s 8	.25					4.22		į	1	MCACMED C F 133	W		s 1.49		
								s 8	.40					4.28 _				STANDARD C F 135			f 1.56		
									.00					4.50	-		1	DMDEMINGD C F 141			s 2.15		_
								<u> </u>	.10		-	0		4.52				ABBOTT C F 142		<b></b>	2.17		_
					-			s 10	.00					5.25		18		NCNOOKSACKD C F 151		ļ	s 2.40		. _
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	-			-	-	-			1.45	6.30 7.4	2.15	.55 12.4	12.4	7.45 13.2	3.20 11.8	<b> </b>	-	Time Over Subdivision Average Speed per Hour		19.3	21.6	19.6	1
				1		1		I			1	ı		I	1	9	1		1			1	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Stations—Seattle Yard, King-street Station, Woodinville, Snohomish, Sedro-Woolley, Wickersham and Sumas.
Yard Limits—Interbay, Woodinville, Maltby, Snohomish, Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas.
Maximum Grades—Snohomish to Woodinville.

Helper District—Snohomish to Woodinville, Sumas.

Builetin Stations—Seattle Yard, King Street Station, Snohomish, Sedro-Woolley and Sumas.

Standard Clocks—Seattle Yard, King Street Station, Everett and Sedro-Woolley.

No. 675 has right over No. 676 Woodinville to Sumas.
No. 344 will take siding when meeting No. 341.
No. 563 will register arrival at Hartford.
Trains will not obtain clearance at Wickersham from 8 p. m. to 8 a. m. unless stop signal is displayed. Eastward trains must not exceed 25 miles per hour around curves between Thornwood and Sedro-Woolley.
Passing track at Machias is located west of the station, and westward trains taking siding at that point will head in at cross-over just west of depot. Eastward trains taking siding will head in at extreme west switch.

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	FIRST	CLASS		ales, Wyes	srs	Time Table No. 37A				SECOND	CLASS			THIRD	CLASS	-		
3	348	342	344		umbe	January 19, 1913 Succeeding No. 87	rom	ity	688	684	676	566	924	928	930			
Pa	issenger	Passenger	Passenger	r, Fu Tabl	z	STATIONS.	ince f	Car Capacity Siding of	Freight	Freight	Freight	Mixed	Way Freight	Way Freight	Way Freight			
	DAILY	DAILY	DAILY	Wate	Station	Telegraph Offices and Calls	Distance Sumas	Car	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT	Tuesday, Thurs., Sat.			
				WC	C F 31	YDSEATTLE YARDDN	127.3		A11.40P#		,		A 8.80PM					1
A	9.25PM	A 5.10PM	A 1.15PM			UD.KING STREET STATION.DN							8.00					-
	9.20	5.00	1.10			END DOUBLE TRACK	125.0				No. 675		2.50					1
										<del></del>	has right over 676 Woodin-							-
f	9.10	4.48	f 1.00	W		BAD		90	11.10		ville to Sumas.		s 2.80					-
s	9.02	<b>4.40</b>	s 12.55			FRD	120.0	20	11.00				s 2.15					-
s	8.52	4.35	s 12 45	· I		BKD	117.9						s 2.00					-
ī	8.42	4.28	f 12.35		C F	KEITH	114.8	50	10.40		·		s 1.45					+
f	8.28	4.17	f 12.28			LAKE	110.9	60	10.20				s 1.80					-
8	8.10	s 4.02	s 12.05PM		CF	BD	104.0	50	9.40		See page 10		s 1.00					-
s	8.05	s 3.57	s 12.00 g	wc	C F	CJDN 5.9	102.2	100	s 9.80		A 3.05AM		L12.50PM					-
	7.50	THE RESERVE OF THE PERSON NAMED IN	s 11.45A			5.9 MBMALTBYDN 8.4	THE PERSON NAMED IN		Ē		SECTION AND DESCRIPTION AND DE	See 565, p 9	Company of the second	See 925, p.9				-
<b>T</b>	7.25	s 3.20	¶11.20 s 11.10	WC	CF 69	OMSNOHOMISHDN	87.9	150	L 7.50PM			A 8.05PM		A 2.40PM				-
s	7.04	s 3.06	s 11.00	W	C F 74	MAMACHIASD	82.7	45		and the first of the second		s 2.45	Comment of the Angle of the Comment	s 2.25				
s	6.55 347	s 2.58	s 10.50		C F 77	FDBARTFORDD	79.6	102			1.00	L 2.25PM		s 2.00				
s	6.48	2.47	s 10.40		C F 82	GETCHELL	75.2	60		Biological Vision IV and	12.45 675			s 1.30				
s	6.28	2.30	f 10.25 927 343	W 1 m e	C F 88	EDGECOMB	69.0	53			12.10AM			s 12.50				
S	6.20				CF	AARLINGTONDN	66.0	132		Control of the second standing	11.55PM			12.30PM s 11.25AM 341 927				
s	6.09	2.05	s 9.55		C F	{M. & N. CROSSING} BTBRYANTD} Track Connection 6.3	62.2	40			11.40			341 927 11.00 s 10.40 343	1313222333333			
	5.50	s 1 50	. 9 30					1 1			11.20							-
	5.85		928 s 9.15		i	MUMcMURRAYD 5.6MONTBORNB								s 9.45 &				-
	5.29	1.35 927 s 1.80	s 9.15 s 9.10		107	1.6 BGBIG LAKED	50.3				11.00			s 8.80				-
			s 8.55		109 C F	5.5 CACLEAR LAKED		70 135			10.55			s 8.15 s 7.30				-
s	5.05	s 1.10	s 8.45	w <sub>C</sub>	114	3.2  (WLSEDRO-WOOLLEYDN)  Two G. N. CROSSINGS  Track Connection 0.6	40.0	<u>-</u>		A 2.50PM					A 2.30PM			-
						P. S & B. R. CROSSING		290			\$ 10.00			nga kacamatan nga d				-
f	4.49	12.54	f 8.80			Track Connection 4.9THORNWOOD 5.9	34.5	45		s 2.30	9.45				s 2.05			-
Ĺ	4.85PM	s 12.42 343 930	L 8.15AN 929	Y W	C F 128	WKWICKERSHAMD	28.6	75		L 2.00PM 341	9.2034 s 8.557	to the same of the			s 1.37 12.10PM 341 342 343			┦_
		12.26		N-10-2	C F 131	SAXON	25.9	Spur 50			8.43	***************************************			s 11.55AM			-
		s 12.19			C F 133	MCACMED	1	18			8.85				s 11.85			_
		f 12.11PM s 11.55AM	! .!		135	STANDARD	21.7	20			8.29				s 11.20			-
		11.58			141	0.6 ABBOTT	15.8	1			8.07				s 10.55 s 10.45			-
		s 11.85			142 C F	NCNOOKSACKD	6.3			<del></del>	7.85				s 10.45 s 10.10		•	-
_					151	5.4 B. B. & B. C. CROSSING No Connection 0.9	0.9											-
		L11.20AM		W C	C F	No Connection 0.9 SUD					L 7.15PM				L 9.30AM			-
1		DAILY	DAILY					HOME AND COMMERCIAL	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	Tuesday, Thurs., Sat.			4
	4.50 20.2	5.50 21.6	5.0 19.6			Time Over Subdivision Average Speed per Hour			3.50	13.6	7.50 13.5	.40 12.4	2.40	7.40	5.00 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.

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West	ward.		FO	URT	Ή	SUBDIVISION—ROSLY	N BRAN	ICH		Eastw	ard.	W	estwar	d.				5	F	H SUBDIVISION—BELT LII	ΙĒ			[2	astward	2
SECO	ND CLA	ss.	ales,	ırs		Time Table No. 37A	-		SEC	OND CL	ASS.		POLICENCE OR	THIRD CLASS	SECOND CLASS.	FIRST CLASS.	ales,	ors		Time Table No. 37A		FIRST CLASS.	SECOND CLASS.	THIRD CLASS.		
577	575	573	el, Sc	Numbers	-	January 19, 1913 Succeeding No. 87	from		574	576	578			935	675	345	iel, Sc	Numbers	from er	January 19, 1913 Succeeding No. 37	sity .	346	676	936		
Mixed	Mixed	Mixed	er, Funtable	N noi	Cle Elum	STATIONS.	Distance Lakedale		Mixed	Mixed	Mixed			Way Freight	Freight	Passenger	er, Fr ntable	Station N	Distance from Black River	Stations.  Telegraph Offices and Calls	Woodinville Car Capacity of Sidings	Passenge	r Freight	Way Freight		
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	Wat Wye			Telegraph Offices and Calls			SUNDAY	EXCEPT	SUNDAY			EXCEPT SUNDAY	DAILY	DAILY	Wat Tur Wye	Staf				DAILY	DAILY	EXCEPT SUNDAY		
L 1.15PM	L 9.20AM	L 7.00AM	W.C	1873	0.0	CLDN 2.0				A11.00AM				L 9.454	L 8.20PM	L 4.55PM	WY	C F 21		BIBLACK RIVER D 24		See page 5 A10.05A	See page 6 M A 5.05AM	See page 6 A 5.20PM		
s 1.20 s	9.25	s 7.05			2.0	MINE 5			<u> </u>	s 10.55				s 9.55 10.30 346	8.80	s <b>5.00</b> 936		B A 22	2.1	(RTRENTOND)	.0 50	s 10.00 935	4.55	5 10 s 4.45 345		
s 1.80 s	9.85			4	.	RSD		.	s 8.15	s 10.45	s 5.00 s 4.50						A Principle of the Prin		2.3	Track Connection 1.7	.8					
s 1.88 s	9.48			6	5.2	RONALD	<u> </u>				L 4.45P						Character and Ch		4.0	No Connection 1.4	.1					,
A 1.45PM	A 9.50AM	A 7.80A	-			BEEKMAN	0.0	.	8.00							f		B A 19	5.4	KENNYDALE 18	.7	f				
.30	.30	.30				Time Over Subdivision	0.0	<u> </u>	.30	.30	.30			s <b>11</b> . <b>55</b> AM	9.10	s <b>5.22</b>		B A 12	11.8	WILBURTON 12	.3 20	s 9.85	4.20	s 3.50		
19.9	19 9	19 9			-	Average Speed per Hour		-	12.2	12.2	12.2			s 12.10P#	9.20	f 5.27	The state of the s	B A 10	13.4	NORTHRUP 10	50	9.80	4.10	s <b>3.4</b> 0		
Eastwar Bulletir Maximu Derail S	rd trains and Regis and Grades. witch.—Cl	re superior stering Sta .—Cle Elur le Elum, up	r to traination.— n to Lak	ins of to Cle Elu edale. ch at the	he sa m.	ame class in the opposite direction d of wye toward Roslyn, will be left set main line, nearly in front of scale house trains clear at Cle Elum.	for wes	st leg.	Roslyn coal	l train is requ	nired to come			s 12.30	9.35	f 5.40	W 5- 10 me	В A 7		6.4	0.2	s 9.18	8.55	s 8.25		
cars running Extra tr. No. 575	down main ains must was has right ov	track towa ait at Rosly er 576 Cle	rd Cle E yn until	lum. second Beekm	class t	trains clear at Cle Elum.  No. 573 has right over 574 Cle Elum on tipple tracks on the Roslyn Fuel Co	to Bee	kman.	ks at Beekm	an.		<del></del>		A 1.00PM	A 9.55PM	A 5.55Pi	C T W	C F 55		CJWOODINVILLEDN	0.0 100	L 8.55A	M L 3.15AM	L 2.45PM		
	No. 18 - Art Sec.	iass must p			3 LACT 5		(1 <sub>0</sub> ,000)	- Service		and the second of the second	es consideration in the consideration in the constant in the c				See page 7	See page 9		and display	Esterna				See page 8			
	ward.		SI	XTH	ł S	SUBDIVISION—SHOQUAL	MIE BI	RANCH		Eastv				EXCEPT SUNDAY	DAILY	DAILY	SECTION SECTION					DAILY	DAILY	EXCEPT SUNDAY		
THIRD CLASS	FIRST (		cales	ers		Time Table No. 37A January 19, 1913				CLASS.	THIRD			3.15 7.4	1.35	1.00 24.1	220			Time Over Subdivision  Average Speed per Hour		1.10 20.1	1.50	2.35 9.3		
923		345	Fuel, Scoles and	Station Numbers	Woodinville	Succeeding No. 87	e from	Car Capacity of Sidings	346	-	924			Eastwa	rd trains	are supe	rior to	o trai	ns o	f the same class in the opposite black River. Nos. 345 and 346 will	direct	ion.				
Way Freight		Passenge	ater, rrntab	ation	oodin	STATIONS.  Telegraph Offices and	Distance Sallal	r Car Sidin	Passenge	r -	Way Freight EXCEPT			Engines	s must not	use glass	works	spur	at Re		O	•				
EXCEPT SUNDAY		DAILY	¥₽\$	St	5≱	Calls	Sa	ರೆಕ	DAILY See page 10	0	MONDAY See page 8			Nos. 34	5 and 346	will stop o	on sign	al at	Hous	5 has right over No. 676, Black Righton Crossing. and flag across C. & P. S. crossings			ille.			
See page 7		See page 9	M CT	C F 55	0.0	CJDN	39.2	100		-	A12.05PM			All (l'all	ns will sen	ı man ane	au to	nne u	eran	and hag across O. & I. S. crossings	at Ite	110011.				Message and the
		f		55		3.9	35.3		f s	-		W	estwar	d.			SEV	/EN	TH	SUBDIVISION—EVERETT	BRANC	H		E	astward	
s 11.15AM 924		s 6.16		B <sub>C</sub> C	6.7	2.8  RMREDMONDD	32.8	43	s 8.26		s 11.154	THIRD CLASS		SEC	COND CL	ASS.			ales,	Time Table No.	37A		SECON	D CLASS.	THIRD C	LASS.
924			1-	-	8.0	PARADISE LOGG. RY. CRSG Track Connection 0.1	31.2	2				925	411	401	715	565	68	87	iel, Sc es and	Time Table No.  January 19, 191 Succeeding No. 37		from	564	688	926	
		f		B C 8½			31.1	10	f		<u> </u>	Way Freight	G. N. Freight	G. N. Freight	G. N. Freight	Mixed	Frei	ight	er, Fi itable š	January 19, 191 Succeeding No. 37 STATIONS.  Telegraph Offices at		stance from nelter ar Capacity Sidinos	Mixed	Freight	Way Freight	
				-/4			-	-		-1		EVCEDT		- - <del></del>		EVCEDT			2 E 8	Telegraph Offices at	íd	ir ser	DV CEDE	EVCENT		

Way Freight	Passenger	er, F itab s	ion	din	STATIONS.	anc la	Cap	Passenger	Wa: Freig	ht ht			Engines	must not	use glass v	vorks spur	at R	enton.		1100. 040 and 040 will register t	Ју шо	act a	Diack III	VOI.	
EXCEPT SUNDAY	DAILY	Water, Turntab Wyes	Stat	Distance Woodiny	Telegraph Offices and Calls	Distance	Car Cap of Siding	DAILY	EXCE MONI	PT DAY			No. 935	has right	ff pouch n t over No. will stop or	936 and N	lo. 67	5 has	right	over No. 676, Black River to V	Vood	envil	le.		
See page 7	See page 9			-				See page 10	See pa	ge 8			All train	s will send	d man ahe	ad to line	derail	and f	ag ac	ross C. & P. S. crossings at Rent	ton.				
L10.25AM	L 5.55PM	CT W	C F 55	0.0	CJWOODINVILLEDN	39.5	2 100	A 8.48A	A12.0	5P#	*&/	L		The entire legislation of the state of	a en	6 F-1 / F-6		<i>~</i> I		IN FRENCH PROPERTY AND LUCK	2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2				
	f		B <sub>C</sub>	3.9		. 35.3	3	f		_		tward				SEVEN		31	IBU	IVISION—EVERETT BRANCH			R.		astward.
s 11.15AM	s 6.16		B <sub>C</sub> C	6.7	RMREDMONDI	32.	43	s 8.26	s 11.1	5 <sup>AM</sup> CL	IRD ASS		SEC	OND CL	ASS.		S S S S S S S S S S S S S S S S S S S	bers		Time Table No. 37A			SECOND	CLASS.	THIRD CLASS.
924			<u> </u>	8.0	PARADISE LOGG. RY. CRSG.	. 31.	2			92	25 4	111	401	715	565	687	s and	nmp	nce from omish	January 19, 1913 Succeeding No. 37	from	ity	564	688	926
	f		B C 8½	8.1	CAMPTON	31.	1 10	f			Vay eight F	G. N. reight	G. N. Freight	G. N. Freight	Mixed	Freight	er, Fi	N noi	• <b>5</b> ⊂ ∣	STATIONS.	ance	Capa	Mixed	Freight	Way Freight
	f		B C 11	9.7	SAMAMISH	. 29.	5 6 Spur	f			CEPT NDAY D	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT	Wat Turi Wye	Stat	Dist	Telegraph Offices and Calls	Dist	Car of S	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
	f		B C 12	11.5	INGLEWOOD	. 28.	0 3 Spur	f		See 92 L 3	928, p 8 3.15PM		•		See 566 p 8 L 3.45PM	L 5.80A	WY	C F 69	0.0	OMSNOHOMISHDN	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.	MONOHON	. 24.	5 33	s 8.08	s 10.	10							SCHOOL STATE			4.6		22 Spur			
s 12.50	s 6.52	w	B C 19	18.8	GISSAQUAH1	20.	100	s 7.57	s 9.8	30					,		TO COLUMN TO THE TAXABLE PARTY.	BB 5	5.4	C. M. & P. S. RY. CROSSING No Connection 0.8	6.0	50			
	f		23		1HIGH POINT	_	1 22				3.45 L1	1.55P₩	L 5.30PM	L 2.35PM	4.10	6.00	H CONTRACTOR			WDN		16	8.20	6.85	7.15
s 1.50	s 7.22		26		RNPRESTON	_	_		s 8.	A 4	4.00PM 1	L2.05AM	5.40	2.45	A 4.20PM	A 6.10A	WC OY	BB 8	7.7	EVDN	3.7	100	L 8.15AM	L 6.80PM	L 7.10AM
s 2.15	s 7.88	w	29		FYFALLS CITY				s 7.	50	A1	L2.15AM	A 5.50PM	A 2.55PM				BB 9	8.9	PGG. N. JUNCTION DN	2.5	40			
s 2.40	s 7.48	ļ	32	}	SOSNOQUALMIE FALLS		2 4 Spur 3 36	r	s 7.	25							- Interest		10.7	G. N. CROSSING No Connection 0.7	0.7		Name of the least		
A 8.00PM		ΥC	33	1	3.0 9 BNNORTH BEND	.		i	L 7.	10AM					-		- Section of the sect	BB12	11.4	SMELTER	0.0	175			
		<u> </u>	36	1	3.3 SALLAL	1		924	34	- EXC	CEPT NDAY D	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	712						EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
ЕХСЕРТ				-		_		-	EXC	EPT	.45	.20	.20	.20	.35	.40	STATE OF THE PARTY			Time Over Subdivision			.30	.30	.30
SUNDAY	DAILY			_	Time Over Subdivision			DAILY 1.48	MON		10.3	8.1	8.1	8.1	13.2 3	11.5	CACCO.			Average Speed per Hour			15.4	15.4	15.4
7.8	2.05 17.9			-	Average Speed per Hour	-	-	19.9	7.		Fac	stward i	trains ar	e superio	r to train	af the c	2202	elac#	in th	e opposite direction.					

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

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.

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 of 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.

See further special rules page 12.

Westwa	ard.	,				E	EIGHTH SUBDIVISION MONTE CRISTO BRANCH		-				E	astward.	W	estwa	d.			T	ENTH SUBDIVISION BELLINGHAM BRANCH			Eastwa	rd.
	SEC	COND CL	.ASS	es,			T: T-1- NT- 97A				SECON	ND CL	ASS		SECOND CLASS.	FIRST	CLASS	les,	s   s		Time Table No. 37A		FIRST	CLASS.	SECOND CLASS.
	571	567	563	, Scale	mbers	from	Time Table No. 37A January 19, 1913	om to	ż,	56	6 5	68	572		683	347	1	— <b>[</b> 55 €	umbers	E C		ham ty	344	<del></del>	·
	Mixed	Mixed	Mixed	r, Fuel	tion Nu	nce fro	Succeeding No. 87 STATIONS.	Distance from Monte Cristo	apacit	Mixe		Aixed	Mixed		Freight			Fu.	-   Z	Distance from Wickersham	STATIONS.	Distance from So. Bellingham Car Capacity of Sidings		r Passenger	
	WEDNES- DAY	MONDAY AND FRIDAY	TUESDAY THURSDAY AND SAT.	Water	Statio	Distance Hartford	Telegraph Offices and Calls	Dista	Car C	TUESD THURSI AND S	DAY MO	ONDAY AND IDAY	WEDNES= DAY		EXCEPT SUNDAY	DAILY	DAIL	ate	Station	Diste	Telegraph Offices and Calls	So. B Car ( of Sic	DAILY		EXCEPT SUNDAY
		·	L10.55AN		C F	0.0	FDD	42.0	102	A 2.0	OPM A 8	3.00PM	A 4.50PM										I	See page 8	
	s 11.05	- 11 05	- 11 05	<b> </b>		9.5	LOCHLOY	30 5	- 25	s 1 4	0 8 9	9 40	e 4.95		L 7.85AM	L 9.20	L12.4	SPMA Y W	C F 128	0.0	WKWICKERSHAMD	22.5 75	A 8.15AN	A 4.35PW	A 1.30PA
	s 11.05	s 11.05	\$ 11.05		3		2.1		Spur	<u> </u>		J. 40	1.00		s 7.40	f 9.25	f 12.50		_	-1	MIRROR LAKE	21.2 15	f 8.10	f 4.30	s 1.20
					5		SOBEY		Spur	r					s 7.50% 8.04#	f 9.34	f 12.5	<del>,  </del> -	B M	3.8		18.7 15	f 8.04	f 4.22	3 1.10
	s 11.20AN 12.15PN	s 11.20A 12.15P	s 11.20AN 12.15PN	Y	B <sub>B</sub> D	6.3	GFGRANITE FALLSD	35.7	70 Spur	s 1.1	5 s 2	2.15	s 4.10		8.04 <sup>‡</sup> s 8.10		f 1.03	_	4		BLUE CANYON		683		1
			A12.30PM	W 5 MW	BD	9.5	CUTOFF	32.5	20	L12.4	OPM			·			684			<del></del>					12:45
			_			11.9	TUNNEL No. 2	30.1	10	-	_					f	f		B M	6.6	IDLEWILD	15.9 No Sdg.	f	f	•
					12		1.7			_		1 1 2 000	s 8.20			f	f	W 1 M		9.0	TOWANDA	13.5 No	f	f	
	s 1.00	A 1.00PM		Wye	14		ROBE				L 1	1.157#	s 0.20		8.40	f 10.00	f 1.2			11.4	AGATE BAY	11.1 20	f 7.38	f 8.56	s 12.20
					B D	19.0	BOGARDUS	23.0	Spur						s 8.55	f 10.12	f 1.86		11		3.7	F 4 N	7 05		s 12.05
	s 1.25	<del></del>			B D	20.0		22.0	6	1			s 8.05		s 8.00	110.12	1 1.86	<u>`</u>	15 15	15.1	SILVER BEACH	Sdg.	s 7.25	s 8.45	s 12.05
	A 2.15PM		<u> </u>	w	20 B.D.	20 n	9.0	13 0	Spur	_			L 2.20PM		s 9.00	10.15	1.89	·	B M 16	16.1	LARSON	6.4 30	7.23	8.48	s 12.01PM
	A 8.10PM			L	29		1.0								A 9.80AM	A10.80P	A 1.50	PH W	BM	20.1	WDBELLINGHAMD	2.4 50	L 7.10AM	L 8.80PM	L11.80AM
					20		BONANZA QUEEN	ļ.	Snur	r								- 00	20	21 0	G. N. CROSSING	0.6			ļ
					B D	37.3	BARLOW PASS	4.7	1										_	l <del></del>	Track Connection 0.6				
-			ļ <del></del>				MONTE CRISTO		100		_								B M 23	22.5	FNSO. BELLINGHAMD	0.0 50	i.	ļ !	
	_	WOND:	THEODAY	T	42			Escut les			AV NO	NDAY			EXCEPT SUNDAY	DAILY	DAILY	,					DAILY	DAILY	EXCEPT
	WEDNES- DAY	AND FRIDAV	TUESDAY THURSDAY AND SAT.							THURSE AND S	AY MO	AND IDAY	WEDNES- DAY		1.55	1.10	1.05		-		Time Over Subdivision		1.05	1.05	2.00
	3.20	2.05	1.35				Time Over Subdivision			1.2		1.45	2.30		10.4	17.2	18.7				Average Speed per Hour		18.7	18.7	10.1
	8.7	6.5	6.4				Average Speed per Hour			7.1		7.8	11.6			East	ward tr	ains a	are su	perio	r to trains of the same class I	n the op	posite di	rection.	

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

3.9 10 Spur

0.0 24

8.27

L 8.15AM

1.25

20.2

3.00

2.45PM

2.45

10.4

Eastward,

**Special Rules Eighth Subdivision** 

See Special Rules on this and Page 12.

						DARRINGTON BRANCH				
SECOND CLA	SS FI	IRST CLASS.	scales, Wyes	ers		Time Table No. 37A January 19, 1913	_		FIRST CLASS.	SECOND CLASS
56	9	327	Fuel, S bles &	Numbers	fron	Succeeding No. 37	from	city	328	570
MIXE	D	Passenger	<b>2</b> . d	Station P	Distance from Arlington	STATIONS.	Distance from Darrington	r Capacity Sidings	Passenger	MIXED
EXCE	PT Y	EXCEPT SUNDAY	Wat	Stat	Dist	Telegraph Offices and Calls	Dist	Car	EXCEPT SUNDAY	EXCEPT SUNDAY
L11.0	MAC	L 7.80PM	СУ	C F 91	0.0	ARLINGTONDN 5.4 P	28.6	132	A 9.40AM	A 5.80PM
5 11.2	5	7.45	w	B K	5.4	COOPER	23.2	Spur	s 9.25	s 4.50
s 11.4	5 AM	s 7.58		В К 7	8.4	CICERO	20.2	Spur 7	s 9.17	5 4.80
s 12.0	ON	s 8.05	, ac. (a)	B K 11	11.9		16.7	28	s 9.07	s 4.10
s 12.1	БРМ	s 8.10		B K 13	14.0		14.6	33	s 9.01	s 8.55
s 12.2	Б	s 8.14		B K 15	15.7		12.9		s 8.56	s 8.40
s 12.4	0	s 8.20	w	B K 17	17.9	HAZELD 1.8 P	10.7	80	s 8.49	s 8.26
s 12.5	0	s 8.25		B K 19	19.7		8.9	30	s 8.48	s 8.20
s 1.0	0	s 8.30		B K 21	22.1	FORTSON	6.5	14	s 8.85	s 8.18
s 1.1	5	s 8.32		BK	22.6	IRVING	6.0	4	s 8.88	s 8.10

B K 24.7 ......GEBBOTT........

B K 28.6 ...... DARRINGTON ...... D

Time Over Subdivision

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

NINTH SUBDIVISION.

Westward.

1.25

A 2.00PM 3.00

9.5

8.38

A 8.50PM CY

1.20

21.4

MONTE CRISTO BRANCH Registering Station—Hartford.

Derail Switch-Siding at Tunnel No. 2.

Mountain Grades.—Descending Monte Cristo to Sauk River Bridge, Barlow pass to Bonanza Queen and from Robe to 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.

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.

### COMMERCIAL SPURS.

# FIRST SUBDIVISION. Distance from Ellensburg.

Miles	How Connected	Car Capacity
22.4	1 E	10
67.8	1 W	20
75.6	1 E	8
	22.4	Connected 22.4 1 E 67.8 1 W

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

Street Station.			
Kelly's Spur	59.5	1 W	4
Grantley	63.3	1 E	16
Milldale	65.5	1 E	20
Pilchuck, S 343, 344, 347 & 348	65.9	1 E	88
Day's F 341-343,344,347 &348	68.2	Siding	10
Ehrlich, S 343, 344, 347 & 348	73.6	1 W	20
Buxton	75.7	1 E	29
Chilco	77.2	1 W	7
Conway	78.7	1 E	
Nookechamp, F 343, 344, 347 & 348	79.1	1 E	5
Tiloh	79.5	1 E	12
Heather	81.5	1 E	5
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	99.8	1 W	4
Comar	103.9	1 E	
McDonald's, F 341 & 342	105.7	· 1 W	4
Coyne	107.5	1 E	7
Van Zant's, F 341 & 342	107.9	1 W	8
Case's Spur, F 341 & 342	108.8	1 E	5
Eliton	112.6	1 E	13
Lawrence, F 341 & 342	113.7	1 E	6
McKee's	117.8	1 W	14
Crescent	121.9	1 W	5

### - FIFTH SUBDIVISION.

### Distance from Black River.

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

	7.3	Hazelwood, F 345 & 346
1 E	6.6	May Creek, F 345 & 346
Siding	6.0	Quendall
1 E	4.1	Sanford, F 345 & 346
·		
	1 E Siding	6.6 1 E - 6.0 Siding

### SIXTH SUBDIVISION.

### Distance from Woodinville.

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

### SEVENTH SUBDIVISION.

### Distance from Snohomish.

herwood	4.1	1 E	4	Madrona	8.4	1 E	80
	ı	i	ı				1

# EIGHTH SUBDIVISION.

	Distance	from	Hartford
1		- 11	

			-				
Zahler	1.0	1 E	5	Enos Quarry	7.3	1 E	30
Denmark	2.5	1 E	5	Atlas	8.3	1 E	5
Beechwood	2.7	1 E	7	Hemple	20.2	1 E	5
Diffley	4.0	1 E	10	Tyree	23.2	1 E	21
				Waldheim,	26.7		
				Weiden Creek	39.0		

# NINTH SUBDIVISION. Distance from Arlington.

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

Gorlock	18.4	Siding	25
Lampson	20.2	1 E	5

Miles

29.3

32.4

34.6

38.1

38.2

How Car Connected Capacity

100

15 100

Siding

1 W

1 E

1 E

### TENTH SUBDIVISION.

### Distance from Wickersham.

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

## ELEVENTH SUBDIVISION.

### Distance from Interbay.

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

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

### RAILROAD CROSSING AT GRADE

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

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

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

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

C. & P. S. crossing at Renton is protected by derails located 75 feet east and 75 feet west of the crossing and operated by switch stand between the C. & P. S. tracks. NORMAL POSITION OF DERAILS IS AGAINST N. P. TRAINS. All trains will stop to clear derails, brakeman will go ahead and line up for N. P. track, cross to opposite side of track and remain there until train has cleared both derails; then line back to derail.

No power heavier than Class "C" engines coupled together may cross Skagit River bridge, No. 50, on Third Subdivision. Bridge No. 5 on Fifth Subdivision. Bridge No. 39 on Sixth Subdivision. Bridge Nos. 4 and 7 on Seventh Subdivision. Bridge No. 14 on Eighth Subdivision. Truss bridges Nos. 1, 4, 6, 7, 9 and 12 on Ninth Subdivision.

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

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

### **LOCATION DRAW SPANS**

Snohomish River bridge, just east of Snohomish. Skagit River bridge between Sedro Woolley and Clear Lake. Ebey Slough and Snohomish River bridges on Everett Branch between Snohomish and Lowell. All trains come to full stop before crossing, giving whistle signal before proceeding.

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

### SEATTLE TERMINAL

### RAILROAD CROSSINGS AT GRADE

O.-W. R. & N. crossing at Argo. C. & P. S. crossing at Argo. C., M. & P. S. crossing just east of overhead bridge on Colorado Street Line. C. & P. S. crossing at Atlantic Street, Seattle. G. N. crossing at Washington Street, Seattle. G. N. crossing at Bell Street, Seattle. G. N. crossing at Seattle Lumber Company, Seattle. G. N. crossing at Field Tracks just east of Interbay. C., M. & P. S. crossing at Black River, interlocked.

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

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

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

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

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

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

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

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

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

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

### RULES GOVERNING USE OF INTERLOCKING PLANT AT SOUTH PORTAL OF TUNNEL AT SEATTLE.

Signals are of the dwarf type (low semaphores) and are located to right of track governed; where two arms are on one post, higher arm governs trains along main tracks and lower arm trains diverging from main track. Signal arm in horizontal position indicates "Stop."

Signal arm in diagonal position 60° below horizontal indicates "Proceed."

By night, signal indications will be given by colored lights, as follows: Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

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· 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, 6½, 7, 9, 11, 11½, 12 and 13, and cannot be used on north side Pier 3, Piers 6, 8, 10 and 14.

Class L-9 engines can be used on all bridges and tracks, Seattle terminal territory, except on spur tracks leading to piers, Seattle water front and the West Seattle line. Heavier engines than L-9 must not go north of Columbia Street, Seattle.

J. F. FITZSIMMONS. Trainmaster, Seattle. H. M. MORAN. Chief Dispatcher, Seattle.

J. E. CAMPBELL Trainmaster, Seattle.

### TONNAGE RATINGS—FREIGHT ENGINES.

### FIRST SUBDIVISION.—EASTWARD.

	Clas	s Z 2	Class Z		Class W		Class Y 5		Class Y 2		Class F 1		Class S		Class E 4		Class E 3 or D 3		Class C 6	
GRADES.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Auburn to Lester					1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to Easton	1300	35	850	28	550	18	575	19	450	15	450	15	400	14	250	. 9	235	8	175	6
Easton to Ellensburg						60		60		60		60		- 50		50		50		40

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

### FIRST SUBDIVISION.—WESTWARD.

Ellensburg to Easton					1700	53	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester	1300	35	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Tacoma and Seattle, via	Auburn	or Buckl	ey Line			mum Cars		imum Cars		imum Cars	Maxi 60 C	mum Cars		mum Cars		mum Cars	Maxi 40 (		Maxi 40 C	imum Cars

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

				TH	IIRD SU	BDIVIS	SION—E	ASTWA	RD					THIRD SUBDIVISION—WESTWARD.												
DISTRICTS.	Class D 2 & E 3 Class E 6		s <b>E</b> 6	Class E 7 Class F 3			Class	F 5	Clas	s F 1	DISTRICTS.	Class D	2 & E 3	Clas	s <b>E</b> 6	Clas	s E 7	Clas	s F 3	Clas	s F 5	Class F 1				
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Car	
Sumas to Wickersham	800	27	850	28	950	31	925	31	1100	36	1300	43	Seattle to Fremont	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60	
Wickersham to Thornwood	425	14	450	15	550	18	535	18	600	20	700	23	Fremont to Keith	525	18	550	18	615	20	600	20	650	21	750	2	
Chornwood to Clear Lake	2000	40 ·	2000	40	2500	50	2500	50	3000	60	3000	60	Keith to Woodinville	1200	40	1200	40	1500	50	1500	<b>5</b> 0	1650	55	1800	(	
Clear Lake to McMurray	425	14	450	15	540	18	525	18	575	19	675	22	Woodinville to Maltby	320	11	340	11	415	14	400	14	450	15	600	]	
McMurray to Sisco	850	28	900	30	1080	36	1050	35	1150	38	1350	45	Maltby to Snohomish	2000	40	2000	40	2500	50	2500	50	3000	60	3000		
Sisco to Getchell	425	14	450	15	540	18	525	18	575	19	675	22	Snohomish to Machias	820	28	900	30	980	32	950	32	1000	33	1100	:	
Retchell to Snohomish	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Machias to Getchell	425	14	450	15	530	17	515	17	565	19	675		
Snohomish to Maltby	340	11	365	12	430	14	415	14	475	16	625	20	Getchell to Arlington	2000	40	2000	40	2500	50	2500	50	3000	60	3000		
Maltby to Bothell	2000	40	2000	40	2500	50	2500	. 50	3000	60	3000	60	Arlington to McMurray	660	22	685	23	765	26	750	25	800	27	900		
Bothell to Keith	800	27	850	28	975	32	960	32	1025	34	1150	38	McMurray to Sedro-Woolley	2000	40	2000	40	2500	50	2500	50	3000	60	3000		
Keith to Seattle	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Sedro-Woolley to Thornwood	425	14	440	14	525	17	510	17	560	18	660		
													Thornwood to Sumas	900	30	1000	31	1200	40	1200	40	1300	43	1500		
	Class D 2 & E 3 Class E 6		ss E 6	Class E 7 Class F		ss F 3	Class F 5		Class F 1			Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1				
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	Ca	
Fifth Subdivision— Eastward. Woodinville to Kirkland	800	27	825	27	975	32	960	32	1030	34	1150	38	Fifth Subdivision— Westward. Black River to Woodinville	1100	37	1200	40	1400	46	1400	46	1500	50	1800		
Kirkland to Black River	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60	Sixth Subdivision—													
Sixth:Subdivision—	·												Westward Woodinville to Issaquah	1200	· 40	1200	40	1500	50	1500	50	1800	60	2200		
Eastward. North Bend to Falls City	775	26	800	27	1250	41	1200	40	1350	45	1650	55	Issaquah to Preston	260	9	300	10	415	14	400	13	450	15	550		
Falls City to Preston	260	9	300	10	415	14	400	13	450	15	550	18	Preston to North Bend	2000	40	2000	40	2500	50	2500	50	3000	60	3000		
Preston to Woodinville	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Seventh Subdivision-Westward Snohomish to Everett	800	27	850	28	1000	33	980	33	1100	37	2000		
Seventh Subdivision-Eastward Everett to Snohomish	800	27	850	28	1000	33	980	33	1100	37	1400	46	Eighth Subdivision— Westward.									-				
Eighth Subdivision— Eastward													Hartford to Granite Falls	500	17	525	18	850	28	825	27	900	30	1000	_	
Monte Cristo to Silverton	200	7	215	7	300	10	285	10	335	11	435	14	Granite Falls to Robe	310	10	315	10	350	12	325	11	375	13	475	_	
Silverton to Hartford	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Robe to Silverton	325	11	350	12	450	15	425	14	475	16	575	_	
Ninth Subdivision—Eastward													Silverton to Monte Cristo	200	7	215	7	300	10	285	10	335	11	435	_	
and Westward. Arlington and Darrington	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Tenth Subdivision— Westward.										,			
Tenth Subdivision—			-										Wickersham to Mirror Lake	340	11	<b>3</b> 65	12	415	14	400	13	475	16	575	_	
Eastward. Bellingham to Larson	340	11	365	12	415	14	400	13	475	16	575	19	Mirror Lake to Larson	1040	35	1100	37	1300	43	1250	42	1500	50	1800	_	
	,		1	. 1		I	<u></u>				_	_	Larson to Bellingham	2000	40	2000	40	2500	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)
C. C. HARBOUGH, Sedro-Woolley (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.

(S)

J. C. McCAULEY, Ellensburg, (S)

R. R. PINKARD, Ellensburg, (S)

H. R. SMITH, Easton, (S)

Lester, (S)

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

B. E. HOYE, Auburn, (S)

Puyallup, (S)

P. B. WING, Oculist, Tacoma
W. G. CAMERON, Specialist, Tacoma
N.P.B.A.Hospital, Tacoma, (S)
Baggage Room, Tacoma, (S)
Round House, Tacoma, (S)

Head-of-Bay Yard Office, Tacoma, (S)
Half Moon Yard Office, Tacoma, (S)
Tool Car, Tacoma, (S)
Wharf, Tacoma, (S)

### Note.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a

regularly appointed surgeon, when the case should be placed in his charge and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

### AUTHORIZED SURGEONS, G. N. RY.

DR. H. M. READ, Seattle

DR. J. A. LA GASA, Tacoma

