

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 37A 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. McGAULEY
Superintendent of Transportation.

J. E. CRAVER,
Superintendent.

Westward.

FIRST SUBDIVISION (MAIN LINE)

Eastward.

Table with columns for Third Class, Second Class, First Class, and Stations. Includes time tables for Westward and Eastward directions, with specific times and station names like ELLENSBURG, SHOSKIN, THORP, DUDLEY, KOUNTZE, BRISTOL, TEANAWAY, CLE ELUM, BAKER, NELSON'S, TALMAGE, EASTON, UPHAM, MARTIN, STAMPEDE, BORUP, KENNEDY, WESTON, LESTER, HOT SPRINGS, MAYWOOD, HUMPHREY, EAGLE GORGE, LEMOLO, PALMER JCT., KANASKAT, BYRD, RAVENSDALE, COVINGTON, WYNACO, and AUBURN.

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

SPECIAL RULES FOR FIRST SUBDIVISION (Main Line).

Manual Block.—Between Auburn and Ellensburg.

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

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

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

Standard Clocks.—Ellensburg and Lester.

Mountain Grades.—Easton to Weston.

Helper District.—Between Auburn and Easton.

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

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

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

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

Westward siding at Ravensdale extended westward 1 1/2 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.

Easton.—East end of No. 2 track.
Eagle Gorge.—West end of eastward siding.
Soos Creek.—Spur track.
Auburn.—East end gravel pit siding.

Interlocking Derails are Located as follows:

Kountz.—East end of siding.
Teanaway.—East end of eastward siding.
Cle Elum.—East end of yard.
Cle Elum.—East end of extension to house track.
Upham.—East end of eastward siding.
Martin.—East end of westward siding.
Borup.—West end of westward siding.
Borup.—West end of eastward siding.
Kennedy.—West end of siding.

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

Derail is connected with main line switch and the derail is closed when main line switch is thrown for siding; derail is open when main line switch is not thrown for siding. Switch lamps will not be maintained upon derailing switches in above locations.

NOTE—Maximum speed of passenger trains is one minute, or sixty seconds, per mile. This limit must never be exceeded. Speed of passenger trains must not exceed thirty miles per hour, and speed of freight trains twenty miles per hour, between Martin and Easton, and between Stampede and Weston. Speed of all trains through Stampede tunnel must not exceed fifteen miles per hour.

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

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

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

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

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

Siding at Auburn Gravel Pit will be operated as an intermediate station. Telephone located at Gravel Pit Spur switch. Position of "Wye" switches at Auburn will be ascertained before using. Normal position of switch at head of the wye at Auburn will be for Seattle leg of the wye. Switch target and switch lamp will show clear indication for Seattle leg.

Speed westward will not exceed twenty (20) miles per hour around curves at old tunnel 5, between Stampede and Borup, thirty-five (35) miles per hour, Humphrey to Eagle Gorge, thirty (30) miles per hour, Eagle Gorge to Palmer Junction and thirty-five (35) miles per hour from one mile west of Covington to one-half mile west of Green River bridge.

When trains by train order, or trains of same class by time table, meet at Upham, Martin, Stampede, Borup, Kennedy or Weston, ascending train will take siding. It must be understood that meeting by train orders refers to trains having a positive meeting order, and meeting by time table refers to stations designated on time table as a scheduled meeting point between two trains of the same class, and that, except as specified in this rule and the following paragraph, an inferior train meeting a superior train at either of these stations must take siding and clear the time of superior train five minutes, as per general rule.

Descending freight trains, in making meeting point with ascending passenger trains at Stampede, will be required to be into clear before passenger train is due at Borup; at Borup before due at Weston, and at Kennedy and Weston before passenger train due to leave Lester; at Martin before passenger train due Upham and at Upham before passenger train due to leave Easton.

At Dudley, Weston and Humphrey, Track No. 1, located next to main track, will be known as Eastward Siding. Track No. 2 will be known as Westward Siding.

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

Descending freight train must not be permitted to leave Stampede until descending passenger train has passed Weston and descending freight train must not be permitted to leave Martin until descending passenger train has passed Easton.

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

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

Dead freight trains will fill to tonnage at Cle Elum.

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

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

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

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

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

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

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.

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

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 gauge.

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

Westward

SECOND SUBDIVISION (SEATTLE LINE)

Time Table 37A January 19, 1913 Succeeding No. 37

FIRST CLASS.

Table with columns for Station Numbers, Distance from Seattle, and train numbers 301-329. Includes sub-headers for Passenger, DAILY, and Telegraph Offices and Calls.

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

Double Track.—Between King Street Station, Seattle, and Tacoma Wharf. Automatic Block.—Between Holgate Street, Seattle and Tidewater. Registering Stations.—Auburn, Puyallup, Tacoma, Tacoma Yard Office, Seattle Yard, and King Street Station.

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.

Westward.

SECOND SUBDIVISION. (SEATTLE LINE)

Time Table 37A January 19, 1913 Succeeding No. 37. Table with columns for Station Numbers, STATIONS, Distance from Seattle, and train classes: FIRST CLASS (5, 355), SECOND CLASS (681, 689, 679, 677, 675), and THIRD CLASS (935, 971). Includes departure times and special notes like 'EXCEPT MONDAY'.

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)

Eastward.

Time Table 37A January 19, 1913 Succeeding No. 87. Table with columns for stations (UD. KING ST. STA., YD. SEATTLE YD., ARGO, C.M. & P.S.R.R. CROS., BI. BLACK RIVER, ORILLIA, O'BRIEN'S, KN. KENT, THOMAS, CHRISTOPHER, GR. FIRST ST., AU. AUBURN, DIERINGER, SN. SUMNER, MEEKER, PY. PUYALLUP, RN. TIDEWATER, Q. TACOMA, TACOMA WHARF) and 24 train numbers (338-332, 6, 322, 332). Includes 'Car Capacity of Sidings' and 'Time Over Subdivision'.

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

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

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

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

All movements against regular movements of traffic are governed by back-up or dwarf signals. These signals are located 390 feet from crossing and on opposite side of track from "Home Signals" Nos. 39 and 40. Signals Nos. 39 and 40 are equipped with two blades and two lights. Dwarf signals are equipped with one blade and one light.

"DAY INDICATIONS."

"NIGHT INDICATIONS."

"Home Signals." Both upper and lower arm horizontal—Stop. Upper arm inclined upward 90 degrees to vertical position; lower arm horizontal—Proceed at regular speed. Upper arm at 45 degrees, upward position—Proceed with caution. "Dwarf Signals." Arm horizontal—Stop. Arm inclined upward 90 degrees to vertical position—Proceed at usual speed. Used in back-up movements. See further Seattle Terminal Rules, page 12.

"Home Signals." Both upper and lower lights red—Stop. Upper light green; lower light red—Proceed at usual speed. Upper light yellow; lower light red—Proceed with caution. "Dwarf Signals." Red light—Stop. Green light—Proceed at usual speed. Used in back-up movements.

TACOMA TERMINAL

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

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

Automatic Block—between Tacoma Yard Office and South Tacoma. Registering Stations.—Tacoma Yard Office, Tacoma Union Station and South Tacoma. Bulletin Stations.—Tacoma Yard Office and Tacoma Union Station. Standard Clock.—Tacoma Union Station. Mountain Grade.—Tacoma Yard Office to 2 1/2 miles west.

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

INDICATIONS:

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

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 2 1/2 miles west of South Tacoma and at Reservation spur just east of Tidewater. Trains will approach Tidewater under full control and will not proceed until tracks are known to be clear and signal is received from switch tender. Trains will approach crossover switches on double track between Tidewater and Tacoma Wharf located at East "L" street (near Head of Bay Yard Office), east "D" street (near roundhouse), and South Twenty-first street (entering passenger station), under full control and will not proceed until tracks are known to be clear and signal is received from switch tender.

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.

**SECOND SUBDIVISION.
SEATTLE LINE**

Eastward.

Time Table 37A January 19, 1913 Succeeding No. 87		FIRST CLASS.										SECOND CLASS.					THIRD CLASS.												
		334	326	356								676	678	680	690	682						972	936						
		Passenger	Passenger	Passenger								Freight	Freight	Freight	Freight	Freight						Way Freight	Way Freight						
Distance from Tacoma Wharf	STATIONS. Telegraph Offices and Calls	Car Capacity of Sidings	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY						EXCEPT SUNDAY	EXCEPT SUNDAY							
			Evergreen State Limited	Gt. Nor. No. 28	Gt. Nor.								No. 603		Gt. Nor.														
41.8	UD . KING ST. STA. DN 0.8		A10. 85PM	A11. 10PM	A11. 15PM									A 8. 00PM															
41.0	YD . SEATTLE YD. DN 2.4										A 5. 85AM	A 6. 00AM	A 6. 45AM		A12. 15AM														
38.6	..... ARGO P 6.8		10. 22	10. 58	11. 04						5. 20	5. 00	6. 30	7. 45	11. 55PM														
31.8	C. M. & P. S. R. R. CROS. No Connection. 0. 1																												
31.7	BI . BLACK RIVER ... D 2. 1	60	10. 12	10. 48	10. 58						L 5. 05AM	4. 40	6. 15	7. 25	11. 35														
29.6	..... ORILLIA 2. 0	5 Spur									See page 10																		
27.6	..... O'BRIEN'S 2. 2	3 Spur																											
25.4	KN KENT D 1. 8	90	10. 00	10. 37	10. 48							4. 20	6. 00	s 7. 00	s 11. 15														
23.6	..... THOMAS 1. 4	8 Spur																											
22.2	..... CHRISTOPHER 1. 9	4 Spur																											
20.3	GR FIRST ST. D 0. 5	70	9. 52	10. 30	10. 35							L 4. 00AM	5. 47	6. 48	10. 40														
19.8	AU AUBURN DN 4. 4	300	9. 50 682	10. 29	10. 34								5. 45	s 6. 40	s 10. 35 326 8. 35 322-332-334-353														
15.4	..... DIERINGER 2. 6	No Sdg.	9. 44	10. 23	10. 28								5. 35	6. 20	8. 25														
12.8	SN SUMNER D 1. 6	No Sdg.	9. 40	10. 19	10. 24								5. 30	s 6. 15	8. 12														
11.2	..... MEEKER P 1. 3	70	9. 36	10. 16	10. 21								5. 25	6. 05	8. 05														
9.9	PY PUYALLUP DN 6. 8	70	9. 34	10. 14	10. 19								5. 20	s 6. 00	8. 00														
8.1	RN TIDEWATER DN 1. 7	No Sdg.	9. 24	10. 04	10. 09								4. 55	5. 35	7. 40														
1.4	Q TACOMA DN 1. 4		L 9. 20PM	L10. 00PM	L10. 05PM										L 5. 80PM	L 7. 35PM													
0.0	..... TACOMA WHARF.													L 4. 45AM															
			DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY							EXCEPT SUNDAY	EXCEPT SUNDAY						
	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						18. 6	10. 4	20. 5	16. 2	9. 0							14. 8	15. 9						

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

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

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

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

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

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

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

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

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

THIRD SUBDIVISION—Main Line.

Eastward.

FIRST CLASS			Water, Fuel, Scales, Turn Tables & Wyes	Station Numbers	Time Table No. 37A January 19, 1913 Succeeding No. 37		Distance from Sumas	Car Capacity Siding of	SECOND CLASS.				THIRD CLASS												
348	342	344			688	684			676	566	924	928	930												
Passenger	Passenger	Passenger			Freight	Freight			Freight	Mixed	Way Freight	Way Freight	Way Freight												
DAILY	DAILY	DAILY			EXCEPT SUNDAY	EXCEPT SUNDAY			DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	Tuesday, Thurs., Sat.												
			WC OT	CF 31	YD.....SEATTLE YARD.....DN 0.9	127.3			A 11.40PM				A 8.30PM												
A 9.25PM	A 5.10PM	A 1.15PM			UD.KING STREET STATION.DN 1.4	126.4							8.00												
9.20	5.00	1.10			.....END DOUBLE TRACK..... 1.2	125.0							2.50											
f 9.10	4.48	f 1.00	W O	CF 35	.....G. N. CROSSING..... No Connection 1.9	123.8																		
s 9.02	s 4.40 347	s 12.55	W	CF 37	BA.....INTERBAY.....D 1.9	121.9	90	11.10					s 2.80												
s 8.52	4.85	s 12.45		CF 39	BK.....UNIVERSITY.....D 3.1	117.9							s 2.00												
f 8.42	4.28	f 12.35		CF 42	.....KEITH..... 3.9	114.8	50	10.40					s 1.45											
f 8.28	4.17	f 12.28		CF 46	.....LAKE..... 6.9	110.9	60	10.20					s 1.80											
s 8.10	s 4.02	s 12.05PM		CF 53	B.....BOTHELL.....D 1.8	104.0	50	9.40		See page 10			s 1.00												
s 8.05	s 3.57	s 12.00PM	WC T	CF 55	CJ.....WOODINVILLE.....DN 5.9	102.2	100	s 9.30		A 3.05AM 687		L 12.50PM													
s 7.50	3.42	s 11.45AM		CF 60	MB.....MALTBV.....DN 8.4	96.3	80	s 8.55		2.45	See 565, p 9		See 925, p.9												
f 7.25 s 7.15	s 3.20	f 11.20 s 11.10	WC OY	CF 69	OM.....SNOHOMISH.....DN 5.2	87.9	150	L 7.60PM		1.55 s 1.25	A 3.05PM		A 2.40PM												
s 7.04	s 3.06	s 11.00 341	W	CF 74	MA.....MACHIAS.....D 3.1	82.7	45			1.10	s 2.45		s 2.25												
s 6.55 347	s 2.58	s 10.50		CF 77	FD.....HARTFORD.....D 4.4	79.6	102			1.00	L 2.25PM		s 2.00												
s 6.48	2.47	s 10.40		CF 82	.....GETCHELL..... 6.2	75.2	60			12.45 675			s 1.80											
s 6.28	2.30	f 10.25 927 343	W M B	CF 88	.....EDGEComb..... 3.0	69.0	53			12.10AM			s 12.50											
s 6.20	s 2.20	s 10.15	Y M B	CF 91	A.....ARLINGTON.....DN 3.8	66.0	132			11.55PM			12.30PM s 11.25AM 341 927												
s 6.09	2.05	s 9.55		CF 95	{.....M. & N. CROSSING.....} {BT.....BRYANT.....D} Track Connection 6.3	62.2	40			11.40			11.00 s 10.40 343												
s 5.50	s 1.50	s 9.30 928	W	CF 101	MU.....McMURRAY.....D 5.6	55.9	65			11.20			9.45 s 9.05 341												
s 5.35	1.35 927	s 9.15		CF 107	.....MONTBORNE..... 1.6	50.3	25			11.00			s 8.80											
s 5.29	s 1.30	s 9.10		CF 109	BQ.....BIG LAKE.....D 5.5	48.7	70			10.55			s 8.15												
s 5.15	s 1.18	s 8.55		CF 114	CA.....CLEAR LAKE.....D 3.2	43.2	135			10.35			s 7.80												
s 5.05	s 1.10 341	s 8.45	WC T	CF 117	{WL.....SEDRO-WOOLLEY.....DN} {Two G. N. CROSSINGS.....} Track Connection 0.6	40.0	290			A 2.50PM	10.25 s 10.00		L 7.00AM	A 2.30PM											
f 4.49	12.54	f 8.30		CF 122P. S & B. R. CROSSING..... Track Connection 4.9	39.4																			
L 4.45PM	s 12.42 343 930	L 8.15AM 929	Y W	CF 128THORNWOOD..... 5.9	34.5	45			s 2.30	9.45			s 2.05											
	f 12.26			CF 131	WK.....WICKERSHAM.....D 2.7	28.6	75			L 2.00PM 341	s 9.20 s 8.55 341			s 1.37 12.10PM 341 342 343 s 11.55AM											
	s 12.19		W	CF 133SAXON..... 2.2	25.9	Spur 50				8.48														
	f 12.11PM			CF 135	MC.....ACME.....D 2.0	23.7	18				8.35			s 11.85											
	s 11.55AM			CF 141STANDARD..... 5.9	21.7	20				8.29			s 11.20											
	11.58			CF 142	DM.....DEMING.....D 0.5	15.8	12				8.07			s 10.55											
	s 11.35			CF 151ABBOTT..... 8.9	15.2	20				8.05			s 10.45											
				CF 157	NC.....NOOKSACK.....D 5.4	6.3	18				7.85			s 10.10											
			WC OT	CF 157B. B. & B. C. CROSSING..... No Connection 0.9	0.9																			
	L 11.20AM 929				SU.....SUMAS.....D 0.0	0.0	110			L 7.15PM			L 9.30AM												
DAILY	DAILY	DAILY							EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	Tuesday, Thurs., Sat.										
4.50	5.50	5.0			Time Over Subdivision				3.50	.50	7.50	.40	2.40	7.40	5.00										
20.2	21.6	19.6			Average Speed per Hour				10.2	13.6	13.5	12.4	9.4	6.3	8.0										

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

No. 343 will wait at Woodinville 15 minutes for No. 346's connection. No. 347, when meeting No. 348 at Hartford, will head in on Eighth Subdivision. No. 566 will register departure at Hartford. No. 343 will wait 30 minutes at Wickersham for 342's connection.

Nos. 341, 342, 343, 344, 347 and 348 will wait 15 minutes at Snohomish for motor connection from Everett. Maximum speed of passenger trains is one minute, or sixty seconds, per mile. This limit must never be exceeded.

Maximum speed between Clay and Bell Sts., Seattle, is 6 miles per hour. Maximum speed over truss bridges and high trestles is 20 miles per hour. Pilchuck and Ehrlich regular stop for Nos. 343, 344, 347 and 348. All trains keep under control where view of switches is obstructed, and within yard limits at Seattle, Interbay, Fremont, Woodinville, Snohomish, Hartford,

Arlington, Sedro-Woolley, Wickersham and Sumas expecting to find main line occupied. Nos. 344 and 347 will stop on flag at Forest Home Academy near M. P. 80. See further special rules, page 12.

Westward. **FOURTH SUBDIVISION—ROSLYN BRANCH** Eastward.

Table for Fourth Subdivision—Roslyn Branch. Columns: Westward (577, 575, 573), Time Table No. 37A (January 19, 1913), Stations (CLE ELUM, MINE 5, ROSLYN, RONALD, BEEKMAN, LAKEDALE), Eastward (574, 576, 578). Includes station numbers, distances, and average speed per hour.

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

Westward. **SIXTH SUBDIVISION—SNOQUALMIE BRANCH** Eastward.

Table for Sixth Subdivision—Snoqualmie Branch. Columns: Westward (923, 345), Time Table No. 37A (January 19, 1913), Stations (WOODINVILLE, WILLOWS, REDMOND, PARADISE LOGG. RY. CRSG., CAMPTON, SAMAMISH, INGLEWOOD, MONOHON, ISSAQUAH, HIGH POINT, PRESTON, FALLS CITY, SNOQUALMIE FALLS, SNOQUALMIE, NORTH BEND, SALLAL), Eastward (346, 924). Includes station numbers, distances, and average speed per hour.

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

Westward. **FIFTH SUBDIVISION—BELT LINE** Eastward.

Table for Fifth Subdivision—Belt Line. Columns: Westward (935, 675, 345), Time Table No. 37A (January 19, 1913), Stations (BLACK RIVER, RENTON, S. R. & S. CROSSING, C. & P. S. CROSSING, KENNYDALE, WILBURTON, NORTHTRUP, KIRKLAND, R. R. CROSSING, WOODINVILLE), Eastward (346, 676, 936). Includes station numbers, distances, and average speed per hour.

Eastward trains are superior to trains of the same class in the opposite direction. Registering Stations—Woodinville and Black River. Nos. 345 and 346 will register by ticket at Black River. Engines must not use glass works spur at Renton.

Westward. **SEVENTH SUBDIVISION—EVERETT BRANCH** Eastward.

Table for Seventh Subdivision—Everett Branch. Columns: Westward (925, 411, 401, 715, 565, 687), Time Table No. 37A (January 19, 1913), Stations (SNOHOMISH, VARDEN, EBEBY JCT, C. M. & P. S. RY. CROSSING, LOWELL, EVERETT, G. N. JUNCTION, G. N. CROSSING, SMELTER), Eastward (564, 688, 926). Includes station numbers, distances, and average speed per hour.

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

Westward.		EIGHTH SUBDIVISION. MONTE CRISTO BRANCH										Eastward.			
SECOND CLASS			Time Table No. 37A January 19, 1913 Succeeding No. 37										SECOND CLASS		
571	567	563	STATIONS.										566	568	572
Mixed	Mixed	Mixed	Telegraph Offices and Calls										Mixed	Mixed	Mixed
WEDNESDAY	MONDAY AND FRIDAY	TUESDAY THURSDAY AND SAT.	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Hartford	Distance from Monte Cristo	Car Capacity of Sidings	TUESDAY THURSDAY AND SAT.	MONDAY AND FRIDAY	WEDNESDAY	Distance from Monte Cristo	Car Capacity of Sidings	TUESDAY THURSDAY AND SAT.	MONDAY AND FRIDAY	WEDNESDAY
L 10.55AM	L 10.55AM	L 10.55AM		CF 77	0.0	42.0	102	A 2.00PM	A 3.00PM	A 4.50PM	42.0	102	A 2.00PM	A 3.00PM	A 4.50PM
s 11.05	s 11.05	s 11.05		BD 3	2.5	39.5	25 Spur	s 1.40	s 2.40	s 4.35	39.5	25 Spur	s 1.40	s 2.40	s 4.35
				BD 5	4.6	37.4	20 Spur				37.4	20 Spur			
s 11.20AM 12.15PM	s 11.20AM 12.15PM	s 11.20AM 12.15PM	Y	BD 6	6.3	35.7	70 Spur	s 1.15	s 2.15	s 4.10	35.7	70 Spur	s 1.15	s 2.15	s 4.10
		A 12.80PM	W M	BD 9	9.5	32.5	20 Spur	L 12.40PM			32.5	20 Spur	L 12.40PM		
				BD 12	11.9	30.1	10				30.1	10			
s 1.00	A 1.00PM		W Wye	BD 14	13.6	28.4	10		L 1.15PM	s 3.20	28.4	10		L 1.15PM	s 3.20
				BD 19	19.0	23.0	5 Spur				23.0	5 Spur			
s 1.25				BD 20	20.0	22.0	6 Spur			s 3.05	22.0	6 Spur			s 3.05
A 2.15PM			W	BD 29	29.0	13.0	16			L 2.20PM	13.0	16			L 2.20PM
				BD 30	30.0	12.0	3 Spur				12.0	3 Spur			
				BD 37	37.3	4.7	1 Spur				4.7	1 Spur			
			W T	BD 42	42.0	0.0	100				0.0	100			
WEDNESDAY	MONDAY AND FRIDAY	TUESDAY THURSDAY AND SAT.						TUESDAY THURSDAY AND SAT.	MONDAY AND FRIDAY	WEDNESDAY			TUESDAY THURSDAY AND SAT.	MONDAY AND FRIDAY	WEDNESDAY
3.20	2.05	1.35						1.20	1.45	2.30			1.20	1.45	2.30
8.7	6.5	6.4						7.1	7.8	11.6			7.1	7.8	11.6
			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.

Westward.		TENTH SUBDIVISION. BELLINGHAM BRANCH										Eastward.							
SECOND CLASS			Time Table No. 37A January 19, 1913 Succeeding No. 37										FIRST CLASS			SECOND CLASS			
683	347	343	STATIONS.										344	348	684				
Freight	Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger	Freight				
EXCEPT SUNDAY	DAILY	DAILY	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Wickersham	Distance from So. Bellingham	Car Capacity of Sidings	EXCEPT SUNDAY	DAILY	DAILY	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Wickersham	Distance from So. Bellingham	Car Capacity of Sidings	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY
L 7.85AM	L 9.20PM	L 12.45PM	Y W	CF 128	0.0	22.5	75	L 7.85AM	L 9.20PM	L 12.45PM	Y W	CF 128	0.0	22.5	75	WK.....WICKERSHAM.....D	A 8.15AM	A 4.35PM	A 1.30PM
s 7.40	f 9.25	f 12.50		BM 1	1.3	21.2	15	s 7.40	f 9.25	f 12.50		BM 1	1.3	21.2	15	.....MIRROR LAKE.....	f 8.10	f 4.30	s 1.20
s 7.50 8.04	f 9.34	f 12.57		BM 4	3.8	18.7	15	s 7.50 8.04	f 9.34	f 12.57		BM 4	3.8	18.7	15	.....PARK.....	f 8.04 683	f 4.22	s 1.10
s 8.10	f 9.38	f 1.03 684		BM 5	4.8	17.7	20	s 8.10	f 9.38	f 1.03 684		BM 5	4.8	17.7	20	.....BLUE CANYON.....	f 7.59	f 4.17	s 1.03 12.45
				BM 7	6.6	15.9	No Sdg.					BM 7	6.6	15.9	No Sdg.	.....IDLEWILD.....			
				BM 9	9.0	13.5	No Sdg.				W M	BM 9	9.0	13.5	No Sdg.	.....TOWANDA.....			
8.40	f 10.00	f 1.25		BM 11	11.4	11.1	20	8.40	f 10.00	f 1.25		BM 11	11.4	11.1	20	.....AGATE BAY.....	f 7.38	f 3.56	s 12.20
s 8.55	f 10.12	f 1.36		BM 15	15.1	7.4	No Sdg.	s 8.55	f 10.12	f 1.36		BM 15	15.1	7.4	No Sdg.	.....SILVER BEACH.....	s 7.25	s 3.45	s 12.05
s 9.00	10.15	1.39		BM 16	16.1	6.4	30	s 9.00	10.15	1.39		BM 16	16.1	6.4	30	.....LARSON.....	7.28	3.48	s 12.01PM
A 9.30AM	A 10.30PM	A 1.50PM	W Y CO	BM 20	20.1	2.4	50	A 9.30AM	A 10.30PM	A 1.50PM	W Y CO	BM 20	20.1	2.4	50	WD.....BELLINGHAM.....D	L 7.10AM	L 8.30PM	L 11.30AM
					21.9	0.6							21.9	0.6		.....G. N. CROSSING.....			
				BM 23	22.5	0.0	50					BM 23	22.5	0.0	50	FN.....SO. BELLINGHAM.....D			
EXCEPT SUNDAY	DAILY	DAILY						EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	EXCEPT SUNDAY
1.55	1.10	1.05						1.55	1.10	1.05							1.05	1.05	2.00
10.4	17.2	18.7						10.4	17.2	18.7							18.7	18.7	10.1
			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.

Westward.		NINTH SUBDIVISION. DARRINGTON BRANCH										Eastward.			
SECOND CLASS		Time Table No. 37A January 19, 1913 Succeeding No. 37										FIRST CLASS		SECOND CLASS	
569	327	STATIONS.										328	570		
MIXED	Passenger	Telegraph Offices and Calls										Passenger	MIXED		
EXCEPT SUNDAY	EXCEPT SUNDAY	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Arlington	Distance from Darrington	Car Capacity of Sidings	EXCEPT SUNDAY	EXCEPT SUNDAY	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Darrington	Car Capacity of Sidings	EXCEPT SUNDAY	EXCEPT SUNDAY	
L 11.00AM	L 7.30PM	C Y	CF 91	0.0	28.6	132	A 9.40AM	A 5.30PM					A 9.40AM	A 5.30PM	
s 11.25	7.45	W	BK 4	5.4	23.2	4 Spur	s 9.25	s 4.50					s 9.25	s 4.50	
s 11.45AM	s 7.53		BK 7	8.4	20.2	7 Spur	s 9.17	s 4.30					s 9.17	s 4.30	
s 12.00N	s 8.05		BK 11	11.9	16.7	28	s 9.07	s 4.10					s 9.07	s 4.10	
s 12.15PM	s 8.10		BK 13	14.0	14.6	33	s 9.01	s 3.55					s 9.01	s 3.55	
s 12.25	s 8.14		BK 15	15.7	12.9		s 8.56	s 3.40					s 8.56	s 3.40	
s 12.40	s 8.20	W	BK 17	17.9	10.7	80	s 8.49	s 3.26					s 8.49	s 3.26	
s 12.50	s 8.25		BK 19	19.7	8.9	30	s 8.43	s 3.20					s 8.43	s 3.20	
s 1.00	s 8.30		BK 21	22.1	6.5	14	s 8.35	s 3.13					s 8.35	s 3.13	
s 1.15	s 8.32		BK 22	22.6	6.0	4 Spur	s 8.33	s 3.10					s 8.33	s 3.10	
s 1.25	s 8.38		BK 24	24.7	3.9	10 Spur	s 8.27	s 3.00					s 8.27	s 3.00	
A 2.00PM	A 8.50PM	C Y	BK 28	28.6	0.0	24	L 8.15AM	L 2.45PM					L 8.15AM	L 2.45PM	
3.00	1.20												1.25	2.45	
9.5	21.4												20.2	10.4	
		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.

**Special Rules Eighth Subdivision
MONTE CRISTO BRANCH**

Registering Station—Hartford.
Derail Switch—Siding at Tunnel No. 2.
Mountain Grades—Descending Monte Cristo to Sauk River Bridge, Barlow pass to Bonanza Queen and from Robe to Cutoff. Eastward Trains must not exceed schedule time within above limits.
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. 568, Hartford to Cutoff.
No. 567 has right over No. 568, Hartford to Robe.
No. 571 has right over No. 572, Hartford to Silverton.
No. 347, when meeting No. 348 at Hartford, will head in on Eighth Subdivision.

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

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

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

Registering Stations—Wickersham and Bellingham.
Bulletin Station—Bellingham.
Yard Limit—Bellingham.
Trains will not exceed eight miles per hour between M. P. 3 and 4, and not exceed 6 miles per hour over bridges 19 and 20.
Maximum Grades—Larson to Bellingham and Mirror Lake to Wickersham.
Wye switch at Wickersham will be kept set for East Leg. All trains will come to full stop before crossing Holly street, Bellingham
Flagman precede train with red flag or light. Reduce speed to eight (8) miles per hour over street car crossing at Kentucky Street, Bellingham; and not exceed this speed between Kentucky Street and Bellingham station.
Reduce speed to six miles per hour over street car crossing between Silver Beach and Larson.
No. 343 has right over No. 348, Wickersham to Bellingham.
No. 683 has right over No. 684, Wickersham to Bellingham.

COMMERCIAL SPURS.

FIRST SUBDIVISION.
Distance from Ellensburg.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Younger.....	22.4	1 E	10	Sandberg.....	76.8	1 W	20
Nagrom, F 279, 280, 3 & 42.	67.8	1 W	20	Headworks, F 5, 279 & 280...	81.6	1 W	7
Garibaldi, F 279 & 280.....	75.6	1 E	8	Soos, F 279 & 280.....	98.3	1 E	7

THIRD SUBDIVISION.
Distance from King Street Station.

Edgewater.....	6.9	1 E	8	Kelly's Spur.....	59.5	1 W	4
Latona.....	7.9	1 E	4	Grantley.....	63.3	1 E	16
Wood Spur.....	10.5	1 E	16	Milldale.....	65.5	1 E	20
Pontiac, F 343, 344, 347 & 348	13.2	1 E	4	Pilchuck, S 343, 344, 347 & 348	65.9	1 E	88
Lavilla, F 343, 344, 347 & 348	14.5	1 E	....	Day's F 341-343, 344, 347 & 348	68.2	Siding	10
Belden.....	14.7	1 E	8	Ehrlich, S 343, 344, 347 & 348	73.6	1 W	20
Briarcrest, F 343, 344, 347 & 348	17.5	....	....	Buxton.....	75.7	1 E	29
Lake Forest Park, F 343, 344, 347 & 348.....	18.1	1 W	8	Chilco.....	77.2	1 W	7
Kenmore, F 343, 344, 347 & 348	18.9	1 E	7	Conway.....	78.7	1 E	....
Wrenwood.....	20.6	1 W	....	Nookechamp, F 343, 344, 347 & 348.....	79.1	1 E	5
Wayne, F 343, 344, 347 & 348	21.5	....	....	Tiloh.....	79.5	1 E	12
Hannan.....	22.3	1 E	14	Heather.....	81.5	1 E	5
Stockton.....	23.5	1 E	8	Skagit Junction.....	84.5	1 E	7
Bear Creek.....	25.4	1 E	17	Norlum.....	88.7	1 E	40
Sand Spur.....	25.8	1 E	12	Cohone.....	92.6	1 E	18
Grace, F 343, 344, 347 & 348..	26.3	1 E	25	Prairie, F 343, 344, 347 & 348	94.1	Siding	10
Brace.....	29.4	1 E	3	Lumans.....	95.2	1 W	16
Cathcart, F 343, 344, 347 & 348	33.5	1 W	12	Morgood.....	99.4	1 E	....
Cobbner.....	36.0	1 W	....	Doran, F 341 & 342.....	99.8	1 W	4
Bromart.....	37.2	1 E	32	Comar.....	103.9	1 E	....
Bartlett.....	44.5	1 E	4	McDonald's, F 341 & 342...	105.7	1 W	4
Lake Cassidy.....	50.0	1 E	3	Coyne.....	107.5	1 E	7
Kelmire.....	50.5	1 W	6	Van Zant's, F 341 & 342....	107.9	1 W	8
Ryton.....	51.7	1 E	3	Case's Spur, F 341 & 342....	108.8	1 E	5
Harvey.....	54.9	1 E	4	Eliton.....	112.6	1 E	13
Sisco, F 343, 344, 347 & 348..	55.8	1 E	15	Lawrence, F 341 & 342....	113.7	1 E	6
M. & A. Tfr.....	58.8	1 E	6	McKee's.....	117.8	1 W	14
				Crescent.....	121.9	1 W	5

FIFTH SUBDIVISION.
Distance from Black River.

Jones, F 345 & 346.....	20.3	1 E	5	Hazelwood, F 345 & 346....	7.3	....	....
Firloch, F 345 & 346.....	19.8	1 E	4	May Creek, F 345 & 346....	6.6	1 E	4
Feriton.....	16.6	1 E	2	Quendall.....	6.0	Siding	8
Kincaid.....	16.0	1 E	5	Sanford, F 345 & 346.....	4.1	1 E	2
Midlakes, F 345 & 346.....	12.6	1 W	5				
Factoria, F 345 & 346.....	9.5	....	....		

SIXTH SUBDIVISION.
Distance from Woodinville.

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

SEVENTH SUBDIVISION.
Distance from Snohomish.

Sherwood.....	4.1	1 E	4	Madrona.....	8.4	1 E	80
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EIGHTH SUBDIVISION.
Distance from Hartford.

Zahler.....	1.0	1 E	5	Enos Quarry.....	7.3	1 E	30
Denmark.....	2.5	1 E	5	Atlas.....	8.3	1 E	5
Beechwood.....	2.7	1 E	7	Hemple.....	20.2	1 E	5
Difley.....	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	Gorlock.....	18.4	Siding	25
Jenora.....	5.7	1 E	20	Lampson.....	20.2	1 E	5
Cavano.....	9.0	Spur	....			

TENTH SUBDIVISION.
Distance from Wickersham.

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

ELEVENTH SUBDIVISION.
Distance from Interbay.

Ballard (Station No. B 5)...	1.1	50				
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SPECIAL RULES—THIRD, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH AND TENTH SUBDIVISIONS

RAILROAD CROSSING AT GRADE

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

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

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

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

C. & P. S. crossing at Renton is protected by derails located 75 feet east and 75 feet west of the crossing and operated by switch stand between the C. & P. S. tracks. **NORMAL POSITION OF DERAILS IS AGAINST N. P. TRAINS.** All trains

will stop to clear derails, brakeman will go ahead and line up for N. P. track, cross to opposite side of track and remain there until train has cleared both derails; then line back to derail.

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

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

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

LOCATION DRAW SPANS

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

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

SEATTLE TERMINAL

RAILROAD CROSSINGS AT GRADE

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

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

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

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

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

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

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

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

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

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

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

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

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

Signal arm in horizontal position indicates "Stop."

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

By night, signal indications will be given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

RULES GOVERNING INTERLOCKING PLANT AT NORTH PORTAL OF TUNNEL AT SEATTLE.

All signals located at right hand side of tracks they govern.

Train movements to Main Line controlled by Semaphore signals, about 25 feet in height.

Train movements to sidings or to main tracks against current of traffic controlled by dwarf semaphores, about two feet in height.

The home signal is the semaphore arm with a square end, which in a horizontal position indicates "Stop" and 60° below horizontal indicates "Proceed."

The distant signal is the semaphore arm with a forked end, which in a horizontal position indicates "Caution, proceed with Caution," and 60° below horizontal indicates "Proceed."

By night signal indications are given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

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

Eastward N. P. trains to the tunnel and to the water front are governed by semaphore signal, located about 350 feet west of the tower. Upper arm governs to tunnel, lower arm to water front.

Westward N. P. trains from the water front are governed by semaphore, located about 300 feet east of the tower. Upper arm governs movement, lower arm stationary in stop position. The dwarf signal, at the base of this semaphore, governs G. N. trains.

Trains will not exceed 15 miles per hour between Battery St., 400 feet east of tower and King Street Station.

At night and during foggy weather, eastward trains will give one long blast of whistle for tunnel and three shorter blasts for water front.

Westward trains from water front will give three blasts of whistle for N. P. Main Line.

Hand signals must not be taken against interlocking signals, except when given by the towerman from the center of the track, with a yellow flag by day and a yellow light by night.

RULES GOVERNING TUNNEL BLOCK SEMAPHORES AND MOVEMENTS OF TRAINS THROUGH TUNNEL AT SEATTLE.

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

Eastward trains are governed by the semaphore block signal located 250 feet north of the north portal of the tunnel.

A semaphore arm in the horizontal position indicates "Stop."

A semaphore arm 60° below horizontal indicates "Proceed."

By night indications are given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Block signal rules do not modify train rules nor relieve trainmen from protecting as per Rule 99.

Rules governing interlocking plant Great Northern crossing on field track east of Interbay are posted in cabin located on G. N. tracks at crossing to the field track.

Class G engines can be used on the following piers: Pier 1, 2, Colman Dock, south side Pier 3, Pier 4, 5, 6½, 7, 9, 11, 11½, 12 and 13, and cannot be used on north side Pier 3, Piers 6, 8, 10 and 14.

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

J. E. CAMPBELL
Trainmaster, Seattle.

O. F. OHLSON,
Trainmaster, Seattle.

J. F. FITZSIMMONS,
Trainmaster, Seattle.

H. M. MORAN,
Chief Dispatcher, Seattle.

TONNAGE RATINGS—FREIGHT ENGINES.

FIRST SUBDIVISION.—EASTWARD.

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

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

FIRST SUBDIVISION.—WESTWARD.

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

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

DISTRICTS.	THIRD SUBDIVISION—EASTWARD											DISTRICTS.	THIRD SUBDIVISION—WESTWARD.														
	Class D 2 & E 3		Class E 6		Class E 7		Class 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				
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons		Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Sumas to Wickersham.....	800	27	850	28	950	31	925	31	1100	36	1300	43	Seattle to Fremont.....	2000	50	2000	50	3000	60	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	25	750	25
Thornwood to Clear Lake.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Keith to Woodinville.....	1200	40	1200	40	1500	50	1500	50	1650	55	1800	60	1800	60
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	19	600	19
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	60	3000	60
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	37	1100	37
Getchell to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Machias to Getchell.....	425	14	450	15	530	17	515	17	565	19	675	22	675	22
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	60	3000	60
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	30	900	30
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	60	3000	60
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	22	660	22
													Thornwood to Sumas.....	900	30	1000	31	1200	40	1200	40	1300	43	1500	50	1500	50

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1		DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
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	60
Kirkland to Black River.....	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60	Sixth Subdivision—Westward Woodinville to Issaquah.....	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60
Sixth Subdivision—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	18
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	60
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	50
Seventh Subdivision—Eastward Everett to Snohomish.....	800	27	850	28	1000	33	980	33	1100	37	1400	46	Eighth Subdivision—Westward. Hartford to Granite Falls.....	500	17	525	18	850	28	825	27	900	30	1000	33
Eighth Subdivision—Eastward 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	16
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	19
Ninth Subdivision—Eastward and Westward. Arlington and Darrington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Silverton to Monte Cristo.....	200	7	215	7	300	10	285	10	335	11	435	14
Tenth Subdivision—Eastward. Bellingham to Larson.....	340	11	365	12	415	14	400	13	475	16	575	19	Tenth Subdivision—Westward. Wickersham to Mirror Lake.....	340	11	365	12	415	14	400	13	475	16	575	19
Larson to Wickersham.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60	Mirror Lake to Larson.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
													Larson to Bellingham.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

CLINTON T. COOKE, Oculist, Seattle	E. M. ADAMS, Arlington, (S)	W. E. GIBSON, Issaquah, (S)	S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.	D. O. KEARBY, Cle Elum, (S)	P. B. WING, Oculist, Tacoma	Head-of-Bay Yard Office, Tacoma, (S)
P. W. WILLIS, King St. Sta. (S)	N. S. McCREADY, Snohomish, (S)	E. S. CLARK, Sumas, (S)	J. C. McCAULEY, Ellensburg, (S)	B. E. HOYE, Auburn, (S)	W. G. CAMERON, Specialist, Tacoma	Half Moon Yard Office, Tacoma, (S)
F. S. BOURNS, Seattle Yd. Office (S)	W. C. COX, Everett, (S)	A. M. SMITH, Bellingham, (S)	R. R. PINKARD, Ellensburg, (S)		N.P.B.A. Hospital, Tacoma, (S)	Tool Car, Tacoma, (S)
Seattle Tool Car, (S).	C. C. HARBOUGH, Sedro-Woolley (S)	Woodinville (S)	H. R. SMITH, Easton, (S)	Puyallup, (S)	Baggage Room, Tacoma, (S)	Wharf, Tacoma, (S)
			Lester, (S)		Round House, Tacoma, (S)	

Note.

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

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

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

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

AUTHORIZED SURGEONS, G. N. RY.

DR. H. M. READ, Seattle

DR. J. A. LA GASA, Tacoma

