# NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME

TABLE

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

SUNDAY, October 26th, 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.

Vestward	d.	t .							1 1	F	IRST SUBDIVI (MAIN LINE)	SIO	N,					:	::			E	astwar	rd.
THIRD	CLASS.	SECOND CLASS.			FIRST (	CLASS.			les		Time Table 38C		1			FIRST (	CLASS.			SECOND CLASS.	THIRD	CLASS.		•
939	937	603	5	1	279	3	257	41	rntab	rom	October 26, 1913 Succeeding No. 38B	urn urn	<u>2</u> 2	258	280	4	42	2	6	602	938	940	-	
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger I	Passenger	Passenger	Wyes X	ince f	STATIONS.	₽ <b>Ч</b>	dings Pacity	ssenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight		-
Mon., Wed. and Friday	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Wate Scale and	Dist. Eller	Telegraph Offices and Calls	Dista East	of of Sir	AILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	Tues., Thurs. and Saturday		
L 8 00AM		L 6.00PM	L 4.35PM	L 3.15PM	L12.40PM T 280	L 5.40M	3.40AM	L 2.45AM	WC 18	48 0.0	EBELLENSBURGDN	04.5	As	5.15A	A12.40PM s 279	A 1.25PM	A 8.45PM	A11.55PM	A 3.25AM s 257	A 9.45AN		A 4.00PM		-
s 8 20	`	6.10	4.42	3.21 940	12.50	5.47	3.46	2.52	18	3.6	SHOSKIN P 4.0 C. M. & St P. overh'd Cr. 1 m w	00.9	80	5.09	12.80	1.17	8.86	11.46	8.12	9.15		s 3.21 1 3.10		1
s 8.40 N 9.008		6.22	s 4.50	8.80	s 12.59	s 5.55	8.54	3.04	18	355 7.6	TPTHORPDN	96.9	E 80	5.02	12.24	1.11	s 8.30	11.40	3.04	9.00		s 2.55		-
s 9.15		6.80	4.56	8.85	1.06	6.02	4.00	8.09	W 18	358 10.4	DUDLEY P	94.1	E 80	4.57	12.18	1.06	8.25	11.86	2.58	8.50	:	s 2.40		-
s 9.85		6.42	5.08	8.48	1.18	6.10	4.08	8.17	18	362 14.	KOUNTZE P	90.0	80	4.50	12.12	12.59	8.17	11.29	2.50	8.82		s 2.28		-
s 9.50		6.50	5.09	8.48	f 1.18	6.16	4.13	8.22	W 1 % 18	365 17.	BRBRISTOLDN	87.3	E 80 W 80	4.44	12.07PM	12.54	8.12	11.24	2.44	8.20		s 2.08		-
s 10.10		7.00	5.17	8.55	1.27	6.24	4.20	8.28	18	369 21.	TEANAWAY P	83.5	E 80	4.36	12.00N	12.46	8.04	11.16	2.37	8.05		s 1.52	<del></del>	-
s 11.10		7.25	s 5.28	4.03	s 1.37	s 6.35	4.30	8.85	WCY 18	373 24.	CLCLE ELUMDN	<b>7</b> 9.7	500 s	4.30 257	8 11.52AM	s 12.40	s 7.58	11.10	s 2.30AM	7 50		1.37 gs s 12.55 s		-
s 11.38 11.43AM		7: <b>46</b> ₃	5.88	4.18	1.45	6.45	4.88	8.43	18	29.	BAKER P	75.3	70	4.19	11 43 939	12.28 940	<b>7.46</b>	11.02	2.18	7.22		4 12.40 s 12.15	<del></del>	-
s 12.03PM 12.23 4		8.00	5.44	4.19	f 1.52	6.51	4.44	8.49	18	31.	NSNELSON'SDN	72.8	E 80 W 60	4.14	f 11.88	12.23	7.41	10.58	2.12	7.10		s 12.05PM		-
s 12.45		8.10	5.50	4.23	2.00	6.56	4.50	8.54	1	883 34.	TALMAGE P	70.1	80	4.08	11.82	12.19	7.85	10.54	2.05	6.56 6.51°		s 11.50AM		-
s 1.05 2.25 279		8.85	s 6.00	4.85	s 2.10	s 7.10	5.00	4.02 258	WC TY	886 38.	1 ESEASTONDN 4.0 C.M. & StP. overh'd Cr. 1.4 m w	66.4	295	4.02	s 11.25 940	12.14	s 7.28	10.49	1.58	6.85		11.38 s 10.40		-
s 2.45		8.55	6.10	4.45	2.21	7.20	5.10	4.13	w 1	890 42.	UPUPHAMDN	62.4	E 75	8.50	11.15	12.06PM	7.17	10.41	1.48	6.15	<del>                                     </del>	s 10.25	<u>:</u>	-
s 8.10		9.20	6.21	4.58	f 2.88	7.81	5.22	4.28	w 1	894 45.	3.5 RTMARTINDN 3.6	58.9	E 60	8.40	f 11.05	11.58AM	7.07	10.88	1.38	6.00		s 10.10		-
s 8.85	-	9.40	6.88	5.10	f 2.45	7.43	5.34	4.35			SISTAMPEDEDN			8.28	f 10.58	11.46	6.55	10.21	1.26	5.34 5.25	<u> </u>	s 9.50		-
s 8.50		9.53 10.10 <sup>2</sup>	6.43	5.18	2.54	7.51	5.42	4.44	W 1	901 52.	BOBORUPDN	<b>5</b> 2.5	E 78	8.17	10.42	11.36	6 43	10.10	1.16	5.25% 5.05		s 9.80		-
s 4.05		10.10 2	6.50	5.25	8.02	7.59	5.49	4.51	1	904 54.	8KENNEDY P	49.7	W 68	8.08	10.80	11.28	6.85	10.00	1.06	4.51 4.40 <sub>₹</sub>		s 9.12		-
s 4.20	-	10 40	6.55	5.80	8.07	8.05	5.56	4.56	W 1	906 57.	2.6 4 WNWESTONDN 4.6	47.1	E 60	8.01	10.24	11.21	6.29	9.58	12.58	4.40 <del>-</del> 4.25		s 9.00		-
A 4.40PM	L 7.00AM	11.05	7.05	5.42	s 8.16	s 8.15	6.10				4.6 DMLESTERDN				s 10.13		s 6.18	9.42	12.46	4.00	A 4 10PM	L 8.30AM		-
	s 7.10	11.15	7.10	938	f 8.21	8.20	6.15	5.15	1	913 64.	2.1 1HOT SPRINGS P	40.4	F 80 P 22	2.89	f 10.08	11.02	6.10	9.81	12.35	8.80	s 3.55	3		-
	s 7.80	11.40	7.20	5.58 42	f 3.32	8.30	6.27	5.28	1	917 69.	MYMAYWOODDN	35.2	E 80 W 80	2.27	f <b>9.4</b> 9	10.51	5.58	9.20	12.24	8.10	s 3.325	-		-
	s 7.50	11.59PM 6 12.13AM	7.27	6.05	f 3.41	f 8.39	6.37	5.40	W 1	921 73.	2HUMPHREYP	31.3	E 80 W 80	2.18	f <b>9</b> .39	10.43	5.49	9.11	12.13 603	2.55	s 2.50			
_	s 8.20	<u> </u>	s 7.35	6.14	s 8.50	f 8.48	s 6.45	f 5.49	W 1	925 76.	7 EG.EAGLE GORGE.DN	27.8	E 60 W 80	2.09	s 9.80	10.87	f 5.40	9.08	f 12.03AM	2.40	s 2.80	- i-		-
	s 8.35%	1.00	7.41	6.21	f 8.56	8.54 937	6.51	5.55	1	928 78.	9LEMOLO P	25.6	80	2.03	f 9.22	10.82	5.88	8.58	11.55PM	2.30	s 2.10			-
	s 9.45	1:15	7.51	6.81	f 4.06	9.10	7.03	6.05	1	932 83.	6 JCPALMER JCTDN 1.2 C.M.& StP. overh'd Cr. 0.6 m w	<b>20</b> .9	60	1.58	f 9.10 9.00	حسسب	5.23	8.48	11.43	2.09	s 1.50		Title Harmywaa	-
7	s 9.55 4 10.30	1.20	7.54	6.85	s 4.10	s 9.12 9.20	s 7.05	s 6.10	WY	A 84.	8 GVKANASKATDN	19.7	E 80	1.50	8.58	10 20 ဗ္ဗ	s 5.20	8.46	s 11.40	<u>s</u> 1 55	s 1.45			-
	s 10.45	1:30g	8.01	6.42	f 4.17	9.26	7.11	6.17			0 BYRD P			1 40	f 8.48	10.08	5.08	8.40	11.26		s 12.55	-		-
	s 11.40A		f 8.06	6.48	s 4.28	s 9.30	7.15	s 6.23		A 90.	1 ARRAVENSDALEDN 6.8 C.&P.S. o'rh'd Cr.2 m w. Tr con	ļ	E 80 f W 80 W Ext	1.85	s 8.48	9.57	s 5.03	8.85	11.20	12.50	12.45PA s 11.40A			-
-	s 12.05P	2.10	8,20	7.00	f 4.85	f 9.43	7.27	f 6.88	w	A 96.	9 COCOVINGTONDN		120	1.20	f 8.27	9 43	4.48	8 20	f 11.03	12.18	s 11.10			-
-	s 12.20	2.20	8.30	7.07	f 4 41	f 9.51	7.82	f 6.45			9 WYNACO P	1		1.12	f 8.20	9.85	4.41	8.12	10.55	12.03A	s 10.50			-
	A12.40M	A 2.35AM	A 8.45PM	A 7.20PM	A 4.50PM	A10.05AN 938		l			5 GR .EAST AUBURN .DN			1.00AM	L 8.10AV	L 9.25AM	L 4.80PM	L 8 00P	L10.45Pi	L11.45P	L10 30A			-
Mon., Wed. and Friday	EXCEPT	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	M W					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	Tues., Thurs.		-
8.40	5.40	8.35	4.10	4.05	4.10	4.25	4.05	4.10			Time Over Subdivision			4.15	4.30	4.00	4.15	3.55	4.40	10.00	5.40	7.30		-
7.1	7.6	12.0	25.2	25.8	25.2	24.3	25.8	25.2	·		Average Speed per Hour  TRAINS OF THE			24.8	24.1	26.4	24.8	26.7	22.2	10.4	7.6	8.3		

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

Automatic Block.—Between East Auburn and west switch Lester and between extreme east switch Cle Elum and extreme west switch Ellensburg.

Manual Block.—Between Lester and Cle Elum.

Yard Limits.—Ellensburg, Cle Elum, Easton. Lester, West End Kanaskat and East Auburn.

Registering Stations.—Ellensburg and East Auburn. At East Auburn all trains register by ticket. Freight trains also register at Auburn Transfer. 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 is registering station for trains using eigth Subdivision of Tacoma Division only, which will register by ticket.

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

Standard Clocks.-Ellensburg, Lester and Auburn Transfer.

Mountain Grade.—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 are train order signals and govern movement of trains via first Subdivision; middle arms are also train order signals and govern movement to and from eighth Subdivision of Tacoma Division; lower arm is Automatic Block (west home signal).

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 extends westward 18-10 miles connected with C. & P. S. at Henrys.

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, located on west

end of westward siding.

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.

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.

Trains must be so controlled in Tunnel 3 (between Stampede and Martin) that they can be stopped on emerging.

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.

Speed of Z-3 engines must not exceed 25 miles per hour at any time.

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

Dead freight trains will fill to tonnage at Cle Elum.

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

On Sundays, special trains are operated on Roslyn Branch for the accommodation of passengers. Leave Cle Elum 10 a. m., 1:15 p. m., 4:00 p. m. and 6:00 p. m.

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

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

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

No. 5 will stop on signal at Headworks, and on signal Saturdays at Kanaskat,

No. 3 will connect with No. 367 at Kanaskat.

No. 6 will connect with Tacoma Division No. 398 at Kanaskat.

No. 323 will connect with No. 279 at Auburn.

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

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

Track No. 8 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. All toilets in trains must be kept locked while in the limits between Headworks and Humphrey and all employees are

cautioned against throwing any refuse or articles, which might become unsanitary, off the train while passing through that territory.

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. Speed of trains through cross-over tracks or entering sidings 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 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.

### Special rules governing operation of trains and yard engines between East Auburn and Auburn and between East Auburn and Auburn Transfer:

No train or engine in either direction will occupy main track or wye between East Auburn and Auburn, or between East Auburn and Auburn Transfer, regardless whether such train or engine holds rights conferred either by time table or train orders (except switch engines going around wye upon authority of work order) without first procuring a card "M" or "N" from operator at Auburn, East Auburn or Auburn Transfer properly filled out. Automatic Block rules must also be observed.

Cards must be surrendered to operator at end of block immediately upon arrival and during hours telegraph office at

East Auburn is closed conductor or foreman in charge of train terminating at that point must personally report clear over telephone to operator at Auburn or Auburn Transfer. Eastward trains will, during closed hours of East Auburn office, surrender card to operator at Covington unless instructed by dispatcher to report clear over telephone at East Auburn. Westward trains, during closed hours of East Auburn office, will secure card order at Covington, when dispatcher cannot issue such at the time, conductor must be on the head end on arrival at East Auburn and obtain card over telephone at that point. (Telephone located in box on wall of station.)

### Automatic Block Signals.

It is possible for light engine and train using Crossover in automatic Signal Territory to stand between the switches in such a manner as to release the signals when switches are closed.

Light engine and train using Crossovers in Automatic Signal Territory must have at least one switch open while engine or train is on any part of the Crossover. Note following amendment to Automatic Block rule 504:

"504-C. When a train is stopped by block signal having two lights (called the home signal) on single track, Auto-

matic Block Signal territory, it may proceed when signal goes to caution or clear position, or if not immediately changed, by obtaining authority from the train dispatcher, or if unable to communicate with the train dispatcher, the train may proceed under protection of flag, to the next signal that indicates clear or caution."

"504-D. When a train is stopped by a block signal on single track, it may proceed when the signal goes to caution or clear position, or if it is not immediately changed, it may proceed at once under caution, except when train is proceeding under flag from the last home signal as provided in rule 504-C."

Westward									SECON	D SUE	BDIVISIO	ON-Main	Line.									
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								Way Freight	Way Freight	Way Freight	Way Freight	Mixed	Freight	Freight	Capac ngs	Distance f King St. S	STATIONS.	ion	Water, Fuel, Scales Turntables and Wyes	Dassenger	Passenger	Dassanger
								Mon.,	EXCEPT		EXCEPT	EXCEPT SUNDAY		EXCEPT MONDAY	Car Sidi	Dist	Telegraph Offices and	Station	Wat Tur Wye	DAILY	DAILY	DAILY
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_											s 8.20			·	50	22.4	BD C	53		s 8.45	s 9.10	s 5.80
·						-			-		A 8.30AM 343 341		L 9.50PM	L 3.05AM	100	24.2	CJ WOODINVILLEDN C	55	W C	s 8.50 923	8 <b>9</b> .15	s 5.85
									-		See page 5		10.80	3.55				60		s 9.10	9.85	s 5.55
man (understand)										L 8.30M				A 4.80AM		,		69	W C O Y	<b>9.40</b>		8 6.15 ¶ 6.25
-24						_				s 8.55		s 9.80	11.40	See P. 5	45	_	MAD	74 	W	s 9.58	s 10.05	s 6.42
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			-							s 9.15		A 9.50AM s 343 341 344	11.59%		102	46.8	FDHARTFORDD			s 10,05	s 10.15	s 7.00
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		-								8 9.55 10.53 343 341 344								88	1 M E	927	927	
										•							M. & A. OVERHEAD CROSSING 1.4 M E					
										s 11 104 12.15PH			s 1.05		132	60.4	ADN 0	91	Υ %10 <b>Μ</b> Β	s 10.53	s 10.48 928	s 7.85
				-		-				s 12.40			1.20		40	64.0	BTM. & N. CROSSINGD			s 11.03	10.58	s 7.45
_				-	<u> </u>				 				- 1 42			-				11.00		
		-	-	-						s 1.10			1.40		65			01		s 11.20		s 8.08
		_								s 1.45			2.00		25			107		s 11.38	11.33	8 8.21
						_				s 2.00%			2.05		70	1		L <b>09</b>			f 11.37	
			_	-		_		7 00W	I 6 OOM	s 2.45 A 8.00PM			2.20 s 3.05		195	83.2	CACLEAR LAKED (	14 114			f 11.52AM s 12.05PM	1
			_					7.00~	L 0.00A	A 8.00A	-		s 0.00		290	86.4	WLSEDRO-WOOLLEYDN CTWO G. N. CROSSINGS Track Connection. 0.6	117	T	S 12.12Pm	8 12.05Pm	676
			_	-				W 40	0.05								Track Connection. 4.9					
SECONOLITY.			_			-			s 6.35 A 7.00AM				8.85 s 4.05			1	THORNWOOD	C F 122 C F	Y	f 12.32		f · 9.18
								022	-								2.7	128	Ŵ	A12.45PM 8 932	932	8
		_		-				8.25	See page 6	ļ			4.15				2.2	31	w	page 6	f 12 40 s 12.47	See page 6
		-		_		· · · · · · · · · · · · · · · · · · ·		8.40					4.25					133				
	<u> </u>	-	-	-		-		9.15					4.55				5.9 DMDEMINGD	35 F			f 12.55 s 1.15	-
		_	_	-	ļ		8	9.80					4.57			_	0.6 ABBOTT	141 C F 142		<u> </u>	1.17	
							s 1	0.15					5.25		18	1	NCNOOKSACKD				s 1.40	
		* .															No Connection. 0.9					
			_					1.00AN 342		Bychna	EVAL SE		A 5.55AM		110	126.4	SUD	57	WC OT		A 2.00PM	
			-	-		-	We	Mon., ed., Fri. 4.00	EXCEPT SUNDAY 1.00	EXCEPT SUNDAY 6.30	SUNDAY	EXCEPT SUNDAY	DAILY				Time Over Subdivision			DAILY	DAILY	DAILY
								10.0	11.4	7.4	13.8	.40 12.4	8.05 12.6	$\frac{1.25}{9.6}$		1	Average Speed per Hour	-		$\frac{4.27}{20.4}$	21.6	20.7

# EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

Registering Stations—Woodinville, Snohomish, Sedro-Woolley, Wickersham and Sumas.

Yard Limits—West end Keith, Woodinville, Maltby, Snohomish, Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas.

Maximum Grades—Snohomish to Woodinville.

Helper District—Snohomish to Woodinville.

Sumas.

Standard Clocks—Everett and Sedro-Woolley.

Helper District—Between Woodenville and Arlington.

No. 675 has right over No. 676 Weedinville to Sumas.
No. 929 has right over No. 930 Sedro Woolley to Wickersham.
No. 563 will register arrival at Hartford.
Eastward trains must not exceed 25 miles per hour around curves between Thornwood and Sedro-Woolley.
Passing track at Machina 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.
Trains need not obtain clearance at Wickersham from 12 midnight to 6.00 a. m. unless stop signal is displayed.

						7			J	30	BDIVISIO	. man											Eastw	N C
FIRST	CLASS		Scales, & Wyes	2	Time Table No. 38C				SECOND	CLASS.		THIRD	CLASS							*				
348	342	344	Fule, Sc ables &	Numbers	October 26, 1913 Succeeding No. 38B	from	city	688	676	566	924	928	932	930										
Passenger	Passenger	Passenger		lon N	STATIONS	Distance	Capacity	Freight	Freight	Mixed	Way Freigh	Way t Freight	Way Freight	Way Freight										
DAILY	DAILY	DAILY	Wat	Station	Telegraph Offices and Calls	Dist	of S	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCE	T EXCEPT Y SUNDAY	Tuesday,	EXCEPT SUNDAY					-			-	-	
A 9.25PM	A 5.50PM	A 1.15PM		,	UD. KING STREET STATION .DN	126.4		GONDAT		SONDAT	A 8.0		Tillian Gali	JONDAT		<u> </u>		-					-	-
· · ·	4.1.				BETWEEN KEITH A	ND SEA	TTLE	TRAINS	WILL BI	GOVER	NED BY PUGE	SOUND	DIVISION	TIME T	ABLE R	ULES AN	D REGU	LATIONS		1.				_
f A 8.42PM	A 5 03PM	f 12.25PM		C F	KEITH	114.8	50				s A 2.0	5 PM												
f 8.81		f 12.12PM		C F	LAKE	110.9	60				s 1.4	5	-										-	
s 8.15	s 4.40	s 11.55AM			BD 1.8	104.0	50	See page 5	See page 5		s 1.1	,											-	_
s 8.10	s 4.35	s 11.48			CJDN		100	8 9.30PM A 675	A 3.054		L 1.0	)PM				-						-		_
8 7.55		s 11.83		C F	MBDN	96.3		s 8.55		See 565, p 5		See 925, p.	5			77.7						. , .	•	_
1 7 30% 5 7 20%	8.58	111.05 8 10.55	WC OY	C F 69	OMSNOHOMISHDN	87.9	150	L 7.50PM	s 1.45	A 3.05PM		A 1.50P										-		
s 7.08	s 8.48	s 10.45	W	C IF	MAMACHIASD	82.7	45		12.50	s 2.45		s 1.25												_
					RUCKER BROS. LOGGING COOVERHEAD CROSSING 0.2 M BConnection at Hartford										-									
8 7.00 347	s 8.85	s 10.85			FDD		102		12.85	L 2.25PM		s 1.00									-			_
6.49	8.24	s 10.25 341 343		C F	GETCHELL	75.2	60		12.20M			s 12.25P												_
s 6.84	3.09	f 10.08		CF	EDGECOMB	69.0	53		11.25PM			s 11.85A												_
					M. & A. OVERHEAD CROSSING						1	_					<del></del>					•		-
s 6.26	s 8.00	s 10 00	Y Amb	C F	1.4 M E  AARLINGTONDN 3.8	66.0	132		11.10			s 11 .10 341 9 .35 343-344-927											1	<del>-</del>
6.14	2.48	s 9.48			{M. & N. CROSSING	62.2	40		10.87			8 9.15												_
s 5.56	s 2.80	s 9.80			Track Connection 6.3  MUMcMURRAYD	<del></del>	65	· · · · · · · · · · · · · · · · · · ·	10.17			s 8.80									1			
s 5.40	2.14		:	101	5.6MONTBORNE			·	9.57			s 7.45												
s 5.85	s 2 10		-	107	1.6 BQBIQ LAKED		70		9.52			s 7.80												
s 5.18	927			109 C F	5.5 CACLEAR LAKED	43.2			9.82			s 6.45	.  		-							1		<u>.</u>
s 5.05	s 1.48	s 8.40	W C	C F 117	WL.SEDRO-WOOLLEYDN Two G. N. CROSSINGS Track Connection 0.6	40.0	290		s 9.20 8.50	· · ·		L 6.80A	A 2.80PM	A 2.50PM							-			_
		*	1 -27 -		Track Connection 0.6P. S & B. R. CROSSING Track Connection 4.9	39.4	-		347				-									-		_
f 4.49	1.28	f 8.25		C F 122	THORNWOOD	34.5	45		8.28				s 2.05						1					_
L 4.85PM	s 1.15 932	L 8.12AM 931			WKWICKERSHAMDN 2.7	28.6	75		8.05				s 1.30 12.10M	L 2.00PM										
	i 1.06			CF	SAXON	25.9	Spui 50		7.50			-	8 11.55AM				-				-	-		-
7, 7, 7, 7	s 1.01		W	131 C F	2.2 MCACMED	23.7	18		7.45			-	s 11.85					-						_
	f 12.55		1 1	133 C F 135	2.0 STANDARD	21.7	20		7.40				s 11.20						-	1		-	·	
	341 s 12.88		<u> </u>	135 C F	5.9 DMDEMINGD		38		7.22			-	s 10.55	<del></del>				-	-	-	-	-	-	_
	12.35			141 C F	0.6 ABBOTT	15.2	9	<u> </u>	7.20				s 10.45	i			<del></del>	<u> </u>	1	·	-	-	<u> </u>	_
	s 12.18		<u> </u>	142	NCNOOKSACKD	1 . 1			7.08		<u> </u>		s 10.15									-		_
				151	5.4	{						-						<u> </u>		-	-	-		
	112 012		wc	CF	No Connection 0.9	0.9	110		L 6.45PM		· · · · · · · · · · · · · · · · · · ·		L 9.80AM	·					-	-	-	-		
	L12 01PM		öř	157	D		110	EXCEPT	1		EXCR	TEXCEPT		-	·				-	-	-			_
DAILY	DAILY	DAILY			Time Over Subdivision			SUNDAY	8.20	EXCEPT SUNDAY .40	MONDA 1.0	T EXCEPT SUNDAY 7.20	Thurs., Sat.	SUNDAY .50			-	-	-	-	-	-	-	
4.07 22.2	$\frac{5.02}{22.8}$	4.13	<b>!</b>		Average Speed per Hour			8.6	12.0	12.4	11.2	6.6	8.0	13.6	<b></b>	<del></del>		-	1	-	-	-		

Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

No. 342, when meeting No. 347 at Keith, will head in on spur track and back out.

No. 344 will take siding when meeting No. 341.

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 Seventh Subdivision.

No. 566 will register departure at Hartford.

Nos. 341, 342, 343, 344, 347 and 348 will wait 15 minutes at Snohomish for motor connection from Everett.

Maximum speed of passenger trains is one minute, or sixty seconds, per mile. This limit must never be exceeded.

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 Woodinville, Snohomish, Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas expecting to find main line occupied.

See further special rules, page 8.

West	ward		TH	IIR	D S	SUBDIVISION—ROSLYN	BRANC	H		Eastw	vard	W	estwar	d			FC	URI	H SUBDIVISION-	BELT LINE				E	astwar	·d
SEC	OND CLASS		alda,	2		Time Table No. 38C			SEC	OND CL	ASS.	gram kişir	THIRD	SECONI	CLASS.	FIRST CLASS.	ales,		Time Table No. 38C		Ī	FIRST CLASS,	SECOND	CLASS.	THIRD CLASS.	]
577	575 E	573	s and	umber		October 26, 1913 Succeeding No. 88B	from		574	576	578		935	675	687	345	Fuel, Scooles and	om	October 26, 1913 Succeeding No. 38B	L Lom	2	346	676	688	936	
Mixed	Mixed 1	Mixed	[꽃	N UC	Cle Elum	STATIONS.	nce f		Mixed	Mixed	Mixed		Way Freight	Freight	Distribut	Passenger	ables n Nu	Distance from Black River	STATIONS.	Distance from Woodinville	idings	Passenger	Freight	Freight	Way Freight	
EXCEPT	EXCEPT EX	ХСЕРТ	Turn	Station	Je E	Telegraph Offices and	Distance Lakedale		EXCEPT	EXCEPT	EXCEPT		EXCEPT		EXCEPT		Water, F Turntab Wyes Station	ista	Telegraph Offices and	Vood	of Sid			EXCEPT	EXCEPT	
	L 9.20AM L			873	0.0	CLDN				SUNDAY A11.00AM	A 5.15PM		SUNDAY	DAILY	MONDAY	DAILY	>F> 0		Cans			DAILY See Puget	See Puget	See Puget	See Puget Sound T. T. A 5.10PM	tur i a i i i i i i i
1.20	s 9.25 s	7.05	<u> </u>		2.0	MINE 5	5.1	1	, 8.25	s 10.55	s 5.10	: 	L 8.40AM	L 8.10PM	L12.10AM	L 4.20PM	W Y 21	0.0	BIBLACK RIVERD	N 24.1	20	A10.05AM	A 5.05AM	A11.45PM 687		r to a series to
1.80	s 9.85 s	7.15		A 4	3.5	RSD	3.6	3	s 8.15	s 10.45	s 5.00	11 (4.4)	s 8.50 10.00	8.18	12.20	s <b>4.25</b>	B 2	2.1	RTRENTOND C. & P. S. CROSSING  No Connection 0.2	22.0	50 s	10.00	4.55	11.85	s 5 00 4 20 345	
1.38		7.28	(	6		RONALD 0.9				s 10.85	s 4.50		346						S. R. & S. CROSSING Track Connection 1.7	. 21.8		tyri			348	<u> </u>
1.45PM	A 9.50AM A	7.80AM			[	BEEKMAN	0.0		L 8.00AM	L10.80AM	L 4.45PV								C. & P. S. CROSSING No Connection 1.4				2-35 313	EGI, N	្តែក្រុម ភូឌី ២	·
.30	.30	.30		-	1	Time Over Subdivision		<u> </u>	.30	.30	.30					f	B 19		KENNYDALE 6.4							£ 77
12.2	12.2	12.2	to train	na of 1	he ee	Average Speed per Hour			12.2	12.2	12 2	<u></u>	s 11.15	9.02	1.05	s 4.47 f 5.52	B A		WILBURTON 1.6NORTHRUP		26 s 50 f	9.85	4.20	11.00	s 3.50 s 3.35	<u> </u>
Bulleti	n and Registe um Grades.—	ring Stat	ion.—(	le Elu dale	m.	ine class in the opposite discount.	i						s 11.30am	l		f 5.05	10		4.1 KIRKLAND		i	9.18	8.55	10.35	s 8.30 s 8.10	-
Derail S a full stop ars running	Switch.—Cle E above this swit down main tra	Clum, uppe tch. The ck toward	er switch stub sw   Cle El	at the itch on um.	the n	of wye toward Roslyn, will be left set and line, nearly in front of scale house a	t Rosl	st leg. yn, wil	Roslyn coal Il be left set to	o act as dera	ail to prevent				2.00	0.00	½ ME 7	1.	6.4R. R. CROSSING No Connection 0.2	. [ ].						
No. 575	has right over	576 Cle El	lum to	Beekm	an.	No. 573 has right over 574 Cle Elum	to Bee	kman.	ks at Beekma	ın.			A 1.00PM	A 9 35P	A 2.00AM	A 5 20PM	CT C	24.1	No Connection 0.2  CJWOODINVILLED	N 0.0 1	00	L 8.55AM	L 8.20AM	L 9.55PM	L 2.30PM	2
Maxin	num speed of	passeng	er tra	ins is	one i	minute or sixty seconds per mile	. Ť	his li	mit must n	ever be ex	ceeded.		-	088	3 4 7 2 11 2 14							er er alle		- 0,0		
West	tward.		FI	FTH	ł S	UBDIVISION—SHOQUALI	MIE BI	RANCH		Eastv	vard.		EXCEPT SUNDAY	DAILY	EXCEPT MONDAY							DAILY	DAILY		SUNDAY	
THIRD CLASS	FIRST CL	ASS.	i es	<b>B</b>	Ī	Time Table No. 38C		1	FIRST	CLASS.	THIRD	1	4.20 5.7	1.25 16.0	1.50 13.3	1.00 24.1	<u> </u>		Time Over Subdivision Average Speed per Hour		-:	1.10 20.1	1.45 13.7	13.3	9.0	. 1244-11
923		345	and and	uper	•	October 26, 1913	E	>	346		924			Eastwa Registe	rd trains	are super	ior to tr	ains of	the same class in the opposed River. Nos. 345 and 346	ite dire	er b	n. v ticket a	t Black Ri	ver.		ra s
			les a	Number	Woodinville	Succeeding No. 88B	e fro	Car Capacity of Sidings						Engines	must not	ד פפפלה מפוו	vorke enu	r at Re	nton: at Black River: has right over No. 676 and l				"			****
Way Freight	Pa	assenger	rntab es	Station	odin	STATIONS.	Distance Sallal	Cap	Passenger		Way Freight			No. 935 Nos. 34	has right	t over No.	936 and I	No. 675	has right over No. 676 and laton Crossing.	No. 688,	Bla	ck River	to Woodi	nville.		
XCEPT UNDAY	I	DAILY	¥	Sta		Telegraph Offices and Calls	Sal	25	DAILY		EXCEPT MONDAY			All train	ns will send im speed o	d man ahea	ad to line r trains i	derail	nton Crossing. and flag across C. & P. S. cross inute or sixty seconds per mile	ings at I This	lento limit	on. must ne	er be exc	eeded.		
9.20AM		5.20PM	-	- F		CJWOODINVILLEDN		100	See this page A 8.48AM		See page 4 A12.45PM			Speed o	f trains th	rough cro	ss-over tr	acks or	entering sidings must not exce	ed 15 mi	les r	er hour				
9.2UAM	<u> </u>	5.2UPM	w	55		3.9			8 8.40AM		A12.40m	w	estwar	d_			SIX	TH S	UBDIVISION—EVERET	T RRANCH				<b>E</b>	astwar	d.
	f			4			35.3		<u> </u>				1		OND CL	100		l ŝ		<del> </del>	<u> </u>		SECONE		THIRD	
10.00	s	5.41	I	7 C	6.7	RMREDMONDD	32.5	43	s 8.80		s 12.15PM	CLASS			1		007	Scal	Time Table I October 26.		5	<b>.</b>				ULASS
						PARADISE LOGG. RY. CRSG Frack Connection 0.1	31.2				:	925	411	401	/15	565	687	uel, les a	Succeeding No	3 44 1		from acity	564	688	926	
	f		I	C 1/2	8.1		31.1	10	f			Way Freight	G. N. Freight	G. N. Freight	G. N. Freight	Mixed	Freight	er, Fr ntable	STATION			Distance Smelter Car Capa of Sidings	Mixed	Freight	Way Freight	-
	f		I	3 C	9.7		29.5	6 Spur	f			EXCEPT SUNDAY	DAILY	DAILY	EXCEPT	EXCEPT SUNDAY	EXCEPT MONDAY	\ŞĘŞ Şĕ äğ	Telegraph Office	es and	2	Sm. Car of S	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
	f		I	C 1	1.2	INGLEWOOD	28.0	3 Spur	f			See 928, p 4 L 2.45PM	1.			See 566 p 4 L 3.45PM	L 6.45A	WY	CF 0.0 OMSNOHOMIS	Н	DN	11.4 150	See 563, p 3 A 8.45AM	See page 4 A 6.45PM	See 927, p 3 A 7.40AM	
10 45	s	6.06		C 1	4.7	MONOHON	24.5		s 8.15		s 11.35AM	-							BB 1 0.8VARDEN 4.6			10.6 22 Spur				
11.05AM 12.15PM 924	s	6.17	w	C 1	8.8	ID	20.4	100	s 8.05		s 11,05								BB 5 5.4 EBEY JCT	POSSIN	-	6.0 50				t .
924	f			C 2	3.1	HIGH POINT	16.1	22	f		540		144 555		1.0.07	4:10		-	No Connection 0.8	·				0.00	7 4 =	,
1.15	s	6.28		23		2.9 RNPRESTOND			l		s 8.40		L11.55PW				7.15 926		BB 6 6.2 WLOWELL 1.5				8.20	6.20	7.15 687	
1.40		7.00		26	_	3.0 FYFALLS CITYD					s 8.10	A 3.30PM	12.05AM	5.40	2.45	A 4.20PM	A 7.80A	OY	BB 8 7.7 EVEVERETT		_		L 8.15AM	L 6.15PM	L 7.10AM	
1.10	- s	,		29		3.0 SNOQUALMIE FALLS	7.2		f 7.50				A12.15AM	A 5.50PM	A 2.55PM				BB 9 8.9 PGG. N. JUNCTI	ON	DN	2.5 40			·	
2.05	s	7.15		32 C 3	.	0.9 SOSNOQUALMIED		Spur	s 7.18		s 7.35								10.7G. N. CROSSI No Connection 0.7	DN		0.7				-
2.30PM	A	7.30PM		33 C 3	5.9	3.0 BNDORTH BENDD	3.3	18	L 7.10AM		L 7.20AM								BB12 11.4SMELTER			0.0 175				
				3	9.2	SALLAL	0.0	3 Spur			020	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY		2 to 10 to 1	<u> </u>			EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
EXCEPT	n	AILY		_	-				DAILY	:	EXCEPT MONDAY	.45	.20	.20	.20	.35	.45		Time Over Subdi				.30	.30	.30	
5.10 6.6		2.10 18.0			_ -	Time Over Subdivision Average Speed per Hour			1.38		5.25	10.3	8.1	8.1	8.1	13.2	10.3	 	Average Speed pe			<u> </u>	15.4	15.4	11.5	- ···
~~~~		re supe	rior to	trai	ns o	f the same class in the opposi	ite di	recti			5.5		Lastward Registerin Bulletin S	g Station	s—Snohor	nish and E	erett.	aitie Cl	ass in the opposite direction	•						

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.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

not exceed six (6) miles per hour.

No steam or electric trains will occupy main track in either direction between Snohomish and Lowell, Everett and Lowell, or between Everett and G. N. Junction without first procuring Card Order from operator at Snohomish, Lowell, Everett or G. N. Junction properly filled out. Cards will not be issued for steam trains to follow electric trains, until electric trains have cleared block.

Cards must be surrendered to operator at end of block immediately upon arrival.

Look out for trolley wires between tell tales at Snohomish and Ebey Slough bridges. Wires will not clear man on top of box car. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

Wes	twar	d.					S	EVENTH SUBDIVIS			-		E	astwa	rd.	W	estwa	rd.				IINTH SUBDIVISION. Bellingham Branch		1	Eastwa	rd.
		SEC	OND CL	ASS	es,		gr (1)	Time Table No. 38C		-	SE	COND CI	LASS			THIRD CLASS.	FIRST	CLASS.	cales,	. 2		Time Table No. 38C		FIRST	CLASS.	THIRD CLASS.
		571	567	563	Scal & Wy	nbers	from	October 26, 1913	Eo	<b>A</b>	566	568	572			929	347	343	1.7		E E	October 26, 1913 Succeeding No. 88B	rham ity	344	348	930
		Mixed	Mixed	Mixed	Fuel	N C	ice fro	Succeeding No. 88B	ce fr	ipacit ngs	Mixed	Mixed	Mixed			Way Freight	Passeng	er Passenge	r, Fu	ation N	Distance from Wickersham	STATIONS.	So. Bellingham Car Capacity of Sidings	Passenger	Passenger	Way Freight
		WEDNES- DAY	MONDAY AND FRIDAY	TUESDAY	L'ate	Station	Distance f Hartford	Telegraph Offices and	Distance from Monte Cristo	Car Ce	TUESDAY THURSDAY AND SAT.	MONDAY AND FRIDAY	WEDNES-	3 1 1	× 3.442	EXCEPT SUNDAY	<del></del>		Wate Turn		Dista	Telegraph Offices and Calls	So. B	DAILY		EXCEPT SUNDAY
			L10.40AM					FDHARTFORDD												-				See page 4	See page 4	See page 4
						C F 77		2.5				عند ند				L 7.10AM	L 9.25	L12.45	W Y	C F 128	0.0	WKD 2	22.5 75	A 8.12AM	A 4.85PM	A 1.30PM
		s 10.50	s 10.50	s 10.50		B D	2.5	LOCHLOY	39.5	No Sdg.	s 1.40	s 2.40	s 4.35			s 7.15	f 9.80	f 12.50	+	ВМ		MIRROR LAKE	1.2 15	f 8.05	f 4.25	s 1.20
		s 11.05AM 12.15PM	s 11.05AM 12.15PM	s 11.05A	M Y	B D	6.3	GFGRANITE FALLSD	35.7	70 Spur	s 1.15	s 2.15	s 4.10			s 7.30	f 0.87	f 12.57	<u> </u>	B M		2.5 PARK		I		s 1.10
				A12.80P	M W	B D		CUTOFF	l				-		-	1			1	4		1.0				
<b></b>					10 MA		11 0	2.4 TUNNEL No. 2	20.1	-10					-	s 7.40% 7.55≉	f 9.43	f 1.03		B M	4.8	BLUE CANYON 1	7.7 20	f 7.55	f 4.15	s 1.03% 12.45∞
						12	·	1.7									f	f	W 1 MW		6.6	IDLEWILD 1	5.9 No Sdg.	f	t .	
	•	s 1.00	A 1.00PM	-	W Wye	B D 14	13.6	ROBE	28.4	10		L 1.15PM	s 8.20				f	f	1	_	9.0	TOWANDA 1	3.5 No	f	t	
						B D 19	19.0	BOGARDUS	23.0	5 Spur				(- ·		8.25	f 10.05	f 1.25	┪	B M	11 4	AGATE BAY 1	1 1 11	f 7.85	f 8.55	s 12.20
		s 1.25			1	B D	20.0		22.0	- 6			s 8.05			-			1	11		3.7				
		A 2.15PM			- w	20 B.D.	20 0	SILVERTON	12.0	Spur		<del></del>	L 2.20PM	7.1	-	s 8.40	f 10.16	f 1.36		B M 15	15.1	SILVER BEACH	7.4 No Sdg.	s 7.27	s 8.47	s 12.05
		A 2.10.m			<u>L</u> "	29		1.0					L D. ZOFM			s 8.45	10.19	1.89		B M	16.1	LARSON	6.4 30	7.25	8.45	s 12.01PM
						30	30.0	BONANZA QUEEN	12.0	3 Spur						A 9.15AM	Á10.80	M A 1.50P	WY	ВМ	20.1	WDBELLINGHAMD	2.4 50	L 7.10AM	L 8.80PM	L11.80AM
		:				B D 37	37.3	BARLOW PASS	4.7	1 Spur						]	<u> </u>	-	0.0	20	21 9	G. N. CROSSING	0.6			
					wc	B D	42.0	MONTE CRISTO	0.0											-		Track Connection 0.6				
			MONDAY	THESDAY	+-	42					TUESDAY	ONDAY			-	-	, ,			B M 23	22.5	FNSO. BELLINGHAMD	0.0 50			
		WEDNES- DAY	AND	THURSDAY AND SAT.	Y					. :	THURSDAY AND SAT.	AND FRIDAY	WEDNES- DAY			EXCEPT SUNDAY	DAILY	DAILY						DAILY	DAILY	EXCEPT SUNDAY
		3.35	2.20	1.50	1			Time Over Subdivision			1.20	1.45	2.30		-	2.05	1.05	1.05	1			Time Over Subdivision	]	1.02	1.05	2.00
		8.5	5.8	5.2				Average Speed per Hour			7.1	7.8	11.6			9.6	18.7	18.7				Average Speed per Hour		19.5	18.7	10.1
																\ \v	Ęas	tward tra	ins a	re su	perio	r to trains of the same class in minute or sixty seconds per mile.	the op	posite dir	ection.	boboos
			Eastw	ard trai	ns ar	re sup	erior See	to trains of the same class Special Rules on this and Page 8	in th	e opp	osite di	rection.	·	1.	a All	Speed	of trains	through o	ross-c	over t	racks	or entering sidings must not excee Special Rules onthis and Page 8.	d 15 mile	s per hour.		beeueu.

> **Special Rules Seventh Subdivision** MONTE CRISTO BRANCH

Eastward.

SECOND	CLASS	FIRST	CLASS.	Scales,	<b>8</b>		Time Table No. 38C	:		FIRST CLASS.	SECOND	CLASS
	569		327	es	Station Numbers	from	October 26, 1913 Succeeding No. 38B	from	city	328	570	
	MIXED		Passenger	F G	tion N	Distance from Arlington	STATIONS.	Distance from Darrington	Capacity	Passenger	MIXED	
	EXCEPT SUNDAY		EXCEPT SUNDAY	Wat	Sta	Dist	Telegraph Offices and Calls	Dar	Car	EXCEPT SUNDAY	EXCEPT SUNDAY	
	L11.00AM		L 7.45PM	CY	C F 91	0.0	ARLINGTONDN 5.4 P	28.6	132	A 9.40AM	A 5.80PM	
5	11.25		8.00	w	B K	5.4	COOPER	23.2	4 Spur	s 9.25	s 4.50	
	3 11.45AM	· .	s 8.08		B K	8.4		20.2	Spur 7	s 9.17	s 4.80	
5	12.00N		s 8.20		B K 11	11.9	oso	16.7	28	s 9.07	s 4.10	
,s	12.15PM		s 8.25		B K 13	14.0	HALTERMAN	14.6	33	s 9.01	s 8.55	
8	12.25		s 8.29		B K 15	15.7		12.9		s 8.56	s 8.40	
5	12.40		s 8.35	w	B K 17	17.9	HAZELD 1.8 P	10.7	80	s 8.49	s 8.26	
5	12.50		s 8.40		B K 19	19.7		8.9	30	s 8.48	s 8.20	
	s 1.00		s 8.45		B K 21	22.1	FORTSON	6.5	14	s 8.85	s 8.18	/
	s 1.15	İ	s 8.47		B K 22	22.6	SHEOMET	6.0	4 Spur	s 8.88	s 8.10	
5	1.25		s 8.58		B K 24	24.7	GEBBOTT	3.9	10 Spur	s 8.27	s 8.00	
	A 2.00PM		A 9.05PM	CY	B K 28	28.6	DARRINGTOND	0.0	24	L 8.15AM	L 2.45PM	
	3.00		1.20				Time Over Subdivision			1.25	2.45	
	9.5		21.4				Average Speed per Hour			20.2	10.4	

Eastward trains are superior to trains of the same class in the opposite direction. See Special Rules on this and Page 8.

EIGHTH SUBDIVISION.

DARRINGTON BRANCH

Westward.

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 ust 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. 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 Seventh Subdivision.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

### Special Rules Eighth 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.

No. 570 has right over No. 570—Armigton to Darlington.

No. 570 has right over 327 Darrington to Arlington.

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.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

### Special Rules Ninth Subdivision. (BELLINGHAM BRANCH)

Registering Stations.—Wickersham and Bellingham. Bulletin Station.—Bellingham.

Yard Limit-Bellingham.

Yard Limit—Bellingham.

Trains will not exceed 6 miles per hour over bridge 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. 929 has right over No. 930, Wickersham to Bellingham.

### COMMERCIAL SPURS.

### FIRST SUBDIVISION. Distance from Ellensburg.

STATIONS	Miles	How Connected	Car Capacity
Younger	22.4	1 E	10
Nagrom, F 279, 280, 3 & 42.	67.8	1 W	20
Garibaldi, F 279 & 280	75.6	1 E	8

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

### SECOND SUBDIVISION.

### Distance from King Street Station.

·		Dist	ince nom
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		
Cathcart, F343, 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.			
Milldale	65.5	1 E	20
Pilchuck, S 343, 344, 347 & 348	65.9	Siding	20
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
Forrest Home, F 344 & 347	80.0		
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

### FOURTH SUBDIVISION. Distance from Black River.

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		
Factoria	9.2	1 E	6

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

### FIFTH SUBDIVISION.

### Distance from Woodinville.

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

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

### SIXTH SUBDIVISION.

### Distance from Snehomish.

C1 1							
Sherwood	4.1	1 E	4	Madrona	8.4	1 E	80
and the second s		!	l i				

### SEVENTH SUBDIVISION. Distance from Hartford.

Zahler	1.0	1 E	5
Denmark	2.0	1 E	2
Beechwood	2.7	1 E	7
Sulbro	3.7	1 E	4
			·····

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

### EIGHTH SUBDIVISION. Distance from Arlington.

Gravel Pit	0.7	1 E	4
Jenora	5.7	1 E	20
Cavano, S. 569 & 570	9.0	Spur	

Gorlock	18.4	Siding	25
Lampson	20.2	1 E	5

### NINTH SUBDIVISION. Distance from Wickersham.

Fale	1.7	1 E	5
Roxbury	3.6	1 W	7

and the second s			
Matson	14.5	1 W	7
Mogul Log Co	14.5	1 E	24

# SPECIAL RULES—SECOND, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH AND NINTH 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. & St. P. 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 Second Subdivision. Bridge No. 5 on Fourth Subdivision. Bridge No. 39 on Fifth Subdivision. Bridge No. 4 and 7 on Sixth Subdivision. Bridge No. 14 on Seventh Subdivision. Truss bridges Nos. 1, 4, 6, 7, 9 and 12 on Eighth Subdivision.

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

No engine heavier than Class F-1 can be run between Sedro-Woolley and Clear Lake and between Keith and Woodinville, and no engine heavier than Class Y-5 can be run over balance territory on Second Subdivision. No engine heavier than Class Y-5 can be run over Fourth Subdivision.

### **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 Seventh Subdivision junction switch and ascertain that track is clear before proceeding.

J. E. CAMPBELL,

Trainmaster, Seattle

O. F. OHLSON, Trainmaster, Seattle J. F. FITZSIMMONS, Trainmaster, Seattle F. M. SMITH, Assistant Trainmaster, Seattle H. M. MORAN, Chief Dispatcher Seattle

### TONNAGE RATINGS-FREIGHT ENGINES.

### FIRST SUBDIVISION.—EASTWARD.

	Clas	s <b>Z</b> 3	Cla	ss Z	Cla	ss W	Clas	s <b>Y</b> 5	Clas	s Y 2	Clas	s F 1	Cla	ss S	Clas	s E 4	Class E	3 or <b>D</b> 3	Clas	is 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	2200	80	1600	50	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		mum Cars		imum Cars		80	* *:	80		60		60		50		50		50	-	40

Rating time freight, Class W engine, 1000 tons. Auburn to Lester. Between Lester and Easton maximum 60 cars.

### FIRST SUBDIVISION.-WESTWARD.

Ellensburg to Easton	3300	80	2100	60	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 Auburn	Maxir 80 C	mum ars		mum Cars		imum Cars		imum Cars		imu <b>m</b> Cars	Max 60 (	imum Cars	Maxi 60 (			imum Cars	Max 40 (	imum Cars		imum Cars

Rating time freight, Class W engine, 1600 tons; Y-2, 1200 tons. Ellensburg to Easton. Between Easton and Lester maximum 60 cars.

				SEC	OND SU	BDIVIS	ION-E	ASTWA	RD		•						SECC	ND SUI	BDIVISI	ION-W	ESTWA	RD.			
DISTRICTS.	Class D	2 & E 3	Class	E 6	Class	E 7	Class	F 3	Class	F 5	Class	s F 1	DISTRICTS.	Class D	2 & E 3	Clas	s <b>E</b> 6	Clas	s E 7	Clas	s <b>F</b> 3	Clas	s F 5	Clas	ss F
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	C
Sumas to Wickersham	800	27	850	28	950	31	925	31	1100	36	1300	43	Seattle to Fremont	2000	50	2000	50	3000	60	3000	60	3000	60	3000	
Vickersham to Thornwood	425	14	450	15	550	18	535	18	600	20	700	23	Fremont to Keith	525	18	550	18	615	20	600	20	650	21	750	
hornwood 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	
lear Lake to McMurray	425	14	450	15	540	18	525	18	575	19	675	22	Woodinville to Malthy	320	11	340	11	415	14	400	14	450	15	600	
IcMurray 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	
sco 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	-
etchell 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	
nohomish 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	
Ialtby 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	-
othell to Keith	800	27	850	<b>2</b> 8	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&E3	Clas	s E 6	Clas	s E 7	Clas	s F 3	Clas	s F 5	Clas	ss F 1		Class D	2 & E 3	Clas	s E 6	Clas	s E 7	Clas	s F 3	Clas	s <b>F</b> 5	Clas	s
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	T .
													· ·					l							-
													Fourth Subdivision-											1	
Eastward.	800	27	825	27	975	32	960	32	1030	34	1150	38	Westward.	1100	37	1200	40	1400	46	1400	46	1500	50	1800	
Eastward. Voodinville to Kirkland	800	27 40	825	27	975	32	960	32 50	1030	34 55	1150	38	Westward. Black River to Woodinville	1100	37	1200	40	1400	46	1400	46	1500	50	1800	-
Woodinville to Kirkland Kirkland to Black River	800 2000	27 40	825 2000	27 40	975 2500	32 50	960 2500	32 50	1030 2750	34 55	1150 3000	38	Westward. Black River to Woodinville  Fifth Subdivision— Westward												_
Eastward. 700dinville to Kirkland Tirkland to Black River Ifth Subdivision— Eastward.	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah	1200	40	1200	40	1500	50	1500	50	1800	60	2200	
Eastward. Voodinville to Kirkland  Cirkland to Black River  ifth Subdivision— Eastward. Vorth Bend to Falls City	2000 775	26	2000 800	40	2500	50	2500 1200	50 40	2750 1350	55 45	3000	60 55	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah  Issaquah to Preston	1200	40	1200	40	1500	50	1500	50	1800	60	2200 550	
Eastward. Woodinville to Kirkland Kirkland to Black River Fifth Subdivision— Eastward. North Bend to Falls City Falls City to Preston	2000 775 260	26 9	800 300	27 10	2500 1250 415	50 41 14	2500 1200 400	40 13	2750 1350 450	55 45 15	3000 1650 550	55 18	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah  Issaquah to Preston  Preston to North Bend	1200	40	1200	40	1500	50	1500	50	1800	60	2200	
Eastward. Voodinville to Kirkland Kirkland to Black River Fifth Subdivision— Eastward. Vorth Bend to Falls City Falls City to Preston Preston to Woodinville	2000 775	26	2000 800	40	2500	50	2500 1200	50 40	2750 1350	55 45	3000	60 55	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah  Issaquah to Preston	1200	40	1200	40	1500	50	1500	50	1800	60	2200 550	
Eastward. Voodinville to Kirkland Kirkland to Black River Fifth Subdivision— Eastward. Vorth Bend to Falls City Falls City to Preston Preston to Woodinville Fixth Subdivision-Eastward—	2000 775 260	26 9	800 300	27 10	2500 1250 415	50 41 14	2500 1200 400	40 13	2750 1350 450	55 45 15	3000 1650 550	55 18	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah Issaquah to Preston  Preston to North Bend  Sixth Subdivision-Westward— Snohomish to Everett  Seventh Subdivision—	1200 260 2000	40 9 40	1200 300 2000	40 10 40	1500 415 2500	50 14 50	1500 400 2500	50 13 50	1800 450 3000	60 15 60	2200 550 3000	
Eastward. Woodinville to Kirkland Kirkland to Black River Fifth Subdivision— Eastward. Worth Bend to Falls City Falls City to Preston Preston to Woodinville Fixth Subdivision—Eastward—Everett to Snohomish Evereth Subdivision—	775 260 2000	26 9 40	800 300 2000	27 10 40	2500 1250 415 2500	50 41 14 50	2500 1200 400 2500	40 13 50	2750 1350 450 3000	55 45 15 60	3000 1650 550 3000	55 18 60	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah Issaquah to Preston  Preston to North Bend  Sixth Subdivision-Westward— Snohomish to Everett	1200 260 2000	40 9 40 27	1200 300 2000 850	40 10 40 28	1500 415 2500	50 14 50	1500 400 2500	50 13 50	1800 450 3000	60 15 60	2200 550 3000	
Eastward.  Woodinville to Kirkland  Kirkland to Black River  Fifth Subdivision— Eastward.  Worth Bend to Falls City  Falls City to Preston  Preston to Woodinville  Eixth Subdivision-Eastward— Everett to Snohomish	775 260 2000	26 9 40	800 300 2000 850	27 10 40	2500 1250 415 2500	50 41 14 50	2500 1200 400 2500 980	40 13 50	2750 1350 450 3000	55 45 15 60 37	3000 1650 550 3000 1400	55 18 60	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah  Issaquah to Preston  Preston to North Bend  Sixth Subdivision-Westward— Snohomish to Everett  Seventh Subdivision— Westward.	1200 260 2000 800	40 9 40	1200 300 2000 850	40 10 40	1500 415 2500 1000	50 14 50 33	1500 400 2500 980	50 13 50 33	1800 450 3000 1100	60 15 60 37	2200 550 3000 2000	
Eastward. oodinville to Kirkland irkland to Black River ifth Subdivision— iastward. orth Bend to Falls City ills City to Preston reston to Woodinville ixth Subdivision—Eastward—verett to Snohomish eventh Subdivision— Eastward onte Cristo to Silverton	2000 775 260 2000 800	26 9 40 27	800 300 2000 850	27 10 40 28	2500 1250 415 2500 1000	50 41 14 50 33	2500 1200 400 2500 980	50 40 13 50 33	2750 1350 450 3000 1100	55 45 15 60 37	3000 1650 550 3000 1400	55 18 60 46	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah  Issaquah to Preston  Preston to North Bend  Sixth Subdivision-Westward— Snohomish to Everett  Seventh Subdivision— Westward. Hartford to Granite Falls  Granite Falls to Robe	1200 260 2000 800 500 310	40 9 40 27 17 10	1200 300 2000 850 525 315	40 10 40 28	1500 415 2500 1000	50 14 50 33 28 12	1500 400 2500 980 825 325	50 13 50 33	1800 450 3000 1100	60 15 60 37	2200 550 3000 2000	
Eastward.  Toodinville to Kirkland  Tirkland to Black River  Total Subdivision—Eastward—Interest to Snohomish  Testent Subdivision—Eastward  Testen	2000 775 260 2000 800	26 9 40 27	800 300 2000 850	27 10 40 28	2500 1250 415 2500 1000	50 41 14 50 33	2500 1200 400 2500 980	50 40 13 50 33	2750 1350 450 3000	55 45 15 60 37	3000 1650 550 3000 1400	55 18 60 46	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah Issaquah to Preston  Preston to North Bend  Sixth Subdivision-Westward— Snohomish to Everett  Seventh Subdivision— Westward. Hartford to Granite Falls	1200 260 2000 800	40 9 40 27	1200 300 2000 850 525 315 350	40 10 40 28 18	1500 415 2500 1000 850 350	50 14 50 33 28	1500 400 2500 980 825 325 425	50 13 50 33 27 11	1800 450 3000 1100 900 375	60 15 60 37 30 13	2200 550 3000 2000 1000 475	
Eastward. Voodinville to Kirkland Cirkland to Black River ifth Subdivision— Eastward. Forth Bend to Falls City alls City to Preston reston to Woodinville ixth Subdivision—Eastward—everett to Snohomish eventh Subdivision— Eastward	2000 775 260 2000 800	26 9 40 27	800 300 2000 850	27 10 40 28	2500 1250 415 2500 1000	50 41 14 50 33	2500 1200 400 2500 980	50 40 13 50 33	2750 1350 450 3000 1100	55 45 15 60 37	3000 1650 550 3000 1400	55 18 60 46	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah  Issaquah to Preston  Preston to North Bend  Sixth Subdivision-Westward— Snohomish to Everett  Seventh Subdivision— Westward. Hartford to Granite Falls  Granite Falls to Robe  Robe to Silverton  Silverton to Monte Cristo  Ninth Subdivision—	1200 260 2000 800 500 310 325	40 9 40 27 17 10	1200 300 2000 850 525 315	40 10 40 28 18 10 12	1500 415 2500 1000 850 350 450	50 14 50 33 28 12 15	1500 400 2500 980 825 325	50 13 50 33 27 11 14	1800 450 3000 1100 900 375 475	60 15 60 37 30 13 16	2200 550 3000 2000 1000 475 575	
Eastward. Voodinville to Kirkland Cirkland to Black River ifth Subdivision— Eastward. Forth Bend to Falls City reston to Woodinville ixth Subdivision—Eastward—everett to Snohomish eventh Subdivision— Eastward fonte Cristo to Silverton ilverton to Hartford ighth Subdivision— Eastward and Westward.	2000 775 260 2000 800 200 2000	26 9 40 27 7 40	800 300 2000 850 215 2000	27 10 40 28 7 40	2500 1250 415 2500 1000 300 2500	50 41 14 50 33 10 50	2500 1200 400 2500 980 285 2500	50 40 13 50 33 10 50	2750 1350 450 3000 1100 335 3000	55 45 15 60 37 11 60	3000 1650 550 3000 1400 435 3000	55 18 60 46 14 60	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah  Issaquah to Preston  Preston to North Bend  Sixth Subdivision-Westward— Snohomish to Everett  Seventh Subdivision— Westward. Hartford to Granite Falls  Granite Falls to Robe  Robe to Silverton  Silverton to Monte Cristo	1200 260 2000 800 500 310 325	40 9 40 27 17 10	1200 300 2000 850 525 315 350	40 10 40 28 18 10 12	1500 415 2500 1000 850 350 450	50 14 50 33 28 12 15	1500 400 2500 980 825 325 425	50 13 50 33 27 11 14	1800 450 3000 1100 900 375 475	60 15 60 37 30 13 16	2200 550 3000 2000 1000 475 575	
Eastward. Voodinville to Kirkland Cirkland to Black River ifth Subdivision— Eastward. Oorth Bend to Falls City alls City to Preston reston to Woodinville ixth Subdivision—Eastward—verett to Snohomish eventh Subdivision— Eastward Ionte Cristo to Silverton ilverton to Hartford ighth Subdivision— Eastward and Westward. rlington and Darrington	2000 775 260 2000 800 200 2000	26 9 40 27 7 40	800 300 2000 850 215 2000	27 10 40 28 7 40	2500 1250 415 2500 1000 300 2500	50 41 14 50 33 10 50	2500 1200 400 2500 980 285 2500	50 40 13 50 33 10 50	2750 1350 450 3000 1100 335 3000	55 45 15 60 37 11 60	3000 1650 550 3000 1400 435 3000	55 18 60 46 14 60	Westward. Black River to Woodinville  Fifth Subdivision— Westward Woodinville to Issaquah  Issaquah to Preston  Preston to North Bend  Sixth Subdivision-Westward— Snohomish to Everett  Seventh Subdivision— Westward.  Hartford to Granite Falls  Granite Falls to Robe  Robe to Silverton  Silverton to Monte Cristo  Ninth Subdivision— Westward.	1200 260 2000 800 500 310 325 200	40 9 40 27 17 10 11 7	1200 300 2000 850 525 315 350 215	40 10 40 28 18 10 12 7	1500 415 2500 1000 850 350 450	50 14 50 33 28 12 15	1500 400 2500 980 825 325 425 285	50 13 50 33 27 11 14 10	1800 450 3000 1100 900 375 475 335	60 15 60 37 30 13 16 11	2200 550 3000 2000 1000 475 575 435	

## AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

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

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

C. C. HARBOUGH, Sedro-Woolley (S).

W. E. GIBSON, Issaquah, (S). E. S. CLARK, Sumas (S). A. M. SMITH, Bellingham (S). Woodinville (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). WM. H. BRANDT, Auburn Auburn Yard Office (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 disharge of duty.

