# NORTHERN PACIFIC RAILWAY COMPANY. SEATTLE DIVISION





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

(One hour slower than Mountain or 105th Meridian Time.)

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.

H. C. NUTT. General Manager.

F. E. WEYMOUTH.

Superintendent.

I. B. RICHARDS,

**General Superintendent.** 

C. E. McMULLIN, Superintendent Seattle Terminals.



P. H. McCAULEY Superintendent of Transportation.

J. C. ROTH. Assistant Superintendent of Transportation.

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

Palme

Bulletin Stations—Ellensburg and Auburn. (Lester and Easton are bulletin stations for engineers on helper engines.) Standard Clocks—Ellensburg Lester. Mountain Grades—Easton to Weston. and I

NOTE.-Maximum speed of passenger trains is one minute, or sixty seconds, per mile. This limit must not 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. Local freight trains are authorized to carry male passengers between Auburn and Ellensburg. No. 41 will stop at Covington and Wynaco to discharge passengers. No. 6 will connect with Tacoma Division 398 at Kanaskat.

#### SYNOPSIS OF RULES GOVERNING A B C OPERATION.

All the running rights that a train has are conferred upon it through the medium of a block card. A block is understood to mean the section of main line extending from the signal semaphore at one telegraph

office to the signal semaphore at the next telegraph office in advance. Train and engine men are prohibited from accepting or running on a card purporting to authorize them to pass

an open telegraph office. No matter what may be the position of signal semaphore no train will, except under flag protection, be allowed

to leave a terminal or pass a telegraph office without both the conductor and engineer first securing a block card authorizing the train to use the block in advance

Station semaphore signal when on the lower angle or showing "Green" indicates "Block ahead Clear." When on upward angle or showing "Yellow" indicate "Caution, block not clear."

When on the horizontal or showing "Red" indicates "Stop."

Trains approaching telegraph offices and finding signal at "Clear" will understand from this that the block ahead is clear and will pass the telegraph office, catching the block cards as they pass. If, however, from any cause the block cards should not be secured, the train will be brought to an immediate stop and will not proceed until the cards are secured.

Signal at "Caution" will indicate:----

(1) Block is obstructed and approaching train will receive card to meet or pass another train at station where card is issued, and that train may proceed after complying with instructions upon card.

(2) Block is occupied by train ahead and card issued authorizing approaching train to follow.

(3) Approaching train will receive card to meet or pass one or more trains at intermediate siding.

Signal at "Danger" indicates "Stop, block not clear." Trains must not pass signal in this position.

Conductors and engineers will immediately examine the block card following its receipt by them and make sure that it is correctly made out. They will follow implicitly all instructions given thereon. If directed to take siding at a station they will do so, disregarding signal to come down main line. If the exceptions state a train is to be met, it must state which train will "hold main line" or "Take siding," otherwise must be treated as an improper card and must not be acted upon. If there are no exceptions the operator will insert the word "Blank" where exceptions should appear on the card, and if this information is not shown on card, it must be treated as an improper card and not acted upon

Each train will be designated by the number of its leading engine.

When necessary for the purpose of doing switching or other work, to occupy the main line at a station, the dispatcher will give the train required to do such work, a block switching card on the usual form, limiting the time that the main line can be occupied. On no account must the main line be occupied beyond the limit expressed in such card.

assigned as indicated in Special Rules for First Distrct, on page No. 2. A train receiving a block card bearing exceptions of any nature, will, in all cases, fulfill the exceptions on card. irrespective of position of signals or hand signals received.

Information as to slow orders, etc., will be bulletined and may be written in manifold on train order Form 19, and copy be delivered to conductor and to each engineer together with block card as above. Conductors or engineers must not report train as ready to leave any station until train is actually ready to move,

air tested, all preliminaries gone through with and conductor positive that engineer is ready to pull open the throttle and depart.

Information should be given dispatchers as to any work to be done before reaching next block office. Operators at Weston, Borup, Stampede, Martin and Upham will not report block clear for descending trains if there is a train on main track at their station. If train is between passing track switches, with switch above train set for passing track, operator will notify dispatcher, who may authorize issuance of permissive card, notifying descend-ing trains that train is on main track at station with switch set for passing track.

Operators at Lester and Easton will not report block clear for descending trains when there is a train on main track above crossover switches in front of station. Dispatcher may, if weather is clear, authorize card to freight train to follow if preceding freight train is inside outer switches and markers have been seen by operator, or operator been so notified by conductor.

Except on mountain grade, trains may proceed when block is occupied by work train if block card states that work train is in block. Work train provided with card will be permitted to follow freight trains at the expiration of fifteen minutes without waiting until block is clear. Two cr more work trains may work in the block protecting against each other.

On mountain grade ascending freight train may proceed when block is occupied by work train, when both the freight and work trains are notified, the same as is practised elsewhere in the block DISTRICT; it being understood that the block card is not to be depended upon for the protection of work trains, but that other necessary flagging is to be done.

A train running on a block card, bearing an exception to hold main line to meet an opposing train at station in advance will, in no case, run beyond the first switch at the meeting point if there is but one passing track there; or at station where passing tracks are parallel until it is seen that the opposing train has taken siding, after which they may proceed through the block. If there is a lap siding at the station where the meeting point is made, train having card to hold the main line and meet the opposing train will not proceed beyond the first switch at the lap until they have seen that the opposing train is on the siding, after which they may proceed through the block.

## RULES GOVERNING STAFF OPERATION IN A B C TERRITORY.

Following rules will govern the operation of trains in A B C territory, where telegraph communication cannot be had account of wire failure; A wooden staff has been provided one inch in diameter and 16 inches long, having attached to it a plate bearing thereon the inscription "Train staff good between.....and..........." One of these staffs will be located in telegraph office at the end of each block and when authorized by train dispatcher to make use of it, this staff will be authority for a train to proceed from the first station West of territory in trouble to the next block office East. at which point the train will procure a staff for the block ahead, proceeding through that block, repeating the operation until they reach a block office where telegraph communication can be had with another dispatcher's office. The author-Ity to make use of staff at the initial office will be issued by the dispatcher's office in the form of a block card, authorizing the use of staff over the trouble territory, but on no account will the staff be used out of a station where the operator has previously pledged the block for a West bound train. After having run through a block with the staff the crew using it for that purpose will leave it with the operator at the end of the block, who will return it to the office at the

West end of the block by the first train running in that direction. A West bound train may make use of this staff to run from one block office to the next whenever the staff can be obtained by them at the East end of the block concerned. It is permissible for the dispatcher to order the staff taken by section men or messenger from the office at the West end of the block to the office at the East end of the block for the purpose of moving a West bound train whenever necessity reourse that it be done. In the event of a wire failure occurring between telegraph offices, dispatchers on the opposite side of the break from the dispatcher in whose territory the break occurred will be advised of the facts by the operator closest to the break and it will be understood to be the duty of the dispatcher so notified to pick up the work of moving trains over the detached territory until repairs to the wire have been made, and the detached territory can again be handled by the dispatching office in whose jurisdiction the trouble occurred. Operators will keep staff in a given place readily accessible.

## RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNAL RULES.

(Always have for reference copy of Block Signal Rules).

(Always have for referent Rule 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond block signal. Under this rule only one train is affected by the clear signal and this the train which is imediately approaching on main track to enter block. A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances. An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions pro-vided by general rules, but must in such case receive Block Clearance before departing from station. Train and engine men must realize that Block Signal Rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men under-stand that train must at all times be as fully protected as prior to Block System Operation. Rule 43—Any train which has taken siding must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train, which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clear ance to passenger train, so train will not be delayed. Operators MUST display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block

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All trains will observe same precautions in yard limits Ellensburg. Cle Elum and Auburn as required of second and inferior class trains, Rule 298-F, book transportation rules. A. B. C. Rules will govern movement of trains between Auburn and Ellensburg. Registering Stations—Ellensburg and Auburn. At Easton and Lester departing freights ascending will register whether "all air" or helper on rear. her Jct. will be registering station for Buckley Line trains only, which will register by ticket. Engineers will not be required to consult register, except at initial or starting point. All trains will observe same precautions in yard limits Ellensburg. Cle Elum and Auburn as required of second and inferior class trains, Rule 298-F, book transportation rules. At Palmer Junction, the upper Semaphore arms govern movement of trains via main line; lower arms govern movements to and from Buckley Line trains only, which will register by ticket. Engineers will not be required to consult register, except at initial or starting point. Buckley Line trains over switches at Palmer Jct. must not exceed twenty (20) miles per hour. Engineers must not run on Page Lumber Co.'s spur.

Switch at Faimer Jct. will be set for the Auburn line. Speed of freight trains over switches at Faimer Jct. must not exceed twenty (20) miles per hour. Engines must not run on Page Lumber (o.; 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; Upham (west end of west passing track); Borup (east end of east passing track); Eagle Gorge (west end of west bound passing track); Soos Creek (spur track).

(east end of west bound passing track); Soor Creek (spur track).
Interlocking derails are located as follows:--Kountz (east end of passing track); Teanaway (east end of passing track); Cle Elum (east end of variable (east end of east passing track); Eagle (east end of variable (east end of east passing track); Eagle (east end of east pass

and Lester. Mountain Urades—Easton to Weston. 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 west bound will not exceed thirty-five (35) miles per hour Humphrey to Eagle Gorge, thirty (30) miles per hour Eagle Gorge to Palmer Junc-tion and thirty-five (35) miles per hour from one mile west of Covington to one mile east of Green River bridge. At Dudley, Weston and Humphrey, Track No. 1, located next to main track, will be known as East Bound Passing Track. Track No. 2 will be known as West Bound Passing Track. At Martin, the track on South side of main line is the East Bound Siding; the track on North side of main line is

known as West Bound Passing Track. At Martin, the track on South side of main line is the East Bound Siding; the track on North side of main line is West Bound Siding. At CleElum, West Bound Trains taking siding will use Track No. 7, heading in at crossover located between the Depot and the extreme East switch. East bound trains taking siding, will use track No. 6 heading in just West of passenger Depot. The passing track located between the Depot and the extreme West switch near Gravel Pit, will be known as West extension, authority for using to be given on A B C block card. Trains authorized to use this passing track will be governed as follows;--East bound trains will head in at extreme West switch. West bound trains will head in at crossover just West of coal bunkers unless they are pacupying passing track No. 7, in which case they will reach West extension by using the track back of the coal bunkers. At Stampede, passing track No. 1 will be west bound passing track, and passing tracks Nos. 2 and 3 east bound passing tracks. In tunnel section, Stampede to Martin, head and tail lights will be used. East bound freight trains will stop at Lester to make terminal test and will stop at Lester to examine wheels and brakes. West bound freight trains will stop at Easton to make terminal test and will stop at Lester to examine wheels and brakes.

Trains taking side track will head in at the first switch excepting at station where passing tracks are specially

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Tables a	Station <b>1</b>	Telegraph Offices and Calls	istance eattle	Seattle Portland	Gt. Nor. No. 27	No. 41's	No. 8's Connection	Kanaskat Accommo- dation	Grays Harbor Limited	No. 257's Connection	Gt. Nor. No. 275	Seattle Portland Express	No. 4	No. 3's Connection	Puget Sound Limited	Gt. Nor. No. 277		Gt. Nor. No. 269	Grays Harbor Express	No. 42.	Seattle & Portland Special	North Bend Accommo- dation	No. 2	Kanaskat Accommo- dation	No. 6's Connection	<del></del>	
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	19 C F 17	-	14.7	*	*	-	*		*		*	*	*		*	f 12,88		*	*	*	*		*		*		
		2.0 KNKENTN 2.0	16.7	f 12.47	* 6.27	-	* 7.59		* 8.12		8.22	8.82	* 9.17		12.32	12.42		* 4 01	4.17	* 4.81	* 4.41		* 7.40		* 8.08		
	CF		18.7	*	*		*	-	*		*	*	*		*	f 12.45		*	*	*	*		*		*		
	13 C F 11		20.1	+	*	-	*		*		*	*	*		*	f 12.49		*	*	*	*		*		*		,
		GRFIRST STN 0.5	22.0	* 12.57	* 6.35		* 8.07		* 8.20	·	* 8.32	f 8.42	9.25AM		* 12.42	* 12.52		* 4.10	f 4.27	* 4.41	* 4.50		7.50PM		* 8.13 8.15PM	7.30PM	9.:
		AUN			* 6.36	7.45AM	* 8.09		* 8.21	8.26AM	8.34	8.44		9.30AM	12.45	12.55		* 4.11	4.80	4.45PM	* 4.51				8.10PM	-	
	ÇF	DIERINGER	26.9	* 1.09	* 6.42	f 7.57	* 8.15		* 8.27	* 8.82	* 8.44	* 8.54		* 9.42	* 12.55	* 1.05		* 4.19	f 4.89		* 4.59					* 7.42	* 9.5
	4 CF	3ND	29.4	f 1.18	* 6.45	8.08	8.20		* 8.81	* 8.88	8.49	8.59		* 9.49	1.02	1.12		* 4.28	4.46		* 5.03					7.49	* 9.8
	2 1966	1.6 MEEKER			* 6.47	* 8.08	* 8.23		* 8.88	* 8.41	* 8.54	* 9.04		* 9.58	* 1.06	* 1.16		* 4.26	* 4.50		* 5.06					* 7.58	* 9.8
_	1967	1.3 PYPUYALLUPN	32.3	1.22	* 6.50	8.13	8.25AM	8.30AM	* 8.85	* 8.48	9.00	9.10		* 9.58	1.18	1.23	1.40	* 4.80	4.55		* 5.10			6.58PM		7.58	* 9.4
	1972	RNTIDEWATERN	39.0	* 1.85	* 7.00	* 8.25		* 8.40	* 8.47	* 8.55	* 9.10	* 9.20		* 10.10	* 1.25	* 1.35	* 1.55	* 4.40	* 5.10		* 5.20			* 7.05		* 8.10	
v		1.7 QN 1.3	40.7	1.45	7.05A	M 8.30AN		8.45AM	8.55AM	9.00AM	9.15A	9.25AM		10.15AM	1.80PM	1.40PM	2.00P	4.45PM	5.15PM		5.25PM	1		7.10PM		8.15PM	10.0
	1976				-										· .												
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			DAILY	.45	DAILY .45	
		Time Over District		1.30	1.05	.45	. 55	.15	1.10	. 34	1.25	1.25	. 40	. 45	1.30	27.1	.20	1.15	27.1	.45	1.15	.25	.40	.15	30.0	24.3	24.3

Registering Stations-Black River, Auburn, Puyallup, Tacoma and Tacoma Wharf. At Black River, Auburn and Puyallup all trains register by ticket. No clearance will be issued to trains at any point specified above except when red signal is displayed.

First Street will be register station for trains terminating or which do not have time shown at Auburn. Engineers will not be required to consult register, except at initial or starting point.

Bulletin Stations-Tacoma, Tacoma Wharf, Auburn and Seattle.

Standard Clocks-Tacoma and Seattle.

Position of Double Track switches, First Street, Auburn, Puyallup and Argo will be determined before using.

Speed of trains over crossover switches at Tidewater and Puyallup and over 15th Street Bridge, entering Tacoma passenger yard, must not exceed fifteen (15) miles per hour.

Puyallup Yard extends to Meeker, and Tacoma Yard to Tidewater. All trains will approach Meeker under full control and be sure that the gauntlet track in front of water tank is clear before proceeding.

All trains using track between Tide water and Tacoma Wharf will be governed by instructions issued by Superintendent Tacoma Division.

Trains originating or terminating at Tacoma will run via Head of Bay yard. Trains from Seattle line for Tacoma Division main line, or vice versa, will run via Draw Bridge line.

Class W and heavier power must not cross drawbridge or enter on approach to drawbridge at Tacoma.

Train 335 will stop at Sumner when running in advance of No. 315.

At Tacoma, a signal of the single arm semaphore pattern located near junction of temporary line leading to passenger station and the draw bridge line at 15th Street; another signal of the same pattern at the North end of passenger yard. The two signals are to be controlled by switch tender at 15th St. and will govern single track passenger line between 15th Street and Tacoma passenger station. No train from the draw bridge line or Tacoma Division Main Line will enter passenger station yard when signal at 15th Street is at "Danger" and no train will proceed from passenger station yard to draw bridge line or Tacoma Division Main Line when signal at the north end of the yard is at "Danger."

Trains will keep to the right on double track between King Street station, Seattle, and Tacoma Wharf. Between Tidewater and Tacoma engineer will obtain card order at Tidewater or Tacoma as authority to use draw-

bridge line. Interlocking signals at east and west approach to drawbridge control use of bridge, and trains will not proceed unless Home semaphore shows clear indication. Trains must not exceed 15 miles per hour over Tacoma Draw Bridge and 8 miles per hour over switches leading to Tacoma Passenger Station. Train No. 306 will connect with No. 4 and No. 350 with No. 2 at First Street.

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. 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. Conductors and engineers must supply themselves with copy of Block Signal Rules, governing the use of track between King Street station, Seattle, and Tidewater.

Trains using track known as Buckley Line 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.

		WEST BOUND									FI	RST D	ISTRIC	T (Seat	ttle Lin	le)				
		Time Table No. 31D		T BOOM		FIRST (	CLASS T	RAINS.				SECON	D CLASS 2	TRAINS.		Т	HIRD CLA	ASS TRAIN	is.	
		June 19, 1910.		329	355	337	:			•	605	689	679	677	603	935	937	971	961	
l, Scales, Wyes	bers	Succeeding No. 31C.	2	Passenger	Passenger	Passenger					Freight	Freight	Freight	Freight	Freight	Way Fr'ght	Way Fr'ght	Way Fr'ght	Freight	
coal, and	Numbers	STATIONS.	e from	DAILY	DAILY	DAILY			-		DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	EXCEPT SUNDAY	
Water, Tables	Station	Telegraph Offices and Calls.	Distance Seattle	Gt. Nor- No. 1	Gt. Nor. No. 271	No. 258		-				Gt. Nor.		No. 602	-			From Tacoma Division	From Tacoma Division	
W						11.30PM						5.20AM	<u> </u>							
eis,		YD., SEATTLE YARD., N	0.9	* 1	*	*		-	-	-			6.15PM	7.25PM		9.00AM				
5		AG ÁRGON	3.3	8.48	* 10.11	* 11.41	- <u>.</u>				Ę	5.40	6.28	7.45		9.15				
		C. M. & P. S. R.R. Crossing 0.1	10.1	• ·	*	*					-	1						-		
w	C F 21	BIBLACK RIVERN	10.2	\$ 9.05	f 10.21	* 11.52PM			-			6.00	6.43	8.05		9.40AM				
		ORILLIA	12.6	•	*	*				-				2 - -		See page 10				
	C F 17		14.7	*	*	* ·			-					-	-			·		
	C F 15	KNN 2.0	16.7	9.18	f 10.82	* 12.03AM				·		3256.22 6.27	6.55	8.20						
	C F 13	THOMAS 1.4	18.7	*	*	*		-			1	1						-		
	C F 11	CHRISTOPHER 1 9	20.1	k	*	*					:				-					
	C F 10	GRFIRST STN 0.5	22.0	9.30	* 10.42	* 12.13			-			6.45	7.05	8.40PM						
Y	CF 9	AUN 4.4	22.5	9.32	f 10.44	:L2.15AM					2.30AM	6.50	7.07	See Page 1	9.45P		10.45AM			
	CF 4	DIERINGER 2.5	26.9	* 9.41	* 10.54						2.50	;			9.50		11.00			
	C F 2	SN SUMNERD 1.6	29.4	* 9.4 <b>5</b>	f 10.58		-	-	-		3.00	7.10	7.25		10.00		11.15			
¥ W	1966	MEEKER 1.3	31.0	9.48	* 11.02		-				8.05	7.20	7.80		10.05	··· .	11.20			
	1967	PYPUYALLUPN 6.7	32.3	* 9.52	f 11.07	<b>منتوبتر 2000 انتر</b>					8.10	7.80	7.85		10.08		11.30AM 12.25PM	2.35PM	4.20PM	
_	1972	RNTIDEWATERN 1.7	39.0 <sup>°</sup>	* 10.05	* 11.20						8.40	7.50	7.50		10.30		12.45	3.05	4.40	
W	1976	Q TACOMAN 1.3	40.7	10.10PM	11.30PM						2	8.00AM	•	1						
Ϋ́C ΓΫ́		TACOMA WHARF	42.0								4.00AM		8.00PM		10.45		1.10PM	3.15PM	5.00PM	
					DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUN.		EX. MON.	EX SUN.	-
	_ <del></del>	Time Over District Average speed per hour	_	1.35 25.7	1.30 27.1	.45				-	1.30 13.0	2.40 15.7	1.45 24.0	1.15	1.0	.40 15.1	2.25	.40	.40	-

First-Class trains when fifteen (15) minutes or more late, and extra trains running on schedule, will observe same precautions in yard limits at Seattle and Auburn as are required of second and inferior class trains by Rule 298F.

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

Derailing switches at the south ends of interior siding at C. & S. brewery and Van Asselt must be left set for derail when not in use. Before entering double track at Tidewater, First Street and Argo all trains will be under full control, and will not pass switches until tracks are known to be clear and signal is received from switch tender.

Yard limits at Auburn on Seattle Line extend from Yard Limit Board west of station to east leg of Wye and limits of First Street from east Wye switch to east Yard Limit Board towards Seattle.

Road crossing at Dieringer will be passenger stop for trains authorized.

At Puyallup, the upper Semaphore arms govern movement of trains using Seattle Line; lower Semaphore arms govern movements to and from Buckley Line.

Buckley line extends to Puyallup, and the new or extreme left-hand track coming west between Meeker and Puyallup is main track for Buckley line, also passing track and operated under yard limit rules. Buckley line trains in either direction will use east bound main track of Seattle line in running around water tank at Meeker. All trains must approach this point under full control and be sure track is clear before proceeding. Buckley line trains will protect by flag when using this gauntlet.

Trains from Buckley line that have loads for Seattle line will leave them at Meeker on siding located between east and west legs of the wye. Any loads for the industries at Meeker will be taken to Puyallup and from there handled to the industries by using west bound main line to passing track switch just west of the Jurin mill under protection of flag while occupying main track. Block must be obtained and the work handled in such way as not to delay passenger trains.

In using the Buckley line between Meeker and Puyallup for passing track, following rules will govern with regard to obtaining block before again occupying main track of Seattle line. **EXAMPLE:** An east bound train which pulls in on Buckley line at Puyallup must, before re-entering block, obtain right to use same either by telephone from Meeker or through operator at Puyallup. The same rule to apply with regard to west bound trains which pull in on west bound passing track. They must also report clear by telephone from Meeker or direct to operator at Puyallup, and before again using the block obtain right to do so in the same manner. In order to fully safeguard operation of the track known as the Buckley line, between Meeker and Puyallup, and which track is also used as a passing track for main line trains, and for safeguarding the gauntlet in front of the tank in which Buckley line trains use the east bound main line, following will govern during foggy weather; Conductors and Engineers of trains from Buckley line, before leaving Meeker, will obtain from Operator at Puyallup by telephone, block, indicating position of trains on east bound track between Puyallup and Meeker, and, in addition to this, before using gauntlet, will fully protect by flag. Will also ascertain from Operator the position of trains on Buckley line between Puyallup and Meeker. No trains, either main line or Buckley line, will use this portion of the track during foggy weather, without obtaining block from Operator at Puyallup, and in addition to such precaution will keep under full control, moving at slow speed, taking such precautions, that in case track occupied, that there will be no possibility of accident.

The train order signal arm at Black River governing trains on east bound track is connected up with electric track circuit so that if railroad crossing is clear and there are no train orders the signal will show clear until after the engine has passed about 300 feet beyond train order signal post, at which time it will automatically go to danger. As train order signal will be in stop position when rear of train passes signal it will be necessary for conductor to secure proper clearance from operator authorizing him to pass telegraph office with signal set in stop position.

All trains using track between Argo and King St. Station will be governed by regular block rules. All trains using King St. Station Line must observe crossing rules where N. P. and C. & P. S. and O. & W. tracks cross at Argo, and will proceed slowly and under full control until "Y" switches at Spokane avenue have been passed. All trains will observe crossing rules at intersection of N. P. and King Street Station tracks between Massachusetts and Holgate Streets.

No. 396 will wait at Puyallup for connection with No. 307. No. 398 will wait at Puyallup for connection with No. 323. No. 350 will connect with No. 397 at Puyallup. Trains must procure Colorado Street Line Card forms A or B, before using Colorado Street Line between Argo and Seattle yard. Nos. 308 and 334 will stop at Kent to let off passengers from points south of Tacoma. Nos. 335, 303, 351 and 5 will stop at Sumner and Puyallup and Nos. 316, 336, 304, 352 and 332 will stop at Kent,

to let off passengers from points east of Auburn. Nos. 309, 317, 331 and 337 will stop at Kent to pick up passengers for points east of Auburn. When making back-up movement, running test of air brakes must be made from rear of train. No. 310 will stop on flag at Sumner, Auburn and Kent to let off passengers from points east of Meeker.

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										]	FIRST	DISTRI	CT (Sea	attle Li	ne)	1	/						· · · · · · · · · · · · · · · · · · ·	EAST 1	BOUND	
	Time Table No. 31D								-				FI	RST CLAS	S TRAINS		l									
	June 19, 1910.		326	302	360	316	8	336	306	396	304	346	310	308	358	314	340	318	324	398	330	352	350	6	332	334
_ <sup>t</sup>	Succeeding No. 31C.	S	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
e fron Wha	STATIONS	y of Tracl	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Distance from Tacoma Wharf	Telegraph Offices and Calls.	Capacity Passing	Gt. Nor. No. 28	Portland Seattle Express	Gt. Nor. 274	No. 41			No. 4's and Buckley Line Connection		No. 3	North Bend Accommo-	No. 7's Connection	Portland Seattle Express	Gt. Nor. No. 272	Portlana Seattle Special	Gt. Nor. 278	No. 42's Connection	Gravs	Kanaskat Accommo - dation	Gt Nor. No. 2	·	No. 2's and Buckley Line Connection			Puget Sound
	U.D. KING STREET STATION N 0.9		1.20AM	7.30AM	7.40AM	8.30AM	1	• 9.00AM	10.05AM	· · · · · · · · ·	10.15AM	10.30AM	2.30PM	8.00PM	4.20PM	5.00PM	5.25PM	· ·	6.25PM		6.50PM	8.15PM	8.40PM		10.00PM	10.45°M
41.1	Y.D SEATTLE YARDN 2.4		*	*	*	*	· .	*	*		*	*	*	*	*	*	* 1		*		*	*	*		*	* *
38.7	AGN 6.8		* 1.08	* 7.18	* 7.28	* 8.15	-	* 8.48	* 9.55		*10.03	* 10.17	* 2.21	* 2.48	*, 4.08	* 4.48	* 5.13		* 6.13		6.38	* 8.03	* 8.28		* 9.48	* 10.33
31.9	C. M. & P. S. R R. CROSSING 0.1		*	*	*	*	-	*	*		*	*	*	*	*	*	*		*		* )	*	*		*	*
31.8	BIBLACK RIVERN	60	* 12.57	* 7.05	f 7.15	* 8.05	-	* 8.38	* 9.45		* 9.52	10.05AM	* 2.11	* 2.36	* 3.56	* 4.36	f 5.00		* 6.02		* 6.27	* 7.52	* 8.18		* 9.37	* 10.22
29.4	ORILLIA 2.1	5 Spur	*	*	*	*		*	f 9.42		*	See page 10	*	*	*	*	f 4.55		*		*	*	*		*	*
27.3	<b>0'BRIEN'S</b> 2.0	3 Spur	*	*	*	*		*	f 9.89		*		*	*	*	*	f 4.50		*		*	*	*	·	*	*
25.3	KNN 2.0		* 12.46	f 6.51	7.01	* 7.56		* 8.28	9.35		* 9.42		* 2.03	f 2.25	* 8.45	* 4.25	4.46		f 5.48		* 6.17	* 7.42	8.06		* 9.27	10.12
23.3	THOMAS 1.4	8 Spur	*	*	*	*		*	f 9.31		×		k	*	*	*	f 4.42		*		*	*	*		*	*
21 9	CHRISTOPHER	4 Spur	*	*	*	*		*	f 9.28	· · ·	*		*	*	*	*	f 4.38		ž		*	*	*		*	*
20.0	GRFIRST STN 0.5		* 12.36	* 6.42	* 6.52	* 7.47		* 8.18	9.25 9.20		* 9.32		* 1.56	* 2.15	* 8.36	* 4.15	* 4.34		f 5.87		* 6 07	* 7.32	7.55 7.50		* 9.17	* 10.02
19.5	AUN 4.4	300	* 12 34	f 6.40	6.50	7.45AM		8.15AM			9.30AM	· · · · · · · · · · · · · · · · · · ·	* 1.55	2.13	* 3.35	* 4.14	4.32	4.45PM	5.35		* 6.06	7.30PM	7.40	8.15PM	9.15PM	10.00
15.1	DIERINGER 2.5	No Sdg.	* 12.26	* 6.30	* 6.40			844648	f 9.00				⊧ 1.49	* 2.03	* 3.28	* 4.08	f 4.23	* 4.30	5.27	·	* 5.54	•••••••••••••••••••••••••••••••••••••••	* 7.29	* 8.06	شيفينوسه	* 9.45
12.6	SND 1 6	No Sdg.	* 12.23	f 6.25	6.35	·	·		8.55				<sup>\$</sup> 1.45	1.58	* 3.24	* 4.04	4.17	4.25	5.28		* 5.49		f 7.24	7.59		f 9.40
11.0	MEEKER 1.3	70	* 12.20	* 6.18	* 6.28				* 8.50				1.43	* 1.53	* 3.21	* 4.01	* 4.13	* 4.20	* 5.18		* 5.45		* 7.19	* 7.54	·	* 9.35
9.7	PYPUYALLUPN 6.7	70	* 12.15	6.15	6.25		8.20AM 395		8.47	9.35AM	AN AN AN AN ANY AN		1.40PM	1.50	* 3.19	* 3.59	4.10	4.17	5.15	5.25PM	* 5.43		7.16	7.50		9.32
	RN TIDEWATERN 1.7		* 12.06	* 6.05	* 6.15		* 8.05		* 8.35	* 9.20				* 1.35	* 3.09	* 3.49	* 3.55	* 4.05	* 5.00	* 5.05	* 5.30		* 7.05	* 7.35		* 9.20
1.3	QTACOMAN 1.3		12.01AM	6.00AM	6.10AM		8.00AM		8.30AM	9.15AM				1.30PM	3.05PM	8.45PM	3 5 OPM	4.00PM	4.55PM	5.00PM	5.25PM	······	7.00PM	7.30PM		9.15PM
	TACOMA WHARF										والا علامين حفاعية عن عن		بيهيد نعراد الحقات الذ	بنار الثركي عنداري												
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	Time Over District		1.19	1.30	1.30	.45	.20	.45	1.35	.20	.45	.25	.50	1.30	1.15	1.15	1.35	.45	1.30	.25	1.25	. 45	1.40	. 45	.45	1.30
	Average Speed per Hour	1	31.4	27.1	27.1	30.0	28.3	30.0	25.7	28.3 SEE SP	30.0	24.5 ES, PAGES	39.0 2.3.4.5.	27.1	32.6	.32.6	25.7	24.3	27.1	25.7	28.7	30.0	23.0	24.3	30.0	27.1

# SPECIAL RULES GOVERNING USE OF DOUBLE TRACK BETWEEN TACOMA WHARF AND KING ST. STATION, SEATTLE.

Double track extends from Tacoma Wharf to King Street Station, Seattle.
 Trains must keep to the right unless otherwise pro-vided.
 Before clearing any train entering double track at Junction of initial points, operators must secure dispatcher's authority.
 Work extras must move with current of traffic unless otherwise directed.
 Any train making reverse movement on double track against the current of traffic must have train order authority and receive clearance or clearance and caution card at every block office they pass.
 If a train should part while in motion, the enginemen and trainmen of front portion must give the Train Parted signal to trains running on opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track

has parted must immediately reduce speed and proceed with caution until the separated train is passed. (7) Caution must be used by Engineers of trains approaching stations where any train is receiving or discharging passengers, full stop being made before passing such train. (8) No train will enter double track at Tidewater, Puyallup, Auburn, Black River, King St. Station or Argo without obtaining clearance card issued by authority of train dispatcher, except, that west bound passenger trains arriving at Auburn will pull into Auburn proper, or First Street Station, from the Palmer Cut Off when signals are clear. (9) A train having taken the siding at any station will not pull out onto main line without authority of clearance card issued by dispatcher.

# RULES GOVERNING AUTOMATIC SIGNALS BETWEEN TIDEWATER AND HOLGATE STREET, SEATTLE.

Automatic signals of the three position upper quadrant semaphore type, govern train movements between Tidewater and Hol-gate Street, Seattle. When semaphore arm is at horizontal position or shows red light by night, indicates STOP: when semaphore arm is at 46 degrees upwards or shows yellow light by night, indicates CAUTION: when semaphore arm is at 90 degrees upwards or shows green light by night, indicates CLEAR. All semaphore arms that govern are displayed to the right of signal mast as seen from approaching train. When semaphore arm is in horizontal position or shows red light by night, it is a signal to stop and then proceed with caution, expecting to find train in block, misplaced switch, broken rail or car on side track fouling main track: when semaphore arm is at 45 degrees upwards or shows yellow light by night, it is a caution signal, indicates to proceed with caution, prepared to stop at next semaphore signal. When semaphore arm is at 90 degrees upwards or shows green light by night, it is a clear signal and indicates block is clear. Should any signal show a white light by night or should a signal lamp report made from next telegraph office. Switch indicators are located at all switches and crossovers except at the following places: Orilla, O'Briens, Thomas, Chris-topher and Reservation. At these spur tracks indicators are not used. These indicators are of semaphore pattern, the normal position of which is STOP. They are constructed with a push button underneath in the left hand corner and in order to ascertain clear until switch is thrown, when it will again go to stop. If the indicator does not clear when button is pushed, this will in-dicate there is a train in the block or approaching and switch must not be opened until train shall have passed the switch is opened, it is an indication that the signals governing this track have not gone to stop, and in such cases movement must be made under protection of fing. If switch indicator cannot be cleared after waiting five minutes and a train does not

switches may be used provided movement is fully protected by flag. Indicator at main track crossovers indicate the condition of the opposite track and not the track on which they are located, in other words, eastbound indicators are located on westbound tracks and vice-versa. At a siding crossover he indicator is located on the siding end of crossover and will indicate the condition of the main track to which crossover leads. At single switches the in-dicator indicates the condition of the main track to which crossover leads. At single switches the in-and both ends of crossover switches within automatic signal limits. The opening of any switch will set and hold signal of that block at STOP until switch is again closed. The opening of any switch at either end of main track crossover will hold signals on both tracks at stop. If either end of a slding crossover is opened, it will set and hold the signal at stop that controls block on main track to which it leads. Neither switch or crossover must, therefore, be opened until movement of train is to be made and stop must be made 30 ft before reaching signal in order not to foul track circuits. Cars and engine on side tracks must stand back of insulated joints in order that signals will not be held at stop. Whenever a train is mentioned in these rules, the term "Train" applies to either a road or switch engine with operation of signals. Signals governing east bound trains are numbered and located as follows: Signal No. 2 is located 150 ft. east of Tidewater Telegraph office, No. 4, 2800 ft. east of M. P. 3, No. 6, 2900 ft. east of M. P. 4, No. 8, 4000 ft. east of M. P. 6, No. 10, 4600 ft. east of M. P. 13, No. 18, 4900 ft. east of M. P. 19, No. 26, 2500 ft. east of M. P. 24, No. 34, 3900 ft. east of M. P. 26, No. 38, 600 ft. east of M. P. 23, No. 32, 3600 ft. east of M. P. 24, No. 34, 3900 ft. east of M. P. 26, No. 38, 600 ft. east of M. P. 28, No. 38, 2500 ft. east of M. P. 30, No. 26, 2500 ft. east of M. P. 24, No. 34, 3900 ft. east of M. P. 26, No. 38, 600 ft. ea

EAST	BOUND	÷

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	<b>  </b>	Time Table No. 31D			F	IRST CLASS TR	AINS.		1	S	ECOND C	LASS TRA	1NS.	1	1			1	1
		June 19, 1910	8r	322	356	338		678	676	680	682	690	602	684	686	962	972	938	93
	ll	Succeeding No. 31C.	Passing	Passenger	Passenger	Passenger		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Way Fr'ght	Way Fr'ght	t Way F
(	from Wharf	STATIONS	of	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	E XCEPT SUNDAY	EXCEPT SUNDAY	EXCI
	Distance	Telegraph Offices and Calls	Capacity Tracks	Grays Harbor Limited	Gt. Nor. No. 276	258's Connection		No. 605			No. 601	Gt. Nor.			No. 603				-
		UD King Street Station N			11.15PM	·						8.00PM							-
	11.1	U.9 YDSEATTLE YARDN 2.4		*	*	·		4.00AM	5. <b>4</b> 5M	6.45AM	8.50AM				11.00PM	-	-		6.
		AGN 6.8		* 10.49	* 11.04			3.25	5.30	6.30	8.38	7.45			10.22				5.
		C. M. & P. S. R. R. Crossing		*	*														-
C	31.8	BI,BLACK RIVERN	<u> </u>	* 10.38	* 10.53			8.05	5.00AM	6.15	8.25	7.25			10.10				5.2
	29.4	ORILLIA	5 Spur	*	*				See page 10								-		See pa
	27.3	0'BRIEN'S 2.0	3 Spur	*	*					-									-
	25.3	KNKENTN 2.0		* 10.28	* 10.43			2.50		6.00	8.10	7.00			10.00				-
	23,3	THOMAS 1.4	8 Spur	*	*	· · · · · · · · · · · · · · · · · · ·				-									-
	21.9	CHRISTOPHER 1.9	4 Spur	*	*														-
$\sim$	20.0	GRFIRST STN 0.5			* 10.85			2.30AM		5.47	7.55AM	6.43			9.42PM				
C	19.5	AUN 4.4	<b>3</b> 00	* 10.17	* 10.34	12.15AM		· · · · · · · · · · · · · · · · · · ·		5.45		6.40		هم انتظار التركيبينية ا				10.10AM	A
	15.1	DIERINGER 2.5	No Sdg.	* 10.09	* 10.28	* 12.01AM	-	وي يو يك البريدية المريخ بين البريدية المريخ المريخ		5.85		6.20	فتدلفا والتقافية فت	هر به به هاه ه				9.50	
	12.6	SN SUMNERD 1.6	No Sdg.	* 10.05	* 10.24	11.55PM				5.30		6.15						9.40	-
	11.0	MEEKER 1.3	70	* 10.02	* 10.21	* 11.51	· ·			5.25		6.05						9.80	
	9.7	PYPUYALLUPN 6.7	70	* 9.59	* 10.19	11.48	<sup>لو</sup> ميديونون 1990 ميدون			5.20		6.00	8.25PM	10.40PM		4.35AN	M 5.40AM	9.15	
	3.0	RNTIDEWATERN	No Sdg.	* 9.49	* 10.09	* 11.35				4.55		5.35	8.10	10.20		4.15	5.10	8.50	
	1.3	QN 1.3		9.45PM	10.05PM	11.30PM		:				5.30PM							-
	0.0	TACOMA WHARF								4.45AM			8.00PM	10.00PM		4.00A	M 5.00AM	8.404	A
				DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		EX. SUN.	EX. SUN.	EX. S
		Time Over District		1.15	1.10	24.3		1.30	.45	2.00	.55	2.30	.25	.40	1.18	.35	.40	1.30	_

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

# **RULES GOVERNING AUTOMATIC SIGNALS**—Continued.

40, 2900 ft. east of M. P. 31, No. 42, 400 ft. east of M. P. 32 (located outside of west-bound main line), No. 44, 2700 ft. east of M. P. 34 (located outside of west-bound main line), No. 46, 2200 ft. east of M. P. 36 (located outside of west-bound main line), No. 50, near M. P. 39, No. 52, 1700 ft. west of Holgate Street, No. 49, 3400 ft. west of Holgate Street, No. 47, near M. P. 2, No. 45, 2400 ft. west of M. P. 3, No. 43, 500 ft. west of M. P. 4, No. 41, 2500 ft. west of M. P. 6, No. 39, 1500 ft. west of M. P. 8, No. 37, 1300 ft. west of M. P. 9, No. 33, 1900 ft. west of M. P. 11, No. 31, 1900 ft. west of M. P. 13, No. 29, 1500 ft. west of M. P. 14, No. 21, 2500 ft. west of M. P. 17, No. 25, 4800 ft. west of M. P. 18, No. 23, 2500 ft. west of M. P. 20, No. 21, 700 ft. west of M. P. 21 (located between east and west bound main line), No. 17, 3600 ft. west of M. P. 26, No. 11, 2100 ft. west of M. P. 29, No. 9, 1800 ft. west of M. P. 3600 ft. west of M. P. 26, No. 14, 2000 ft. west of M. P. 20, No. 21, 700 ft. west of M. P. 25, No. 13, 5000 ft. west of M. P. 26, No. 11, 2100 ft. west of M. P. 29, No. 9, 1800 ft. west of M. P. 300 ft. west of M. P. 25, No. 13, 5000 ft. west of M. P. 34, No. 3, 1000 ft. west of M. P. 36, No. 1, 3500 ft. west of M. P. 3600 ft. west of M. P. 37, 3600 ft. west of M. P. 3600 ft. west of M. P. 37, 3600 ft. west of M. P. 37, 3600 ft. west of M. P. 37, 3600 ft. west of M. P. 36, No. 1, 35000 ft. west of M. P. 37, 3600 ft. west of M. P. 36, No.

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Signals numbers 38 and 39, C. M. & P. S. crossing, formerly distant signals now operated semi-automatic assuming the caution and stop position automatically and cleared through operation of home signals, numbers 37 and 40. When signals No. 37 and 40 are

in caution or clear position signals Nos. 39 and 38 will show cle has passed signal and cannot be placed in caution position by towe in clear position until train clears second signal ahead.

in clear position until train clears second signal alead. Signal number 52 located 1700 ft. west of Holgate Street, Seattl go to stop position when head end of train passes signal and will go 1 located 3500 ft. west of M. P. 37, operates in three positions, going i go to caution position when rear of train has passed 2006 ft. beyond crossover at Tidewater. Mile posts and signals are numbered from T run with current of traffic by block signals. The movement of trains tions to operators. A train having work to do which may detain it n the last station before entering block in which work is to be done. Of dispatcher. Except as affected by these rules all block signal and trai

# 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 east bound track, and "Home Signal" No. 39 on west bound track, which are located 500 feet from crossing.

#### "DAY INDICATIONS."

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

All movements against regular movements of traffic are governe 390 feet from crossing and on opposite side of track from "Home Sig two blades and two lights: Dwarf signals are equipped with one bla

"NIGHT INDIC

"Home Signals." Both upper and lower lights red-Stop. Upp per light yellow; lower light red-Proceed with caution. "Dwarf Signals." Red light-Stop. Green light-Proceed at us

	EAST	BOUND
THIRD CLASS TRAINS	3.	
36		
Fr'ght		
CEPT		· · · · · · · · · · · · · · · · · · ·
.05PM		
.50		
. 20 PM		
age 10		
	:	
		· · · · · · · · · · · · · · · · · · ·
SUN.		
.45		
3.1	J	
ar. Signals 37 and 40 will ;	go to ston nositi	on as soon as train
rman until train has cleared	d block ahead a	nd cannot be placed
le, operates in two positio to clear when rear of train to stop position when head d and will go to clear posi acoma to Seattle on east will be supervised by sup- more than 10 minutes must perator must obtain autho in rules remain in force.	ns only—Clear passes Holgate end of train pa	and Stop, and will Street. Signal No. sses signal and will
d and will go to clear posi- acoma to Seattle on east will be supervised by super-	tion when rear and west bound erintendent. who	of train has passed tracks. Trains will will issue instruc-
more than 10 minutes must perator must obtain autho in rules remain in force	obtain permission ority to give th	on from operator at is permission from
ed by back-up or dwarf s gnals" Nos. 39 and 40. Signa de and one light.	signals. These als Nos. 39 and 4	signals are located 0 are equipped with
ATIONS."		
er light green; lower light		t usual speed. Up-
ial speed. Used in back-u	p movements.	

#### SECOND DISTRICT WEST BOUND. SECOND CLASS Nay Time THIRD CLASS TRAINS. Passir (esler ] 687 563 675 925 565 931 929 927 Su from ۶, Way Freight Way Freight Way Freight Way Freight Capacity Tracks Mixed Freight Freight Mixed Distance EXCEPT EXCEPT EXCEPT SUNDAY SUNDAY SUNDAY DAILY MONDAY EXCEPT EXCEPT SUNDAY SUNDAY Tele EXCEPT SUNDAY 9.15PM 1.40AM 1250 YD.....SI 6.45 UD....KIN 7.00 0.0 1.6....G 2.10 9.50 300 4.0 BA..... 7.25 10.00 2.15 80 5.9 FR..... 7.80 8.0 BK ..... 7.50 10.50 2.50 50 11.1 11.10 685 60 15.1 8.05 8.20 3438.40 11.80 9.30 8.25 50 21.9 **B**..... 11.45PM 100 23.6 CJ..... 9.55A 3.40 676 12.45AM 80 29.5 MB..... 4.30 See page S 9.15AM 1.30 676 8.00AM 5.00AN 150 38.0 **O**M..... 1.459.40 45 43.2 MA ..... 8.30 See page 9.00 9.55AM 343 2.00 102 46.3 FD..... 2.20 See page 9 343 9.45 344,10.30 60 50.7 Sg..... (To Monte Cristo Bh) 2.35 45 56.9 ..... 11.00 11.25 11.30AM 342-926 132 59.9 A..... 2.55 3.10 40 63.7 { BT... M. 12.01PM ........ 12.45 8.80 65 70.0 MU..... 1.35 8.50 25 75.6 ..... 1.40 70 77.3BG..... 8.55 2.25 4.10 135 82.7 CA..... 290 85.9 {WL...SE 2....G 7.30AM 8.40AM 2.45PM $\begin{array}{r} 4.20 \\ 4.45 \end{array}$ 86.3 .....P. S 8.20 344 8.25 9.15 5.15 45 91.4 From Bghm Branch 8.45 564 3.45PM 930 5.80AM 75 97.2 WK..... 9.40 MSpur 100.0 ..... 8.52 8.55 See page 10 See Bellinghan Branch page 10 9.25 9.40 342 18 102.2 3.59 To Bham Bch . . . . . . . . . 10.05 4.20 20 110.1 DM..... 18 110.7 ..... 4.21 10.15 4.45 18 119.6 NC..... 10.40 125.0 .....B. E 110 125.9 SU..... 11.00AM 5.00PM EX. SUN. EX. SUN. EX. SUN. EX. SUN. EX. SUN. EX. SUN. DAILY EX. MON 3.20 т 3.30 1.00 6.45 3.10 1.15 0.40 8-15 All trains doing station work at Fremont and Brooklyn must stop to clear street car crossings at these points. REGISTER STATIONS - Seattle Yard. King-street Station, Woodinville, Sno-homish. Sedro-Woolley, Wickersham and Sumas. Ave

Table No. 31D.			FIRST	CLASS TH	RAINS.
June 19, 1910. Icceeding No. 31C.	ubers	es		341	347
STATIONS.	Station Numbers	r, Coal, , Tables Vyes	Passenger	Passenger	Passenger
elegraph Offices and Calls	Statio	Water, Scales, and W <sub>3</sub>	DAILY	DAILY	DAILY
SEATTLE YARDN	CF 31	W C ST			
ING STREET STATIONN			7.40AM	12.20PM	4.20PM
Yesier Way 1.6					
1.0 3. N. CROSSING					
INTERBAYD	CF 35	w s	f 7.55	* <b>12 35</b> 344	f 4.35
1.9 FREMONTD	CF		8.00	* 12.41	4.40
2.1	37 CF		8 08	* 12.48	4 48
3.1 KEITH	39 CF	<u></u>	f 8.20	* 12.56	f 4.58
4.0	42 CF	w	f 8.30	* 1.05	f 5.08
6.8 BOTHELLD	46 CF		925 8.47	* <b>1.20</b> 924	5.25
	53 CF	WC T	8.52	1.25	5.30
5.9 MALTBYN	55 CF	T	9.15	342 * 1.50	5.50
8.5 SNOHOMISHN	60 CF	wc	9.40		6.15
5.2 MACHIASD	69 CF	w C SY W	9.55	2.15 926 2.25	6.30
3.1	74	····		* 2.32	
HARTFORDD 4.4	CF 77				6.40 348
GETCHELLN 6.2	CF 82		10.15 344-927		6.52
EDGECOMB 3.0	CF 88	W 1ме	f 10.82	* 2.55	7.07
ARLINGTONN 3.8	CF 91	Ү <sup>8</sup> м е	10.40	8.03	7.15
<b>1. &amp; N. CROSSINGD</b> BRYANT	CF 95		10.50 926	* 3.12	7.25
	CF 101	w	11.05 342	8.25	7.40
MONTBORNE	CF 107		11.20	* 3.37	7.55
BIG LAKED	CF 109		11.28	* 3.41	7.58
CLEAR LAKED	109 CF 114		11.85	* 8.52	8.10
BEDRO-WOOLLEYN G. N. CROSSING	CF 117	W C T	11.45AM	<b>4.02</b> 930	8.20
0.4 S. & B. R. CROSSING					
5.1	CF		f 12.01PM	* 4.20	f 8.35
5.8 .WICKERSHAMD	122 CF	Y W	12.15PM	932 4.35	676 8.50PM
2.8 SAXON	128 CF		See	348 * 4.42	See
2.2	131 CF	w	page 10 To Bham	4.50	page 10
7.9 DEMINGD	133		Bch	5.10	Bch
0.6	141 CF			* 5.11	
8.9	142			5.85	
NOOKSACKD 5.4	CF 151				
B. & B. C. CROSSING					
D	CF 157	W C S T		5.50PM	
-			DAILY 4.35	DAILY 5.30	DAILY 4.30
Time Over District					

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FIRST	CLASS TI	RAINS.			Time Table No. 31D		6	SEC	COND CLA	ISS.	Т	HIRD CL.	ASS TRAI	NS.					-
348	342	344		bers	June 19, 1910	F	Passing	564	688	676	924	926	930	932					
			Coal, Fable es	Numbers	Succeeding No. 31C.	e from	5				Way Freight	Way Freight	Way Freight	Way			-		-
Passenger	Passenger		ater, ales, d Wy	ion	STATIONS.	Distance Sumas	Capacity Traeks	Mixed EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight		EXCEPT SUNDAY		Freight EXCEPT		_			
DAILY	DAILY	DAILY	A Scal		Telegraph Offices and Calls. YDSEATTLE YARDN	<u>පි</u> ති 127.1	ව <u>⊢</u> 1250	SUNDAY	SUNDAY 12.30AM	DAILY	EXCEPT MONDAY 3.30PM	SUNDAY	SUNDAY	SUNDAY		_			
			ST	31	0.9											_			
9.00P	M 2.30M	12.50P			UDKING STREET STATIONN 0.3	126.2					8.25					_		`	
					Yesler Way 1.6	125.9				·ight din - am.									
-		-				124.3				as r Woo ersha									
8.45	* 2.15	f 12.35	WS	CF 35	BAD 1.9	121.9	300		12.01AM	5 ha 676 Vick	8.10				·				-
8.40	2.10	12.28	·	CF 37	FRD 2.1	120.0	80		11.50PM	. 675 has right No. 676 Woodin- to Wickersham.	2.55				•~	-		-	-
8 28	* 2.02	12 16		CF 39	BK BROOKLYND	117.9	-			No. over ville		·	<u>t</u> 2			-			-
8.18	* 1.55	f 12.06PM		39 CF 42	3.1 	114.8	50		11.30	<u> </u>	2.25		right Sedro nas.				-	-	-
		f 11.55A		·	4.0 LAKE	110.8	60				2.05		has 930 Sum		<u> </u>	-			-
8.07				CF 46	6.8 BD	103.9	50	<u> </u>	11.10 675 10.80	See name 10			No. 931 over No. Woolley to				_		-
7.50	f 1.30 924	11.85		CF 53	1.7					See page 10			olley P						
7.45	1.25 341	11.30	WC T	CF 55	CJN 5.9	102.2	100	-	10.20	2.50AM 687	1.00PM		200			_		_	
7.30	* 1.07	11.15		CF 60	MBN 8.5	96.4	. 80		9.45	2.30		See 933, p9 Everett Branch							
7.05	12 35	10.50	WC SY	CF 69	OM SNOHOMISHN 5.2	87.9	150		8.35PM	1.30 67512.50		2.00PM 341	-	-					
6.50	12.18	10.35	W	CF 74	MAD 3.1	82.7	45			12.35		1.45				-	_	-	
6.40 347	* 12.08	10.25		CF 77	FDD	79.6	102			12.25		1.25					-	_]	·
347 6.30		10.15		CF 82	4.4 SgN	75.2	60			12.10AM		12.55					-	-	
6.13		<b>10.15</b> 343-927 <b>f</b> 9.58	•. w	82 CF	6.2	69.0	45			11.30PM		12.10PM						_	
			1 M E	88	3.0 AN ARLINGTONN		132		675 has right No. 688 Seattle to Snohomish.	11.15								_	
6.05	<b>11.30</b> 927-926	9.50	$\frac{8}{10} \text{ME}$	CF 91	3.8	00.0			as se nomis			11.50AM 11.20 342-927						_	-
5.55	* 11.20	9.40		CF 95	{M. & N. CROSSING} {BTBRYANTD} 6.3	62. <b>2</b>	40		5 ha 688 Snot	11,00		10.50 10.40 343							
5.40	* 11.05	9.25 926	w	CF	MUD	55.9	65		67 to .	10.40		9.40 344 9.10						-	
5.25	* 10.50	926 9.10		101 CF	5.6 MONTBORNE	50.3	25		No. Ver Yard	10.20		8.80				-	-	-	.
5.22	_	9.05		107 CF	1.7 BGBIG_LAKED	48.6	70			10.15	:	8.15				-	-		
				109	5.4 CAD	43.2	135			9.55									.
5.10	_	8.50		114	3.2	40.2						7.80	دی سن بین پی چن						
5.00 932	10.25	8.40 929	WC T	CF 117	$\{ \begin{array}{l} \textbf{WL} \dots \textbf{SEDRO-WOOLLEY} \dots N \\ 2 \dots \textbf{G}, N, \textbf{CROSSING} \dots \end{pmatrix} \\ 0.4 \\ \end{array} \}$	40.0	290			9 45 8.55		7.00AM	<b>3.55</b> PM 341	4.50™ 348			-		
	_				P. S. & B. R. CROSSING	39.6		See 571 page 10										-	
4.48	* 10.08	f 8.25	-	CF 122	5.1 	34.5	45	BELLINGHAM		8.35 347 8.30			8.30	4.20 341 4.10	-			-	
		931	v		5.8 WKD	28.7	75	Branch 8.05AM		347 8.30 8.00PM				341 4.10 3.20PM	· • · · ·		_	_	.
4,35 <sup>p</sup>		8.10A	W W	128	2.8	25.9	Spur	344-931 7.55					3.00 565					_	.
(From BELLINGHAN	* 9.45	(From BELLINGHAM		CF 131	SAXON		50			(From BELLINGHAM			2.45			_			-
Branch)	<b>9.40</b> 931	Branch)	w	CF 133	АСМЕ 7.9	23.7	18	7.45		Branch)			2.30	(From BELLINGHAM				_	
•	9.18			CF 141	DMDEMINGD 0.6	15.8	20	7.80					1.45	Branch)					
	* 9.16		<b> </b>	CF 142	ABBOTT 8.9	15.2	18	7.28					1.40			-			
	8.55	-		CF 151	NCD 5.4	6.3	18	7.12					1.05			-			
		-			B. B. & B. C. CROSSING 0.9	0.9									- <u>-</u>			-	-
	8.40A		wc	CF 157	0.9 SUD	.0.0	110	7.00AM					12.40PM	,	<b>-</b>	-			-
DAILY	DAILY	DAILY	ST	157					EX SUN.	DAILY	EX. MON.	FY CIN	EX. SUN.	EX.SUN.	•	-	-	_	-
4.25	5.50	4.40	-		Time Over District			1.05	3.55	6.50	2.30	7.00	3.15	1.10		-			-
21.6	21.6	20.9			Average Speed Per Hour			26.5	10.0	10.7	9.9	6.8	12.0	11. Arlington, n line occu		]			expecting

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				EAS	ST BOU	ND.
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		of passeng	er trains is	one minut	e, or <sup>S</sup> ixty s is 6 miles per is 20 miles pe points to war	econds, per

		SE	CON	D`CLASS	TRAINS.		THIR	ED C	LASS.				Time Table No	310	50	SECOND	CLASS.	TH	IRD	CLASS	1
	401	48	37	435	715	451	933	3	687		bers	-	June 19, 1910. Succeeding No. 31		of Passing	566	-	93	4	688	8
	G. N. Freight	G.	N. ight	G. N. Freight	G. N. Freight	G. N. Freight	Way Freight		Way Freight	Coal, Table ves	Number	Distance from Snohomish	STATIONS.	e fro	y of F			Wa	y -	Way	
	Freight	- Fie	ignt	rreight	rreight	Freight	EXCEP		EXCEPT	Water, Scales, and W <sub>3</sub>	U U	istanc	Telegraph Offices Calls	Distance Data	Capacity Tracks	Mixed EXCEPT SUNDAY		Freig EXCE	EPT	Freigh	T
	·						SUNDA		5.30A				Calls OMSNOHOMISH.					SUND	DAY	SUNDA	Y
										SC	CF 69 BB 1		0.7	· · · ·	_	See 563, p 7 8.45AM		7.	3ÔĂM	See'pag 7.5	
		-						_ _			BB 5		4.7		Spur .0 S 50				<u> </u>		1
	10.40		. <b>1</b> 5PM	9.400	0.950	C 00M			8.00				EBEY JCT 0.8								- ]
				3.40PM		6.20AM	3.25		6.00		BB 6		WLOWELL 1.5			8.20		7.		7.2	
	10.50	.	.25	3.50	2.45	6.30	8.85	5PM	6.10A	W C S Y	BB 8		EVEVERETT 1.2		_!	8.15AM		7.0		7.20	DPM
	11.00PW	8.	35PM	4.00PM	2.55PM	6.40AM			-		BB 9	8.9	PGG. N. JUNCTIO 1.8	NN 2	.5 40		· •				
												10.7	G. N. CROSSING 0.7	i0	.7		-				
					•						BB12	11.4	SMELTER	0	0 175						
							EXCEP' SUNDA	T E Y N	EXCEPT				i			EXCEPT SUNDAY		EXCE	PT	EXCEP	т 1
							.40		.40				Time Over Distri	ct	_	.30			.30	.3	
		}					11.5		11.5				Average Speed per	Hour		15.4		15.	.4	15.4	
WEST BOU	ND.			SNOQ	UALMI	E BRA	NCH					EAS	T BOUND.	WE	ST 1	BOUND.				MON	ITE C
D CLASS.	FIRST CLASS.				me Tab	la No	21			FIRS	ST CI	ASS.	THIRD CLASS.	SEC	OND (	CLASS TRAI	INS.	1	[		
925	345		ers		June	19, 1910.		_	of Passing	346	1		924			567	563	-	ers		Time
Way Freight		Coal, Fables es	Station Numbers	Distance from Woodinville		ng No. 310 TIONS.	c	from	of P	570						567	503	oal, ables	Station Numbers	from	S
EXCEPT	Passenger	ater, ( ales, <sup>1</sup> d Wy	ttion	oodin				Distance Sallal	Capacity Tracks	Passeng	er		Way Freight			Mixed Mon.,	Mixed Tues.,	ter, C les, T Wve	tion	Distance f Hartford	
SUNDAY See page 7	DAILY See page 10	Wat Scal and	Sta	<u>ŠŠ</u>	(	Offices and Calls		Sal Sal	HC HC	DAILY			EXCEPT MONDAY			Wed., Fri.	Thur., Sat		Sta	Dis Ha	Te
10.25AM	5.55PM	СŢ	CF 55	0.0 <b>CJ</b>	woo	DINVILLE.	N	39.2	2 100	See page 8.50			See page 8 12.05PM	·		See 563, p 7 10.30AM			CF 77	0.0	FD
	f		BC	3.9	WIL	LOWS		35.3	3	f							f		77 BD	2.9	
11.15AM 924	6.17		4 BC	6.7 RM.	REI	2.8 DMOND	D	32.5	5 43	8.28	3 -		11.15 AM 925						BD	4.6	
924			7		PARADISE I	1.3		31.2					925			11.304	11.15	M Y	5 BD		GF
•			BC			0.8			6	f								w	6 BD	-	·
			8 <sup>1</sup> / <sub>2</sub> BC			1.2			Spur				· · · · · · · · · · · · · · · · · · ·						10		
			11			1.4			6 Spur	r 								_	BD 12		
	I		BC 12	· .		3.5			3 Spur	f 						12.30PM		W Wye	BD 14	13.6	
12.15 PM	6.45		BC 15	14.7		OHON 4.1			5 33	8.04	1		10.10						BD 19	19.0	• • • • • • • • • •
	6.57	W	BC 19		ISSA					7.58	3		9.80						BD 20	19.9	
12.50			BC 26	26.0 RN.	PRES	<b>TON</b> 3.0	D	13.2	2 18	7.88	3		8.50					w	BD 29	29.0	
12.50	7.25		BC	29.0 FY	FALL	S CITY 3.0	D	10.2	2 12	7.20	2		7.50						BD 30	30.1	E
	7.25	w	BC 29			MIC PALLS		7.2	2 4 Spur	i									BD 37	37.3	
1.50		w	29 BC 32		SNOQUAL	nie falls							7.25	۰				wc	BD	42.0	
1.50		w	BC 32 BC	32.0	(	0.9	D	6.3		7.10	>							m		3	
2.15	7.37 f		BC 32 BC 33 BC	32.0 32.9 SO	SNOQU	D.9 ALMIE 3.0 H BEND			3 36		_					Mon.,	Tues.,	T	42		
2.15 2.40	7.87 f 7.48		BC 32 BC 33	32.0 32.9 SO 35.9 BN	SNOQU	0.9 ALMIE 3.0 H BEND 3.3	D	3.3	3 36 3 18 0 3	7.10 7.00 924	_		7.10 <sup>AM</sup>			Mon., Wed. Fri. 2.00	Tues., Thur., Sat	T			
1.50 2.15 2.40 3.00PM	7.37 f 7.48 8.00PM		BC 32 BC 33 BC	32.0 32.9 SO 35.9 BN	SNOQU	0.9 ALMIE 3.0 H BEND 3.3	D	3.3	3 36 3 18		_		7.10 <sup>AM</sup>					T			T Ave
2.15 2.40	7.87 f 7.48		BC 32 BC 33 BC	32.0 32.9 SO 35.9 BN	SNOQU	0.9 ALMIE 3.0 H BEND 3.3	D	3.3	3 36 3 18 0 3							2.00	.45	T			

Freight trains will not leave Preston when following passenger train until 15 minutes after departure of same. Passing track at Preston located one-half mile east of station. All trains will reduce speed to 10 miles per hour crossing Raging River Bridge, and 4 miles per hour between Bridge 49 and Snoqualmie Falls. North Bend vard limits extend to Sallal. No. 345 has right over No. 346 Woodinville to North Bend. West "Y" switch at North Bend will be lined for "Y." Nos. 925 and 924 will carry adult male passengers holding proper transportation between Woodinville and North Bend. Worth Bend. Women and

# PECIAL RULES COVERING TRAINS **ON EVERETT BRANCH**

EAST BOUND.

1

gister Stations-Snohomish and Everett. Bulletin Station-

ett. All trains will keep under full control in yard limits at Everett, and Snohomish, expecting to find trains occupying main track. owell Yard Limits—Snohomish river draw to yard limit board feet west high line switch. Werett Yard Limits—Yard limit board 2050 feet east of east a to overhead bridge at Everett Avenue. Speed over draw as must not exceed six (6) miles per hour. No steam or electric trains will occupy main track in either di-n between Snohomish and Lowell, Everett and Lowell, or between tt and G. N. Junction without first procuring Card Order from

and G. N. Junction without first procuring Card Order from or Snohomish, Lowell, Everett or G. N. Junction properly fil-t. Cards will not be issued for steam trains to follow electric until electric trains have cleared block. ards must be surrendered to operator at end of block immediate-

arrival.

#### EAST BOUND. O BRANCH. SECOND CLASS TRAINS. le No. 31D. sing 19, 1910. Capacity of Pass Tracks 568 570 ig No. 31C. ance from te Cristo TIONS. Mixed Mixed Offices and Dista Mont Tues., Thur., Sat. Mon., Wed., Fri. alls TFORD......D 42.0 102 1.00PM 2.50PM СНЬОУ..... 39.1 25 Spu 0BEY..... 37.4 20 1.7 Spur TE FALLS......D 35.7 70 3.7 Spur 12.15PM 2.05 EL No. 1..... 32.0 10 L No. 2.... 30.1 10 OBE ..... 28.4 10 1.20PM RDUS ..... 23.0 5 Spi 22.1 6 Spu BASIN..... ERTON..... 13.0 16 1.1 A QUEEN.... 11.9 3 Spu 4.7 1 Spu OW PASS..... CRISTO..... 0.0 100 Tues., Mon., Thur., Sat. Wed., Fri. er District .45 1.30 eed per Hour 8.2 9.2 ch Hartford under full control, expecting to find main track occupied. curves on Shoofiy, two miles west of Gold Basin. v Pass to Bonanza Queen and from Robe to Tunnel No. 1. East bound

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	and the Manual State Market	- State of the State			100 m (1720)										<u> </u>	0		and a second										
W	EST	BOUI	<b>1D.</b> 1	LAK	E	WAS	SHINGTON	BELT LIN	E BR	ANC	CH. E	AST BO	OUND.	w	EST BO	DUND.				]	BELLINGHAM BRAN	CH.				EAST	BOUN	ND.
THI	RD CL	ASS.	FIRST CLASS				Time Tab	ble No. 31D	).		FIRST CLASS	SECOND CLASS	THIRD CLASS	THIRD CLASS	SECOND	CLASS.	FIRST	CLASS.			Time Table No. 31D.			FIRST	CLASS.	SECOND	CLASS.	THIRD CLASS
	9	35	345	l, es	nbers	from	June	e 19, 1910. ling No. 31C.	mo	acks	346	676	936	929	675	571	347	343	ll, les	mbers om	June 19, 1910. Succeeding No. 31C.	from	f acks	344	348	574	676	932
	Fi	Way reight	Passenger	r, Coa s, Tabl Vves		e fr	😓 STA	ATIONS	Distance from Woodinville	city of ing Tra	Passenger	Freight	Way Freight	Way Freight	Freight	Mixed	Passenger	Passenger	er, Coa Ss, Tab Wyes	Station Num Distance fror	STATIONS	ance fr Selling	ing Tr	Passenger	Passenger	Mixed	Freight	Way Freight
$\left( \right)$	EX SU	CCEPT INDAY	DAILY	Wate Scale and V	Station			oh Offices and Calls			DAILY		EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	Wat Scale and	Stati	Telegraph Offices and Calls	Dista So. I	Cape Pass	DAILY	DAILY	EXCEPT	DAILY	EXCEPT SUNDAY
<u>)</u>		9.45AM	4.50M	W Y	21		.0 BIBLA	2.1			See page 5 10.05AM		See page 6 5.20PM	9.45AM	5.30AM	<b>8.15</b> AM 344	8.50PM	12.15PM	Y W	CF 0	0.0 WKWICKERSHAM	D 22.7	75		See page 8	See 565 p. 7 3.40PM		See page 8 8.15PM
	1	9.50 1.00 346	<b>4.55</b> 936		BA 22	2.	$.1 \begin{cases} RT \dots RF \\ \dots C & P \end{cases}$	ENTONI S. CROSSING 0.1	D } 22.0	50	10.00 935	4.50	5.10 4.45 <sup>345</sup>	9.55	5.40	344 8.30	f 8.55	f 12.20			1.3 1.3 MIRROP LAKE	21.4	15			8.30	7.45	3.05
-	<u>.</u>	· · ·			-	2.	.2C. & P.	S. CROSSING 1.8	21.9					₹10.10	5.50	8.40	f 9.00	f 12.25		BM 3	3.8	. 18.9	15	f 8.00	f 4.22	3.25	7.40	2.50
			-			_	.0C. & P.	1.4	·					10.15	5.55	8.43	f 9.08	f 12.28		BM 5	4.8BLUE CANYON	17.9	20	f 7.55	f 4.16	3.20	7.85	2.45
		f			BA 19		.4 KEN	6.4			f						f	f		BM 7	6.6IDLEWILD 2.4	16.1	No Sdg.	f	f			
<b>h</b>		1.55AM	5.20		12		.sWILI	1.8			9.85	4.10	8.50				f	f	W 1 M E		9.0TOWANDA 2.4	13.7	7 No Sdg.	f	f			
<u>}</u>		2.10PM f			10		.6NOI	3.8 ;			f 9.80	4.00	3.40	10.55	6.25	9.08	f 9.27	f 12.48		BM 1 11	1.4 WOODLAWN	11.3	3 20	f 7.35	f 3.55	2.58	7.10	2.00
	1:	2.30 f	5.85	W 5- 10 мн	B / 7		.4	6.4	· .	65_	f 9.20	3.45	8.25	11.10	6.35	9.18	9.37	12.58		BM 1 15	5.1SILVER BEACH 1.0	7.6	B No Sdg.	7.25	3.45	2.48	7.00	1.45
		1.00PM	E EEN	0.0			.8R. R. C	0.3			9.00AM	3.00A	2.45PM	11.25	6.40	9.20	* 9.40	* 1.00		16	6.1LARSON 4.0		3 30	* 7.28	* 3.43	2.45	6.55	1.40
			ee page 9	W	55						(From Snoqual- mie Bch)	See page 8		11.45AW	7.00AM 344	9.35AM	9.55PM	1 . <b>15</b> PM 932	W Y CS		0.1 WDBELLINGHAM 1.8			7.10AN 675	3.30PM	2.30PM	6.40PM	M 1.15PM 343
	EX	CEPT	ee page 9								mie Bch)	bee page 0	EXCEPT								1.9 G. N. CROSSING 0.8		_				انتک بهندی کتری،	
<u>  </u>	SU	NDAY 3.15	DAILY 1.05	<b> </b>	-		Time C	Over District			DAILY 1.05	DAILY 2.00	SUNDAY 2.35							BM 2 23	2.7 FNSO.1BELLINGHAM	D 0.0	50				<u>.</u>	EVCEDT
=		7.4	21.0		-			Speed per Hour			21.0	12.0	9.3	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY					-	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY
Rec	duce sp	eed to 6	miles po	er hou	ir ov	er bri	c River. Nos. 3 idges 19 and 20. Renton.	45 and 346 will	register	by tio	cket at Bi	ack River		2.00 10.1	1.30 13.4	1.20 15.0	1.05	20.3			Time Over District           Average Speed per Hour			1.00 20.3	1.05	1.15 17.2	1.15 16.0	2.00 10.1
		BOUI	S.		ý		Time Tab	ON BRANC	).		SE	ST BO	-		ham. F N	Flagman Reduce spe lo. 929 has	precede ta ed to six n right over	ain with n niles per h No. 932.	red flag iour ove Wickers	or ligh er stree sham to	or East Leg. All trains will com ht. t car crossing between Silver Beac Bellingham. Bellingham.				ossing noi	Iy street, I	bening-	
			569	oal, ables	Number	from	Succeed	ing No. 31C.	Distance from Darrington	of Fracks	572						W	EST B	OUNI	D. 4	ROSLYN BRANCH.	EA	ST	BOUNI	).			
			Mixed EXCEPT	Water, C Scales, T and Wve	) <b>5</b>	Distance	<u>م</u>	ATIONS oh Offices and Calls	stance arringt	tpacity issing	Mixed EXCEPT				2	FIE	RST CLAS	s		2	Time Table No. 31D.			FI	RST CLAS	S		
·			SUNDAY	-			Z .0 PhoneAR				SUNDAY 5.00PM					353	327	319	oal, ables s atri	Numbe e from	June 19, 1910. Succeeding No. 31C.	nce from man	]		328			
<u></u>				w	91 BE	4.	.6CO	4.6 OOPER	23.4	4						Passenger DAILY				Station Numbe	STATIONS.	Distance Beekmar			Passenger DAILY	Passenger DAILY EX. SUN.		
h—			11.304	n	BF	5.	.2TR	AFTON	22.8	Spur 18	4.80		-			DAILY EX. SUN. 6.00PM	EX. SUN. 12.30PM	DAILY EX. SUN. 7.00AM			J     Telegraph Offices and Calls       0     CLCLE ELUM			DAILY EX. SUN. 11.40AM		EX. SUN. 7.00PM		
					BF 7	7.	.5CI	ICERO 3.5	20.5	5 Spur							12.35	7.05	Y		2.0 0MINE 5			11.34	5.08	6.53		
. <del>W</del> ( .			12.01P	1	BF 11	11.	.0	.0SO 3.8	17.0		8.55		-			6.15	12.45	7.15	s c	A 3.	1.5 5 RS ROSLYN	D 3.6		11.25 9.15	4.55	6.45		
		<u>-</u>			BF 15	14.		2.2	13.2	5 Spur						6.23	12.53	7.23	C	4 A 5.	.2RONALD	. 1.9		9.05	4.48	6.38		
			12.30	w	BF 17	17.	.0 Phone h	HAZEL 3.2	.D 11.0	80	8.25	-				6.30PM	1.00PM	7.30AM		6.	.1BEEKMAN 1.0	. 1.0		9.00AM	4.45PM	6.35PM		
			12.45		BI 20	20.	.2LA	MPSON	7.8	7 Spur	8.05	-								7.	1 <sup>1</sup> LAKEDALE	. 0.0						
			1.10		BF 22	21.		RVING 6.2	6.2	4 Spur	2.50					.30	.30	.30			Time Over District			1.40	.25	.25		
J				СҮ	BI 28	28.	0 Phone DAI	RRINGTON	<b>D</b> 0.0	24	2.30P	A				10.6	10.6	10.6 Maximur	n Grade	s.	Average Speed per Hour			3.6	12.0	12.0		
L			EXCEPT SUNDAY								EXCEPT SUNDAY						1	Engineer Derailing	rs will no g Switch	ot be re es-At	equired to consult register, except Cle Elum, at upper switch at the t leg. Roslyn coal train is require b switch on the main line, nearly	at initi head o	al or s of wyo	starting po e toward F	int. los- top			
<b>[</b>			2.30		_	_		Over District Speed per Hour			2.30 13.2						abo Rog	ve this sw slvn. will b	vitch.	The stuet	b switch on the main line, nearly ct as derail to prevent cars runnin	in from	nt of n mai	scale house n track to	e at Cle			
	Bullet Trains No. 50 West	tin Static s will ke 69 has ri wye swi	ons—Arlin n—Arlin ep under ght over tch at D	ngton cont No. 5 arrin	rol v 572. oton	where	rington. landslides or wa be kept set for t t, running test	shouts are liable	is a stub	switel	h	rear of tr	ain.				Elu	m. Freight im. All im, expe- Bulletin	trains trains cting t and Rea	must will r to find gister S	wait at Roslyn until first cla un under full control while w l switches occupied. tation—Cle Elum. r 354 Cle Elum to Beekman	ss tra	ins	clear at	Cle		 	

Jenner....

# COMMERCIAL SPURS.

## MAIN LINE.

## Distance from Yesler Way.

STATIONS.	Miles	How Connected	Cars Capacity
Edgewater	6.1	1 E	8
Latona	7.4	1 E	4
Wood Spur.	9.9	1 E	16
Pontiac, F 343, 344, 347 & 348	12.7	1 E.	4
Lavilla, F 343, 344, 347 & 348	14.0	1 E	
Briarcrest, F 343,344,347&348	17.0		••••
Kenmore, F 343,344,347 & 348	18.4	1 E	7
Renwood,	20.1	1 W	••••
Wayne, F 343, 344, 347 & 348	21.0		••••
Hannan	21.8	1 E	14
Stockton	23.0	1 E	8
Bear Creek	24.8	1 E	17
Sand Spur	25.3	1 E	12
Grace, F 343,344, 347 & 348	25.9	1 E	25
Brace	28.5	1 E	3
XL Spur	29.5	1 E .	4
Cathcart, F 343,344,347 & 348	33.1	1 W	12
Cobbner	35.5	1 W	••••
Bromart	36.7	1 E	32
Sinnett's	43.5	1 E	69
Bartlett	43.9	1 E	4
Lake Cassidy	49.3	1 W	3
Kelmire	50.0	1 E	6
Ryton	51.2	1 E	3
Harvey	54.4	1 E	4
Sisco, F 343, 344, 347 & 348	55.0	1 E	15
M. & A. Tfr.	58.3	1 E	6
Kelly's Spur	59.0	1 W	4

STATIONS.	Miles	How Connected	Cars Capacity
Springfield	62.1	1 E	4
Milldale	64.9	1 E	20
Pilchuck	65.4	1 E	88
Day's, F 343, 344 & 347	67.6	1 W	13
Ehrlich	73.0	1 W	20
Buxton	75.1	1 E	29
Conway	78.2	1 E	••••
Nookechamp, F 344 & 347	78.6	1 E	5
Heather	81 0	1 E	5
Sedro Quarry	84.0	1 E	7
Daniels	91.0	1 E	6
Lomond	92.0	1 W	20
 Cohone	92.1	1 E	18
Prairie, F 343, 344, 347 & 348.	93.6	Siding	10
Brannain	95.2	1 E	2
Morgood, F 564 & 565	98.9	1 E	
Doran. F 564, 565, 341 & 342	99.5	1 W	4
Canedy	100.5	1 W	5
Vancom	103 4	1 E	
Standard, F 341-342-564&565	104.0	1 E	20
McDonald's,F341-342-564-565	105.1	1 W ·	4
Coyne	107.0	1 E	7
Van Zant's, F341-342-564-565	107.2	1 W	8
Case's Spur, F 564-565	108.3	1 E	-5
Eliton	112.1	1 E	13
Lawrence, F 341-342-564-564	113.2	1 E	6
McKee's	116.9	1 W (	14
Crescent	121.4	1 W	5
	1	1	1

## BELLINGHAM BRANCH.

## 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	
							(

#### DARRINGTON BRANCH.

#### How Connected Cars Capacity STATIONS. Miles 1 W 10 10.4 Etonia ..... 13.1 1 E 33 Halterman .....

1 E

18.0

## LAKE WASHINGTON BELT LINE.

# Distance from Black River.

6

Lauderback	22.1	1 W	4	Midlakes, F 346-345	12.6	1 W	5
Iones, F 345 & 346	20.3	1 E	5	Hazelwood, F 345 & 346	7.3		
Firloch, F 345 & 346	19.8	1 E	4	Pines	. 6.9	1 E	6
Feriton	16.6	1 E	2	May Creek, F 345 & 346	6.6	1 E	4
			·	Sanford, F 345 & 346	4.1	1 E	2

## EVERETT BRANCH.

## Distance from Snohomish.

Sherwood	4.1	1 E	4

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# BALLARD BRANCH.

# Distance from Interbay.

Ballard 1.1 50	
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#### SNOQUALMIE BRANCH. Distance from Woodinville.

Derby, F 345 & 346	1.3		
Adelaide, F 345 & 346	8.8	1 E	3
Pickering, F 345 & 346	16.3	1 E	•3
Grand Ridge, F 346	21.9	1 W	15
High Point, F 345 & 346	23.1	1 E	4
Wescott	24.8	1 E	9

Lovegreen	27.6	1 E	5
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

#### MONTE CRISTO BRANCH.

#### Distance from Hartford.

		1	1
Guernsey	2.0	1 E	65
Denmark	2.5	1 E	5
Brilcom	2.6	1 E	25
Beechwood	2.7	1 E	7
Diffley	4.0	1 E	10
Enos Quarry	7.3	1 E	30

8.3	1 E	5
9.0	1 E	8
20.2	1 E	5
23.2	1 E	21
26.7		
39.0		0
	9.0 20.2 23.2 26.7	9.0         1 E           20.2         1 E           23.2         1 E           26.7

Younger	
Morgan's	Mill
Garibaldi	

#### Distance from Arlington.

STATIONS.	Miles	How Connected	Cars Capacity
Gorlock	18.4	Siding	25
Welton	18.8	1 E	32
Fortson	21.2	1 E	26
		-	

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#### 8.4 1 E Madrona .....

80

Station No. B 5.

# MAIN LINE.

#### DISTANCE FROM ELLENSBURG.

	 23.3
•••••	
	98.3

#### MISCELLANEOUS INSTRUCTIONS.

## Seattle Terminal Division extends from Black River to Woodinville.

including Ballard Branch and Seattle Yard, also from Argo to Massachusetts Street on Second Ave. Line.

Trains in this district will obey special instructions issued by Superintendent Seattle Terminal Division. Train orders will be signed by Superintendent Seattle Division.

#### RAILROAD CROSSINGS AT GRADE.

O. & W. crossing at Argo, C. & P. S. crossing at Argo, C. M. & P. S. crossing just east of overhead bridge on Colorado St. Line, C. & P. S. crossing at Renton. C. & P. S. crossing two miles west of Renton. Campbell Lumber Co. crossing at Ohio Spur. C. & P. S. crossing at Atlantic St., Seattle. G. N. crossing at Washington St., Seattle. G. N. crossing at Bell St., Seattle. G. N. crossing at Seattle Lumber Co., Seattle. G. N. crossing at Field tracks just east of Interbay. G. N. crossing at Ballard. 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 at Black River, interlocked.

Extra trains will run ahead of third class trains without authority of train order.

In double heading, no power heavier than Class "C" engines must cross Snohomish and Skagit river bridges coupled together. F 1 or heavier engines must not use Eclipse log rollway at Everett.

F 1 or heavier engines must not be used on Snoqualmie Branch, or Monte Cristo Branch west of Granite Falls"Y" on Bellingham Branch or west of Wickersham.

Engines 923, 924, 1158 and heavier or long connected engines must not be used to switch piers on water front, Seattle. Class L-9 engines must not go north of Washington St., Seattle.

#### CROSSING GATE SITUATED WHERE G. N. MAIN LINE CROSSES FIELD ONE INTERBAY YARD.

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 AT G. N. CROSSING, NEAR E. K. WOOD MILL, SO. BELLINGHAM.

Normal position blocks N. P. tracks. Same procedure to govern as at Interbay.

#### CROSSING GATE SITUATED WHERE PUGET SOUND & BAKER RIVER R. R. CO.'S TRACK CROSSES N. P. TRACKS AT SEDRO-WOOLLEY.

Normal position blocks P. S. & B. R. R. R. Co.'s track. Same procedure to govern as at Interbay.

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

Look out for trolley wires between tell-tales at Snohomish and Ebey Slough bridges on Everett Branch. Wires will not clear man on box car.

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

King St. Station yard limits extend from Bell St. to Massachusetts St. Trains in this district will be governed by instructions issued by Superintendent King St. Station.

Location of 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 required by rule before proceeding.

All trains will reduce speed to six miles per hour at Public Road Crossing leading to G. N. Docks at Smith's Cove and engineers will keep vigilant lookout for teams and pedestrians at this point.

All East Bound freight trains will come to full stop at Public Road Crossing just east of Hartford Station, to clear Monte Cristo anch switch and ascertain that track is clear before proceeding.

Joint switches at Argo are the first on the east and the first on the west side of Valley St. They have been fitted with special targets. Green target by day and green light at night indicate set for C. P. S. track. Red target by day and red light at night indi-cate set for N. P. track. Normal position of these Switches must be set for C. P. S. Tracks. N. P. trains going out or coming in via Colorado St. Line will come to full stop 100 feet from nearest joint switch, send man ahead to line up both switches for N. P. track. Train then pull through and rear brakeman or conductor line switches back for the C. P. S. track. Conductors wil be required to personally see that these switches are lined for C. P. S. tracks after using.

All freight trains will test air before commencing descent of Maltby, Preston, Getchell, Thornwood, Larson and Monte Cristo mountain grades and will not exceed twenty (20) miles per hour descending. Brakemen must ride on top of descending freight trains.

> J. E. CAMPBELL. Trainmaster, Seattle.

R. G. CAMERON. Trainmaster, 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."

West bound N. P. trains from tunnel are governed by upper arm of semaphore, located about 150 feet east of tower building. East bound N. P. trains to the tunnel and to the water front are governed by dwarf signal, located about 350 feet west of the

West bound N. P. trains from the water front are governed by semaphore, located about 300 feet east of the tower. 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, east bound trains will give one long blast of whistle for tunnel and two shorter blasts for water front.

West bound trains from water front will give one long blast 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.

West bound trains are governed by the semaphore block signal located about 50 feet south of the south portal of the tunnel. East bound 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 299.

#### CROSSING GATE AT VAN ASSELT'S WHERE N. P. SPUR CROSSES P. S. E. TRACKS.

Normal position block s. N. P. track. Same procedure as at Interbay.

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.

JOHN FITZSIMMONS, Trainmaster, Seattle.

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

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

O. F. OHLSON, Chief Dispatcher, Seattle,

TONNAGE RATINGS—FREIGHT ENGINES.																									
-	SECGND DISTRICT—EAST BOUND.									SECOND DISTRICT-WEST BOUND.															
DISTRICTS.	Class D :	2 & E 3	Class	E 6	Class	E 7	Class	F 3	Class	F 5	Class	sF1	DISTRICTS.	Class D 2	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
Sumas to Wickersham	800	27	850	28	950	31	925	31	1100	36	1300	43	Seattle to Fremont	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60
Wickersham to Thornwood	425	14	450	15	550	18	535	18	600	20	700	23	Fremont to Keith	525	18	550	18	615	20	600	20	650	21	750	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
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
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
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
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
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
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
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
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
													Thornwood to Sumas	900	30	1000	31	1200	40	1200	40	1300	43	1500	50
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 E 6	Clas	s E 7	Class	sF3	Class	sF5	Class	<b>F</b> 1
DISTRICTS.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Everett Branch—West Bound. Snohomish to Everett	. 800	27	850	28	1000	33	980	33	1100	37	1400	46	Monte Cristo Branch—East Bound, Monte Cristo to Silverton	200	7	215	7	300	10	285	10	335	11	435	14
Everett Branch—East Bound. Everett to Snohomish	. 800	27	850	28	1000	33	980	33	1100	37						2000	40	2500	50	2500	50	3000	<u> </u>	3000	60
•			000		1 1		1 1				1400	46	Silverton to Hartford	2000	40	2000		2000						-	
Darrington Branch—East and West Bound. Arlington and Darrington	. 2000	40	2000	40	2500	50	2500	50	3000	60	1400 3000	- <b>46</b> - 60	Silverton to Hartford Bellingham Branch—West Bound. Wickersham to Mirror Lake	2000 340	11	365	12	415	14	400	. 13	475	16	575	19
West Bound. Arlington and Darrington Snoqualmie Branch—West	. 2000	40		40	2500	50	2500	50	3000				Bellingham Branch—West Bound.								- 13 - 42		16 50	575 1800	19 60
West Bound. Arlington and Darrington	-	40		40	2500 1500	50	2500	50 50	3000 1800				Bellingham Branch—West Bound. Wickersham to Mirror Lake	340	11	365	12	415	14	400		475			
West Bound. Arlington and Darrington Snoqualmie Branch—West Bound.	-		2000					. <u> </u>		60	3000	60	Bellingham Branch—West Bound.         Wickersham to Mirror Lake         Mirror Lake to Larson         Larson to Bellingham         Bellingham Brch.—East Bound	340 1040 2000	11 35 40	365 1100 2000	12 37 40	415 1300 2500	<u>14</u> <u>43</u>	400 1250 2500	42	475 1500 3000	50 60	1800 3000	60 60
West Bound. Arlington and Darrington Snoqualmie Branch—West Bound. Woodinville to Issaquah	. 1200	40	2000	40	1500	50	1500	50	1800	<b>6</b> 0 60	3000 2200	60	Bellingham Branch—West Bound.         Wickersham to Mirror Lake         Mirror Lake to Larson.         Larson to Bellingham.         Bellingham Brch.—East Bound Bellingham to Larson.	340 1040 2000 340	$ \begin{array}{r} 11 \\ 35 \\ 40 \\ 11 \end{array} $	365 1100 2000 365	12 37 40 12	415 1300 2500 415		400 1250 2500 400	42 50 13	475 1500 3000 475	50 60 16	1800 3000 575	60 60 19
West Bound. Arlington and Darrington Snoqualmie Branch—West Bound. Woodinville to Issaquah Issaquah to Preston	. 1200	<u>40</u> 9	2000 1200 300	40 10	1500 415	50 14	1500	50 13	1800 450	60 60 15	3000 2200 550	60 60 18	Bellingham Branch—West Bound.         Wickersham to Mirror Lake         Mirror Lake to Larson         Larson to Bellingham         Bellingham Brch.—East Bound Bellingham to Larson         Larson to Wickersham         Lake Wash. Belt Line Branch—West Bound.	340 1040 2000 340 1040	11 35 40 11 35	365 1100 2000 365 1100	12 37 40 12 37	415 1300 2500 415 1300	$ \begin{array}{r}     14 \\     43 \\     50 \\     \hline     14 \\     43 \\   \end{array} $	400 1250 2500 400 1250	42 50 13 42	475 1500 3000 475 1500	50 60 16 50	1800 3000 575 1800	60 60 19 60
West Bound. Arlington and Darrington Snoqualmie Branch—West Bound. Woodinville to Issaquah Issaquah to Preston Preston to North Bend Snoqualmie Branch—East Bound.	. 1200 . 260 . 2000	<u>40</u> <u>9</u> <u>40</u>	2000 1200 300 2000	40 10 40		50 14 50	1500 400 2500	50 13 50	1800 450 3000	60 60 15 60	3000 2200 550 3000	60 60 18 60	Bellingham Branch—West Bound.         Wickersham to Mirror Lake         Mirror Lake to Larson.         Larson to Bellingham.         Bellingham Brch.—East Bound Bellingham to Larson.         Larson to Wickersham.         Lake Wash. Belt Line Branch— West Bound.         Black River to Woodinville.	340 1040 2000 340 1040 1100	$ \begin{array}{r} 11 \\ 35 \\ 40 \\ 11 \end{array} $	365 1100 2000 365	12 37 40 12	415 1300 2500 415		400 1250 2500 400	42 50 13	475 1500 3000 475	50 60 16	1800 3000 575	60 60 19
West Bound. Arlington and Darrington Snoqualmie Branch—West Bound. Woodinville to Issaquah Issaquah to Preston Preston to North Bend Snoqualmie Branch—East Bound. North Bend to Falls City	. <u>1200</u> . <u>260</u> . <u>2000</u> . <u>775</u>	40 9 40 26	2000 1200 300 2000 800	40 10 40 27	1500 415 2500 1250	50 14 50 41	1500 400 2500 1200	50 13 50 40	1800 450 3000 1350	60 60 15 60 45	3000 2200 550 3000 1650	60 60 18 60 55	Bellingham Branch—West Bound.         Wickersham to Mirror Lake         Mirror Lake to Larson         Larson to Bellingham         Bellingham Brch.—East Bound Bellingham to Larson         Larson to Wickersham         Lake Wash, Belt Line Branch—West Bound.         Black River to Woodinville         ¿Lake Wash, Belt Line Branch—East Bound.	340           1040           2000           340           1040           1040	11 35 40 11 35 37	365 1100 2000 365 1100 1200	12 37 40 12 37 40	415 1300 2500 415 1300 1400	$     \begin{array}{r}         14 \\             43 \\             50 \\             14 \\             43 \\             46 \\             46         \end{array}     $	400 1250 2500 400 1250 1400	42 50 13 42 46	475 1500 3000 475 1500 1500	50 60 16 50 50	1800           3000           575           1800           1800	60 60 19 60 60
West Bound.         Arlington and Darrington         Snoqualmie Branch—West         Bound.         Woodinville to Issaquah         Issaquah to Preston         Preston to North Bend         Snoqualmie Branch—East         Bound.         North Bend to Falls City         Falls City to Preston         Preston to Woodinville         Monte Cristo Branch—West         Bound.	1200 260 2000 775 260 2000	40 9 40 26 9 40	2000 1200 300 2000 800 300	40 10 40 27 10 40	$     \begin{array}{r}         1500 \\         415 \\         2500 \\         1250 \\         415 \\         2500 \\         \end{array}     $	50 14 50 41 14	1500 400 2500 1200 400 2500	50 13 50 40 13	1800 450 3000 1350 450	60 60 15 60 45 15	3000 2200 550 3000 1650 550	60 60 18 60 55 18	Bellingham Branch—West Bound.         Wickersham to Mirror Lake         Mirror Lake to Larson         Larson to Bellingham         Bellingham Brch.—East Bound Bellingham to Larson         Larson to Wickersham         Larson to Wickersham         Lake Wash, Belt Line Branch— West Bound.         Black River to Woodinville         iLake Wash, Belt Line Branch—	340 1040 2000 340 1040 1100	11 35 40 11 35	365 1100 2000 365 1100	12 37 40 12 37	415 1300 2500 415 1300	$ \begin{array}{r}     14 \\     43 \\     50 \\     \hline     14 \\     43 \\   \end{array} $	400 1250 2500 400 1250	42 50 13 42	475 1500 3000 475 1500	50 60 16 50	1800 3000 575 1800	60 60 19 60
West Bound.         Arlington and Darrington         Snoqualmie Branch—West         Bound.         Woodinville to Issaquah         Issaquah to Preston         Preston to North Bend         Snoqualmie Branch—East         Bound.         North Bend to Falls City         Falls City to Preston         Preston to Woodinville         Monte Cristo Branch—West         Bound.         Hartford to Granite Falls	1200 260 2000 775 260 2000 500	40 9 40 26 9	2000 1200 300 2000 800 300 2000	40 10 40 27 10 40 18	1500 415 2500 1250 415 2500 850	50 14 50 41 14 50	1500 400 2500 1200 400 2500 825	50 13 50 40 13 50	1800 450 3000 1350 450 3000	60 60 15 60 45 15 60	3000 2200 550 3000 1650 550 3000	60 60 18 60 55 18 60	Bellingham Branch—West Bound.         Wickersham to Mirror Lake         Mirror Lake to Larson.         Larson to Bellingham.         Bellingham Brch.—East Bound Bellingham to Larson.         Larson to Wickersham.         Lake Wash. Belt Line Branch— West Bound.         Black River to Woodinville.         Lake Wash. Belt Line Branch— East Bound.         Woodinville to Kirkland.	340 1040 2000 340 1040 1100 800	11 35 40 11 35 37 27	365 1100 2000 365 1100 1200 825	$     \begin{array}{r}         12 \\         \overline{ 37} \\         40 \\         12 \\         \overline{ 37} \\         40 \\         \overline{ 40} \\         27 \\         \end{array}   $	415 1300 2500 415 1300 1400 975	$     \begin{array}{r}         14 \\             43 \\             50 \\             14 \\             43 \\             46 \\             32 \\         \end{array}     $	400 1250 2500 400 1250 1400 960	$     \begin{array}{r}                                     $	475 1500 3000 475 1500 1500 1030	50 60 16 50 50 34	1800           3000           575           1800           1800           1150	60         60         19         60         60         38         60
West Bound.         Arlington and Darrington         Snoqualmie Branch—West         Bound.         Woodinville to Issaquah         Issaquah to Preston         Preston to North Bend         Snoqualmie Branch—East         Bound.         North Bend to Falls City         Falls City to Preston         Preston to Woodinville         Monte Cristo Branch—West         Bound.	1200 260 2000 775 260 2000	40 9 40 26 9 40 17	2000 1200 300 2000 800 300 2000 525	40 10 40 27 10 40	$     \begin{array}{r}         1500 \\         415 \\         2500 \\         1250 \\         415 \\         2500 \\         \end{array}     $	50 14 50 41 14 50 28	1500 400 2500 1200 400 2500	50 13 50 40 13 50 27	1800 450 3000 1350 450 3000 900	60 60 15 60 45 15 60 30	3000 2200 550 3000 1650 550 3000 1000	60 60 18 60 55 18 60 33	Bellingham Branch—West Bound.         Wickersham to Mirror Lake         Mirror Lake to Larson.         Larson to Bellingham.         Bellingham Brch.—East Bound Bellingham to Larson.         Larson to Wickersham.         Lake Wash. Belt Line Branch— West Bound.         Black River to Woodinville.         Lake Wash. Belt Line Branch— East Bound.         Woodinville to Kirkland.	340 1040 2000 340 1040 1100 800	11 35 40 11 35 37 27	365 1100 2000 365 1100 1200 825	$     \begin{array}{r}         12 \\         \overline{ 37} \\         40 \\         12 \\         \overline{ 37} \\         40 \\         \overline{ 40} \\         27 \\         \end{array}   $	415 1300 2500 415 1300 1400 975	$     \begin{array}{r}         14 \\             43 \\             50 \\             14 \\             43 \\             46 \\             32 \\         \end{array}     $	400 1250 2500 400 1250 1400 960	$     \begin{array}{r}                                     $	475 1500 3000 475 1500 1500 1030	50 60 16 50 50 34	1800           3000           575           1800           1800           1150	60         60         19         60         60         38

			•		FIRST	DISTE	ICT-E	AST BO	UND.									
	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6	
GRADES.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Cars
Auburn to Lester			1100	37	1100	· 37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to Easton	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		60		50		50		40

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

FIRST	DISTRICT-	-WEST	BOUND.

		FI	IRST DI	STRI	CT-WE	ST BO	JND.									
Ellensburg to Easton	1600	53   1	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Tacoma, via Auburn or Buckley Line	Maximun 60 Cars		Maximu 60 Car		Maxim 60 Ca		Maxim 60 Ca		Maxim 60 Ca		Maxin 40 C		Maxii 40 C		Maxin 40 C	
Rating time	freigh+ Cla	w w	engine	1400	tons. Y.	2 1200	tons.	Ellensh	urg to F	laston.						-

#### AUTHORIZED SURGEONS, SEATTLE DIVISION.

#### Location of Stretchers (S).

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

Lester, (S)

Dr. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma. Juah, (S) Dr. J. C. McCAULEY, Ellensburg(S) Dr. D. O. KEARBY, Cle Elum, (S) Easton, (S) Dr. B. E. HOYE, Auburn, (S) Puyallup, (S)

#### NOTE.

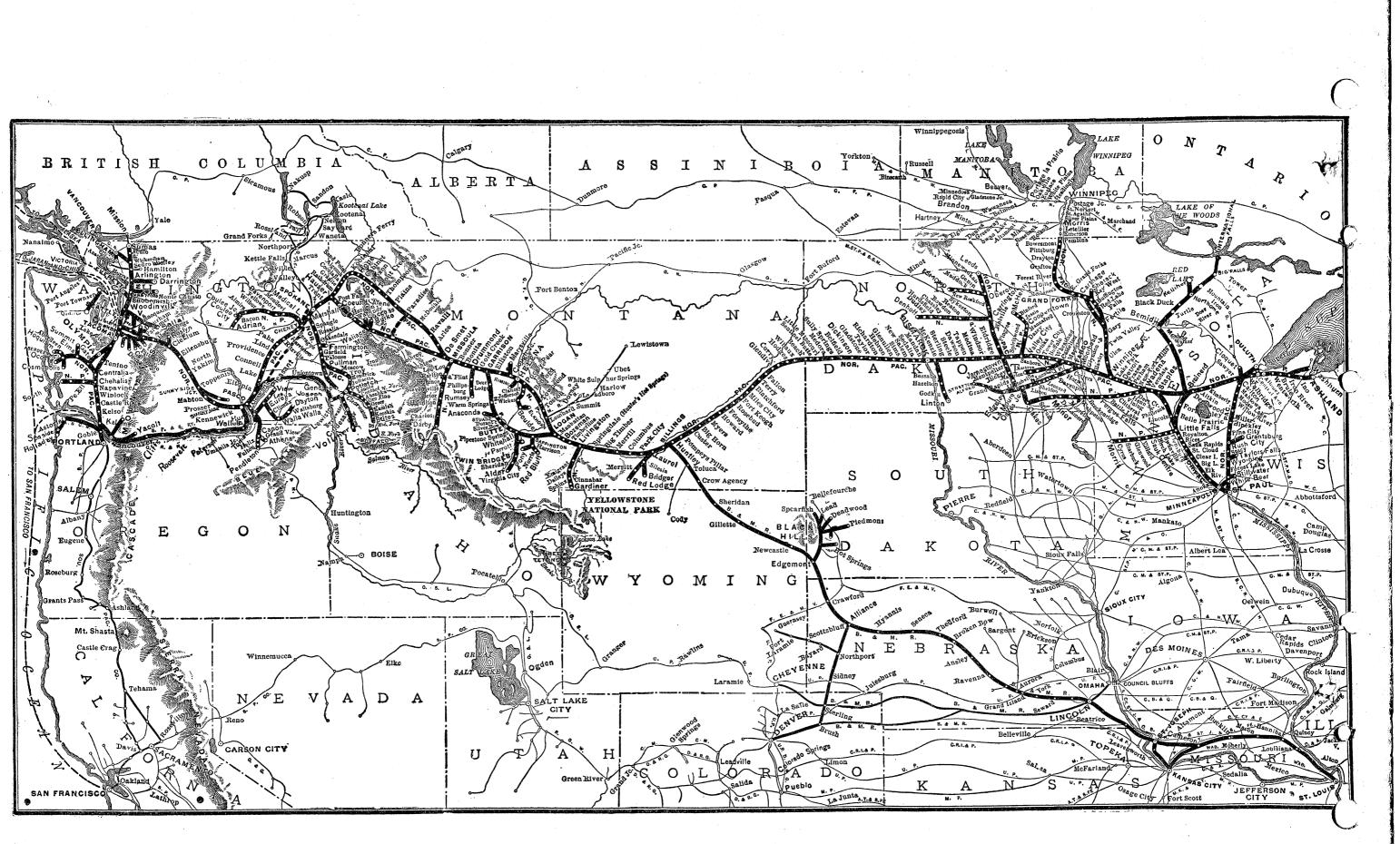
Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority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

Tacoma Wharf, (S) Tacoma Hospital, (S) Tacoma Round House, (S) Tacoma (Toolcar) (S) Tacoma Baggage Room (S) Dr. P. B. WING, Oculist, Tacoma



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