

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 310 TABLE

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

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

SUNDAY, June 19th, 1910.

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.

EAST BOUND.

SECOND CLASS			FIRST CLASS TRAINS.									Time Table 31D				FIRST CLASS TRAINS.						SECOND CLASS.								
601	605	603	5	1	7	3	257	41	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Ellensburg	June 19, 1910. Succeeding No. 31C.	Distance from Auburn	Capacity of Passing Tracks	258	8	4	42	2	6	602	684								
Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				STATIONS.			Telegraph Offices and Calls	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight					
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY												DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
10.15PM	5.50PM	11.55AM	5.00PM	8.15PM	9.20AM	5.05AM	4.00AM	8.15AM	W C T	1848	0.0	EB...ELLENSBURG...N 3.6	105.6		4.25AM	1.05PM	1.25PM	9.25PM	11.45PM	12.45AM	8.15AM	10.05AM								
10.30	6.05	12.07PM	* 5.07	* 8.21	* 9.27	* 5.14	* 4.15 258	* 8.24		1851	3.6	..... SHOSKIN 4.0	102.0	70	* 4.15 258	* 12.51	* 1.18	* 9.15	* 11.36	* 12.36	7.42	9.50							
10.44	6.17	12.18	f 5.16	* 8.30	9.35 684	* 5.28	f 4.24	* 8.32		1855	7.6	TP.....THORP.....N 3.0	98.0	140	* 4.10	12.45	* 1.18	f 9.10	* 11.32	* 12.30	7.18	9.35 7								
10.55	6.29	12.36 1.08 8-4	* 5.22	* 8.35	* 9.41	* 5.30	* 4.30	* 8.40		1858	10.6	..... DUDLEY..... 3.9	95.0	140	* 4.06	* 12.41 603	* 1.03 603	* 9.05	* 11.29	* 12.24	7.05	9.20							
11.17 11.22 2	6.44	1.28	* 5.30	* 8.43	* 9.49	* 5.39	* 4.38	* 8.48		1862	14.5	..... KOUNTZE..... 2.4	91.1	80	* 3.58	* 12.34	* 1.01	* 8.58	* 11.22 601	* 12.17	6.50	9.00							
11.30	6.51	1.30	* 5.35	* 8.47	f 9.54	* 5.45	* 4.42	* 3.54 258	W 1.5 M W	1865	16.9	BR.....BRISTOL.....N 3.9	88.7	140	* 3.54 41	12.30	* 12.57	* 8.53	* 11.18	* 12.12	6.40	8.50								
11.45	7.05	1.45	* 5.43	* 8.54	* 10.02	* 5.55	* 4.49	* 4.05		1869	20.8	..... TEANAWAY..... 4.0	84.8	150	* 3.47	* 12.22	* 12.50	* 8.46	* 11.11	* 12.05AM	6.25	8.30							
11.54PM 12.15AM 6	7.25	2.05	5.50	* 4.00	10.10	* 6.05 602	5.00	* 4.15	WCY	1873	24.8	CL.....CLE ELUM.....N 4.2	80.8	500	3.40	12.15	* 12.45	8.40	* 11.05	11.59PM 601	6.10 6.00 3	8.15								
12.29	7.40	2.35	* 5.58	* 4.08	* 10.18	* 6.15	* 5.08	* 4.23		1877	29.0	..... BAKER..... 2.4	76.6	80	* 3.30	* 12.06	* 12.38	* 8.25	* 10.56	* 11.51	5.40	7.50							
12.37	7.53	2.45	* 6.03	* 4.14	* 10.23	* 6.21	* 5.13	* 4.27		1880	31.4	NS.....NELSON'S.....N 3.0	74.2	140	* 3.26	f 12.02PM	* 12.35	* 8.21	* 10.53	* 11.46	5.35	7.40								
12.46	8.11 8.16 42	3.00	* 6.08	* 4.18	* 10.27	* 6.28	* 5.20 602	* 4.33		1883	34.4	..... TALMAGE..... 3.7	71.2	80	* 3.21	* 11.57AM	* 12.31	* 8.16 605	* 10.49	* 11.41	5.20 5.15 257	7.33							
1.17	8.50	3.30	6.15	* 4.30	10.35	* 6.35	5.29	* 4.45 602	W C T Y	1886	38.1	ES.....EASTON.....N 4.0	67.5	295	* 3.16	11.50	* 12.23	8.11	* 10.44	* 11.35	4.45 4.40 41	7.25								
1.34	9.10	3.43	* 6.24	* 4.40	* 10.45	* 6.45	* 5.39	* 4.55	W	1890	42.1	UP.....UPHAM.....N 3.9	63.5	150	* 3.09	* 11.43	* 12.15	* 8.03	* 10.36	* 11.25	4.25	7.15								
1.50	9.40	4.10	* 6.35	* 4.53	* 10.55	* 6.53 684	* 5.53	* 5.10	W	1894	46.0	RT.....MARTIN.....N 2.8	59.6	200	* 3.01	* 11.35	* 12.07PM	* 7.55	* 10.28	* 11.16	4.10 3	7.00 6.35								
2.10	10.06 10.16 2	4.30	* 6.47	* 5.05	* 11.06	* 7.10	* 6.05 684	* 5.22 684	W	1897	48.8	SI.....STAMPEDE.....N 3.3	56.8	170	* 2.49	* 11.24	* 11.55AM	* 7.43	* 10.16 605	* 11.04	3.55 41 257	6.05 5.15								
2.26 2.40 258	10.30 10.54 6	4.45	* 6.53	* 5.13	* 11.15 8	* 7.18	* 6.15	* 5.30	W	1901	52.1	BO.....BORUP.....N 3.0	53.5	150	* 2.40 601	* 11.15 7	* 11.45	* 7.31	* 10.06	* 10.54 605	3.35	4.50								
2.52	11.05	4.59	* 6.59	* 5.20	* 11.22	* 7.26	* 6.25	* 5.37		1904	55.1	..... KENNEDY 2.2	50.5	70	* 2.32	* 11.03	* 11.33	* 7.15	* 9.56	* 10.42	3.15	4.25							
3.05 602	11.13	5.07	* 7.04 42	* 5.25	* 11.27 4	* 7.31	* 6.30	* 5.42	W	1906	57.3	WN.....WESTON.....N 4.8	48.3	140	* 2.26	* 10.57	* 11.27 7	* 7.04 5	* 9.51	* 10.34	3.05 601	4.10								
6843.55	11.28	5.25 5.50 1	* 7.13	* 5.35 603	f 11.38	* 7.42	* 6.40	* 5.54	WCT	1911	62.1	DM.....LESTER.....N 2.0	43.5	290	* 2.15 602	10.45	* 11.15	* 6.53	* 9.40	* 10.22	2.26 1.52 258	3.55 601								
4.10	11.35	6.00	7.18	* 5.39	11.43	* 7.46	6.45	f 6.00		1913	64.1	..... HOT SPRINGS..... 4.9	41.5	100	2.04	10.35	* 11.07	6.44	* 9.32	10.12	1.30	3.30							
4.30	11.47	6.30 6.35 42	* 7.27	* 5.50	f 11.53AM	* 7.56	* 6.55	f 6.10		1917	69.0	MY...MAYWOOD.....D 4.2	36.6	140	* 1.52	* 10.25	* 10.57	f 6.35 603	* 9.22	* 10.00	1.00	3.10								
4.50	11.56PM	6.50	* 7.33	* 6.00	f 12.03PM	* 8.04	* 7.01	* 6.18	W	1921	73.2	CU.... HUMPHREY.....N 3.7	32.4	140	* 1.43	* 10.15	* 10.47	f 6.23	* 9.14	* 9.49	12.30	2.50								
5.05	12.05AM 602	7.01	* 7.40	* 6.10	f 12.09	* 8.12	* 7.07	f 6.26	W	1925	76.9	EG...EAGLE GORGE...D 2.6	28.7	140	* 1.34	f 10.05	* 10.38	* 6.21	* 9.04	f 9.40	12.05AM 605	2.30								
5.15	12.20	7.10	* 7.45	* 6.15 42	* 12.14	* 8.18	* 7.12	* 6.31		1928	79.5	Mx.....LEMOLO.....N 4.3	26.1	50	* 1.28	* 10.00	* 10.33	* 6.15 1	* 8.53	* 9.32	11.46PM	2.20								
5.35	12.50	7.22	* 7.55	* 6.25	* 12.23PM	* 8.27	* 7.20	* 6.40		1932	83.8	JC...PALMER JCT.....N 1.2	21.8	70	* 1.18 684	* 9.50AM	* 10.21	* 5.53	* 8.47	* 9.21	11.29	2.00AM 258								
5.40	1.10 1.15 258	7.26	* 7.57	* 6.28	See Page 6 Tacoma Division Card	* 8.29	* 7.23	f 6.43	W Y	A 1	85.0	GV...KANASKAT.....N 3.1	20.6	140	* 1.15 605	10.19	5.55	* 8.45	9.17	11.15										
5.55	1.28	7.36	* 8.02	* 6.35		* 8.35	* 7.28	* 6.48		A 4	88.1	.....BYRD..... 2.2	17.5	80	* 1.04		* 10.05	* 5.40	* 8.37	* 9.06	10.40								
6.05	1.35	7.42	* 8.05	* 6.41		* 8.40	7.33	* 6.53		A 7	90.3	AR...RAVENSDALE...N 7.0	15.3	280	* 12.58		* 10.01	5.33	* 8.32	* 9.01	10.30									
6.30	2.00	8.00 8.45 2-6-5	* 8.15 2-603	* 6.57		* 8.50	f 7.45	* 7.08	W	A 14	97.3	CO...COVINGTON...D 3.3	8.3	140	* 12.43		* 9.47	* 5.16	* 8.15 5-603	* 8.45 603	9.55									
6.45	2.10	9.25 602	* 8.35 6	* 7.05		* 9.00	f 7.51	* 7.15		A 17	100.6	WY...WYNACO...N 5.0	5.0	70	* 12.37		* 9.40	* 5.03	* 8.05	f 8.35 5	9.25 603									
7.05AM	2.30AM	9.40PM	9.05PM 602	7.20PM		9.20AM 4	8.05AM	7.30AM	Y	C F 9	105.6	AU.....AUBURN...N	0.0	250	12.25AM		9.30AM 3	4.55PM	7.55PM	8.25PM	9.05PM 5									
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				Time Over District			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								
8.55	8.40	9.45	4.05	4.05	3.03	4.15	4.05	4.15				Average Speed per Hour			4.00	3.15	3.55	4.30	3.50	4.20	11.10	8.05								
11.6	11.5	10.9	25.9	25.9	27.5	24.4	25.9	24.4							26.5	27.2	27.1	23.4	27.7	24.2	9.3	10.4								

WEST BOUND

FIRST DISTRICT (Seattle Line).

Water, Coal, Scales, Tables and Wyes		Station Numbers	Time Table No. 31D		Distance from Seattle	FIRST CLASS TRAINS.																									
			June 19, 1910. Succeeding No. 81C.			301	325	315	309	395	321	335	357	307	305	303	333	339	7	359	323	317	313	345	349	397	331	351	5		
			STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
			Telegraph Offices and Calls			DAILY Seattle Portland Express	DAILY Gt. Nor. No. 27	DAILY No. 41's Connection	DAILY No. 8's Connection	DAILY Kanas- kat Accommo- dation	DAILY Grays Harbor Limited	DAILY No. 257's Connection	DAILY Gt. Nor. No. 275	DAILY Seattle Portland Express	DAILY No. 4	DAILY No. 3's Connection	DAILY Puget Sound Limited	DAILY Gt. Nor. No. 277	DAILY Gt. Nor. No. 269	DAILY Grays Harbor Express	DAILY No. 42.	DAILY Seattle & Portland Special	DAILY North Bend Accommo- dation	DAILY No. 2	DAILY Kanas- kat Accommo- dation	DAILY No. 6's Connection	DAILY No. 1's Connection	DAILY	DAILY	DAILY	
TW Y	CF 31	U.D. KING STREET STATION N 0.9	0.0	12.15AM	6.00AM		7.30AM		7.45AM		7.50AM	8.00AM	8.45AM		12.00N	12.10PM		3.30PM	3.45PM	4.00PM	4.10PM	4.25PM	7.10PM		7.30PM						
W S T	CF 31	Y.D. SEATTLE YARD.....N 2.4	0.9	*	*		*		*		*	*	*		*	*		*	*	*	*	*	*	*	*	*	*	*			
	CF 27	AG. ARGO.....N 6.8	3.3	* 12.26	* 6.10		* 7.40		* 7.55		* 8.01	* 8.11	* 8.56		* 12.11PM	* 12.21		* 3.41	* 3.56	* 4.11	* 4.21	* 4.36	* 7.21		* 7.41						
		C. M. & P. S. R. R. CROSSING 0.1	10.1	*	*		*		*		*	*	*		*	*		*	*	*	*	*	*	*	*	*	*	*			
W Y	CF 21	BI. BLACK RIVER.....N 2.4	10.2	* 12.36	* 6.19		* 7.50		* 8.04		* 8.11	* 8.21	* 9.07		* 12.21	* 12.31		* 3.51	* 4.06	* 4.21	* 4.31	* 4.50PM	* 7.31		* 7.52						
	CF 19	.....ORILLIA..... 2.1	12.6	*	*		*		*		*	*	*		*	* 12.35		*	*	*	*	See page 10	*		*	*	*	*		
	CF 17	.....O'BRIEN'S..... 2.0	14.7	*	*		*		*		*	*	*		*	* 12.38		*	*	*	*		*		*	*	*	*		
	CF 15	KN. KENT.....N 2.0	16.7	* 12.47	* 6.27 689		* 7.59		* 8.12		* 8.22	8.32	* 9.17		12.32	12.42		* 4.01	4.17	* 4.31	* 4.41		* 7.40		* 8.08						
	CF 13	.....THOMAS..... 1.4	18.7	*	*		*		*		*	*	*		*	* 12.45		*	*	*	*		*		*	*	*	*		
	CF 11	.....CHRISTOPHER..... 1.9	20.1	*	*		*		*		*	*	*		*	* 12.49		*	*	*	*		*		*	*	*	*		
	CF 10	GR. FIRST ST.....N 0.5	22.0	* 12.57	* 6.35		* 8.07		* 8.20		* 8.32	* 8.42	9.25AM		* 12.42	* 12.52		* 4.10	* 4.27	* 4.41	* 4.50		7.50PM		* 8.13						
Y	CF 9	AU. AUBURN.....N 4.4	22.5	* 12.59	* 6.36	7.45AM	* 8.09		* 8.21	8.26AM	8.34	8.44		9.30AM	12.45	12.55		* 4.11	4.30	4.45PM	* 4.51				8.15PM	7.30PM	9.15PM				
	CF 4	.....DIERINGER..... 2.5	26.9	* 1.09	* 6.42	* 7.57	* 8.15		* 8.27	* 8.32	* 8.44	* 8.54		* 9.42	* 12.55	* 1.05		* 4.19	* 4.39		* 4.59					* 7.42	* 9.25			
	CF 2	SN. SUMNER.....D 1.6	29.4	* 1.13	* 6.45	8.03	8.20		* 8.31	* 8.38	8.49	8.59		* 9.49	1.02	1.12		* 4.23	4.46		* 5.03					7.49	* 9.32				
Y W	1966	..... MEEKER..... 1.3	31.0	* 1.17	* 6.47	* 8.08	* 8.23		* 8.33	* 8.41	* 8.54	* 9.04		* 9.53	* 1.06	* 1.16		* 4.26	* 4.50		* 5.06					* 7.53	* 9.35			
	1967	PY. PUYALLUP.....N 6.7	32.3	1.22	* 6.50	8.13	8.25AM	8.30AM 8	* 8.35	* 8.43	9.00	9.10		* 9.58	1.13	1.23	1.40PM	* 4.30	4.55		* 5.10			6.53PM		7.58	* 9.40				
	1972	RN. TIDEWATER.....N 1.7	39.0	* 1.35	* 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	* 9.50				
W		Q. TACOMA.....N 1.3	40.7	1.45AM	7.05AM	8.30AM		8.45AM	8.55AM	9.00AM	9.15AM	9.25AM		10.15AM	1.30PM	1.40PM	2.00PM	4.45PM	5.15PM		5.25PM		7.10PM		8.15PM	10.00PM					
W C STY	1976	....TACOMA WHARF...	42.0																											
				DAILY	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		1.30	1.05	.45	.55	.15	1.10	.34	1.25	1.25	.40	.45	1.30	1.30	.20	1.15	1.30	.45	1.15	.25	.40	.15	.45	.45	.45				
		Average speed per hour		27.1	38.7	24.3	35.2	33.7	35.9	34.4	28.7	28.7	32.9	24.3	27.1	27.1	28.3	32.6	27.1	30.0	32.6	24.5	32.9	33.7	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

FIRST DISTRICT (Seattle Line)

Time Table No. 31D June 19, 1910. Succeeding No. 31C.		FIRST CLASS TRAINS.										SECOND CLASS TRAINS.					THIRD CLASS TRAINS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		329	355	337								605	689	679	677	603	935	937	971	961																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

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.

FIRST DISTRICT (Seattle Line)

EAST BOUND

Time Table No. 31D		FIRST CLASS TRAINS																							
June 19, 1910. Succeeding No. 31C.		326	302	360	316	8	336	306	396	304	346	310	308	358	314	340	318	324	398	330	352	350	6	332	334
STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Telegraph Offices and Calls.		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Gt. Nor. No. 28		1.20AM	7.30AM	7.40AM	8.30AM		9.00AM	10.05AM		10.15AM	10.30AM	2.30PM	3.00PM	4.20PM	5.00PM	5.25PM		6.25PM		6.50PM	8.15PM	8.40PM		10.00PM	10.45PM
Portland Seattle Express		*	*	*	*		*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Gt. Nor. 274																									
No. 41																									
No. 257																									
No. 4's and Buckley Line Connection																									
Kanaskat Accommodation																									
No. 3																									
North Bend Accommodation																									
No. 7's Connection																									
Portland Seattle Express																									
Gt. Nor. No. 272																									
Portland Seattle Special																									
Gt. Nor. 278																									
No. 42's Connection																									
Grays Harbor Express																									
Kanaskat Accommodation																									
Gt. Nor. No. 2																									
No. 1																									
No. 2's and Buckley Line Connection																									
No. 5's Connection																									
Puget Sound Limited																									
Capacity of Passing Tracks																									
Distance from Tacoma Wharf																									
42.0 U.D. KING STREET STATION N 0.9																									
41.1 Y.D. SEATTLE YARD N 2.4																									
38.7 AG. ARGO N 6.8																									
31.9 C. M. & P. S. R. R. CROSSING 0.1																									
31.8 BI. BLACK RIVER N 2.4		60																							
29.4 ORILLIA N 2.1		5 Spur																							
27.3 O'BRIEN'S N 2.0		3 Spur																							
25.3 KN. KENT N 2.0		90																							
23.3 THOMAS N 1.4		8 Spur																							
21.9 CHRISTOPHER N 1.9		4 Spur																							
20.0 GR. FIRST ST. N 0.5		70																							
19.5 AU. AUBURN N 4.4		300																							
15.1 DIERINGER N 2.5		No Sdg.																							
12.6 SN. SUMNER N 1.6		No Sdg.																							
11.0 MEEKER N 1.3		70																							
9.7 PY. PUYALLUP N 6.7		70																							
3.0 RN. TIDEWATER N 1.7		No Sdg.																							
1.3 Q. TACOMA N 1.3																									
0.0 TACOMA WHARF																									
Time Over District																									
Average Speed per Hour																									

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

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

- (1) Double track extends from Tacoma Wharf to King Street Station, Seattle.
- (2) Trains must keep to the right unless otherwise provided.
- (3) Before clearing any train entering double track at Junction of initial points, operators must secure dispatcher's authority.
- (4) Work extras must move with current of traffic unless otherwise directed.
- (5) Any train making reverse movement on double track against the current of traffic must have train order authority and receive clearance or clearance card at every block office they pass.
- (6) 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 Holgate Street, Seattle. When semaphore arm is at horizontal position or shows red light by night, indicates STOP; when semaphore arm is at 45 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 be found not burning, such should be considered a stop signal, train to be stopped, cause and position of signal ascertained and report made from next telegraph office.

Switch indicators are located at all switches and crossovers except at the following places: Orilla, O'Briens, Thomas, Christopher 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 the condition of the block, this button must be pushed, which, if the block is clear, will clear the indicator, which will remain clear until switch is thrown, when it will again go to stop. If the indicator does not clear when button is pushed, this will indicate there is a train in the block or approaching and switch must not be opened until train shall have passed the switch and cleared the block. In case the indicator which has been cleared by pushing the button does not go to stop position when 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 flag. If switch indicator cannot be cleared after waiting five minutes and a train does not appear,

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 the 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 indicator indicates the condition of track to which switch leads. Switch instruments are connected to main line switches 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 siding 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 must be closed immediately after movement has been made and switches locked. When it is necessary to stop at any signal, 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 or without cars. The practice of dumping cinders from engines within automatic block limits is prohibited, as it interferes 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. 8, No. 12, 2200 ft. east of M. P. 10 (outside of passing track), No. 14, 250 ft. east of M. P. 12, No. 16, 3300 ft. east of M. P. 13, No. 18, 4900 ft. east of M. P. 15, No. 20, 4300 ft. east of M. P. 17, No. 22, 900 ft. east of M. P. 19 (located between east and west bound tracks), No. 24, 4500 ft. east of M. P. 19, No. 26, 2500 ft. east of M. P. 20 (outside of passing track), No. 28, 500 ft. east of M. P. 22, No. 30, 4100 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. 36, 4600 ft. east of M. P. 28, No. 38, 2500 ft. east of M. P. 30, No.

FIRST DISTRICT (Seattle Line)

EAST BOUND

Distance from Tacoma Wharf	Time Table No. 31D			FIRST CLASS TRAINS.										SECOND CLASS TRAINS.								THIRD CLASS TRAINS.										
	June 19, 1910 Succeeding No. 31C.			322	356	338							678	676	680	682	690	602	684	686	962	972	938	936								
	STATIONS			Passenger	Passenger	Passenger							Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Way Fr'ght	Way Fr'ght	Way Fr'ght	Way Fr'ght							
	Telegraph Offices and Calls			DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY							
				Grays Harbor Limited	Gt. Nor. No. 276	258's Connection							No. 605			No. 601	Gt. Nor.			No. 603												
	Capacity of Passing Tracks																															
	42.0	UD King Street Station N 0.9		11.00PM	11.15PM													8.00PM														
41.1	YD. SEATTLE YARD. N 2.4		*	*									4.00AM	5.45AM	6.45AM	8.50AM				11.00PM									6.05PM			
38.7	AG. ARGO. N 6.8		* 10.49	* 11.04									3.25	5.30	6.30	8.38	7.45			10.22									5.50			
31.9	C. M. & P. S. R. R. Crossing 0.1		*	*																												
31.8	BI. BLACK RIVER. N 2.4	60'	* 10.38	* 10.58									3.05	5.00AM	6.15	8.25	7.25			10.10									5.20PM			
29.4	ORILLIA. N 2.1	5 Spur	*	*										See page 10															See page 10			
27.3	O'BRIEN'S. N 2.0	3 Spur	*	*																												
25.3	KN. KENT. N 2.0	90	* 10.28	* 10.43									2.50		6.00	8.10	7.00			10.00												
23.3	THOMAS. N 1.4	8 Spur	*	*																												
21.9	CHRISTOPHER. N 1.9	4 Spur	*	*																												
20.0	GR. FIRST ST. N 0.5	70	* 10.19	* 10.35									2.30AM		5.47	7.55AM	6.43			9.42PM												
19.5	AU. AUBURN. N 4.4	300	* 10.17	* 10.34	12.15AM										5.45		6.40							10.10AM								
15.1	DIERINGER. N 2.5	No Sdg.	* 10.09	* 10.28	* 12.01AM										5.35		6.20							9.50								
12.6	SN. SUMNER. D 1.6	No Sdg.	* 10.05	* 10.24	11.55PM										5.30		6.15							9.40								
11.0	MEEKER. N 1.3	70	* 10.02	* 10.21	* 11.51										5.25		6.05							9.30								
9.7	PY. PUYALLUP. N 6.7	70	* 9.59	* 10.19	11.48										5.20		6.00	8.25PM	10.40PM		4.35AM	5.40AM	9.15									
3.0	RN. TIDEWATER. N 1.7	No Sdg.	* 9.49	* 10.09	* 11.35										4.55		5.35	8.10	10.20		4.15	5.10	8.50									
1.3	Q. TACOMA. N 1.3		9.45PM	10.05PM	11.30PM												5.30PM															
0.0	TACOMA WHARF														4.45AM			8.00PM	10.00PM		4.00AM	5.00AM	8.40AM									
			DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.							
	Time Over District		1.15	1.10	.45								1.30	.45	2.00	.55	2.30	.25	.40	1.18		.35	.40	1.30	.45							
	Average Speed per Hour		32.6	35.9	24.3								18.7	13.1	20.5	23.0	17.0	21.4	15.0	16.5		17.1	15.0	13.0	13.1							

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. 48, 3900 ft. east of M. P. 37 (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. 35, 3100 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. 15, No. 27, 2800 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, No. 19, 4300 ft. west of M. P. 21 (located between east and west bound main line), No. 17, 3600 ft. west of M. P. 23, No. 15, 3000 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. 30 (outside of passing track), No. 7, 600 ft. west of M. P. 32, No. 5, 300 ft. west of M. P. 34, No. 3, 1000 ft. west of M. P. 36, No. 1, 3500 ft. west of M. P. 37.

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 clear. Signals 37 and 40 will go to stop position as soon as train has passed signal and cannot be placed in caution position by towerman until train has cleared block ahead and cannot be placed in clear position until train clears second signal ahead.

Signal number 52 located 1700 ft. west of Holgate Street, Seattle, operates in two positions only—Clear and Stop, and will go to stop position when head end of train passes signal and will go to clear when rear of train passes Holgate Street. Signal No. 1 located 3500 ft. west of M. P. 37, operates in three positions, going to stop position when head end of train passes signal and will go to caution position when rear of train has passed 2000 ft. beyond and will go to clear position when rear of train has passed crossover at Tidewater. Mile posts and signals are numbered from Tacoma to Seattle on east and west bound tracks. Trains will run with current of traffic by block signals. The movement of trains will be supervised by superintendent, who will issue instructions to operators. A train having work to do which may detain it more than 10 minutes must obtain permission from operator at the last station before entering block in which work is to be done. Operator must obtain authority to give this permission from dispatcher. Except as affected by these rules all block signal and train rules remain in force.

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.

"NIGHT INDICATIONS."

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

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

WEST BOUND.

SECOND DISTRICT

THIRD CLASS TRAINS.										SECOND CLASS				Capacity of Passing Tracks	Distance from Yesler Way	Time Table No. 31D. June 19, 1910. Succeeding No. 81C.			Station Numbers	Water, Coal, Scales, Tables and Wyes	FIRST CLASS TRAINS.			
										931	929	927	925			565	563	675			687	343	341	347
										Way Freight	Way Freight	Way Freight	Way Freight			Mixed	Mixed	Freight			Freight	Passenger	Passenger	Passenger
										EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY			EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY			EXCEPT MONDAY	DAILY	DAILY	DAILY
																		YD.....SEATTLE YARD.....N	CF 31	W C S T				
																		UD.....KING STREET STATION...N			7.40AM	12.20PM	4.20PM	
																		0.0.....Yesler Way.....						
																		1.6.....G. N. CROSSING.....						
																		4.0BA.....INTERBAY.....D	CF 35	W S	f 7.55	* 12.35 344	f 4.35	
																		5.9FR.....FREMONT.....D	CF 37		8.00	* 12.41	4.40	
																		8.0BK.....BROOKLYN.....D	CF 39		8.08	* 12.48	4.48	
																		4.0.....KEITH.....	CF 42		f 8.20	* 12.56	f 4.58	
																		6.8.....LAKE.....	CF 46	W	f 8.30 925	* 1.05	f 5.08	
																		1.7B.....BOTHELL.....D	CF 53		8.47	* 1.20 924	5.25	
																		5.9CJ.....WOODINVILLE.....N	CF 55	W C T	8.52	1.25 342	5.30	
																		8.5MB.....MALTBV.....N	CF 60		9.15	* 1.50	5.50	
																		5.2OM.....SNOHOMISH.....N	CF 69	W C S Y	9.40	2.15 926	6.15	
																		3.1MA.....MACHIAS.....D	CF 74	W	9.55	2.25	6.30	
																		4.4FD.....HARTFORD.....D	CF 77		10.05 563	* 2.32	6.40 348	
																		6.2Sg.....GETCHELL.....N	CF 82		10.15 344-927	* 2.42	6.52	
																		3.0.....EDGEComb.....	CF 88	W 1 M E	f 10.32	* 2.55	7.07	
																		3.8A.....ARLINGTON.....N	CF 91	Y 1 M E	10.40	3.08	7.15	
																		{BT...M. & N. CROSSING...D}	CF 95		10.50 928	* 3.12	7.25	
																		5.4MU.....McMURRAY.....D	CF 101	W	11.05 342	3.25	7.40	
																		1.7.....MONTBORNE.....	CF 107		11.20	* 3.37	7.55	
																		5.4BG.....BIG LAKE.....D	CF 109		11.23	* 3.41	7.58	
																		3.2CA.....CLEAR LAKE.....D	CF 114		11.35	* 3.52	8.10	
																		{WL...SEDRO-WOOLLEY...N}	CF 117	W C T	11.45AM	4.02 930	8.20	
																		0.4{ 2.....G. N. CROSSING.....}						
																		5.1.....P. S. & B. R. CROSSING....						
																		5.8.....THORNWOOD.....	CF 122		f 12.01PM	* 4.20 932	f 8.35 676	
																		2.8WK.....WICKERSHAM.....D	CF 128	Y W	12.15PM	4.35 348	8.50PM	
																		2.2.....SAXON.....	CF 131		See page 10	* 4.42	See page 10	
																		7.9.....ACME.....	CF 133	W	To Bham Bch	4.50	To Bham Bch	
																		0.6DM.....DEMING.....D	CF 141			5.10		
																		8.9.....ABBOTT.....	CF 142			* 5.11		
																		5.4NC.....NOOKSACK.....D	CF 151			5.35		
																		0.9.....B. B. & B. C. CROSSING.....						
																		125.9SU.....SUMAS.....D	CF 157	W C S T		5.50PM		
																						DAILY	DAILY	DAILY
																						4.35	5.30	4.30
																						21.2	22.9	21.6

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, Snohomish, Sedro-Woolley, Wickersham and Sumas.

Engineers will not be required to examine registers except at initial or starting points. No. 563 will register arrival at Hartford.
Trains will not obtain clearance at Wickersham from 8 p. m. to 8 a. m. unless red signal is displayed. Short siding at Wickersham must be left clear for No. 343.

BULLETIN STATIONS—Seattle Yard, King St. Station, Everett, Arlington, Sedro-Woolley, Bellingham and Sumas.
STANDARD CLOCKS—Seattle Yard, King St. Station, Everett and Sedro-Woolley.

No. 675 has right over No. 676 Woodinville to Wickersham.
No. 931 has right over No. 930 Sedro-Woolley to Sumas.
No. 675 has right over No. 688 Seattle Yard to Snohomish.
Nos. 342, 344 and 348 will take siding when meeting No. 341.

SECOND DISTRICT.

EAST BOUND.

FIRST CLASS TRAINS.			Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Table No. 31D June 19, 1910 Succeeding No. 31C.			Distance from Sumas	Capacity of Passing Tracks	SECOND CLASS.			THIRD CLASS TRAINS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
348	342	344			STATIONS.					564	688	676	924	926	930	932																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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			WC ST	CF 31	YD.....SEATTLE YARD.....N	0.9	127.1	1250			12.30AM		3.30PM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

No. 343 will wait at Woodinville 15 minutes for No. 346's connection.
No. 344 will wait at Wickersham 15 minutes for No. 564's connection. Nos. 341, 342, 343, 344, 347 and 348 will wait 15 minutes at Snohomish for motor connection from Everett.

All trains leaving Maltby must keep 15 minutes apart.
Pitchuck and Ehrlich regular stop for Nos. 343, 344, 347 and 348. Days regular stop for 348.
All trains keep under control where view of switches is obstructed, and within yard limits at Seattle, Interbay, Woodinville, Snohomish.

Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas expecting to find main line occupied.
All east bound trains approach West long siding switch and Belt Line switch at Woodinville expecting to find main line occupied.

Maximum speed of passenger trains is one minute, or sixty seconds, per mile. This limit must not be exceeded.
Maximum speed between Clay and Bell Sts., Seattle, is 6 miles per hour.
Maximum speed over truss bridges and high trestles is 20 miles per hour.
Engineers must sound whistle approaching obscure points to warn employees.

Register Stations—Snohomish and Everett. Bulletin Station—Everett.

All trains will keep under full control in yard limits at Everett, Lowell and Snohomish, expecting to find trains occupying main track.

Lowell Yard Limits—Snohomish river draw to yard limit board 1000 feet west high line switch.

Everett Yard Limits—Yard limit board 2050 feet east of east switch to overhead bridge at Everett Avenue. Speed over draw bridges must not exceed six (6) miles per hour.

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

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

REGISTER STATION.—Hartford. Trains will approach Hartford under full control, expecting to find main track occupied by No. 24, and No. 13, and No. 24, derails curves on Shortly, 24 miles west of Old Easton. Mountain grades descending Monte Cristo to Sauk River Bridge, Barlow Pass to Bonanza Queen and from Robe to Tunnel No. 1. East bound trains must not exceed schedule within above limits. Trains will approach all bluffs, where slides are liable to occur, under full control. While switching at concentrator at Monte Cristo, air brakes of all cars must be coupled with engine. Nos. 563 and 567 will wait at Hartford for No. 568, which will be in section, unless otherwise instructed. Passengers signing—stiding at Tunnel No. 2. No. 563 has right over No. 568 Hartford to Granite Falls. No. 567 has right over No. 570. Nos. 570 and 563 will be run extra Hartford to Everett. No. 563 will be run through to Silverton and return as an extra every Saturday.

WEST BOUND. LAKE WASHINGTON BELT LINE BRANCH. EAST BOUND.

THIRD CLASS.		FIRST CLASS	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Black River	Time Table No. 31D.			Distance from Woodville	Capacity of Passing Tracks	FIRST CLASS	SECOND CLASS	THIRD CLASS
	935	345					June 19, 1910. Succeeding No. 31C.				346	676	936
	Way Freight	Passenger				STATIONS					Passenger	Freight	Way Freight
	EXCEPT SUNDAY	DAILY				Telegraph Offices and Calls					DAILY	DAILY	EXCEPT SUNDAY
	9.45AM	4.50PM	W Y	CF 21	0.0	BI.....BLACK RIVER.....N	24.1	60	See page 5	See page 6	See page 5	See page 6	See page 6
	9.50 11.00 346	4.55 936		BA 22	2.1	{ RT.....RENTON.....D.....C. & P. S. CROSSING..... } 0.1	22.0	50	10.00 935	4.50			5.10 4.45 345
					2.2	.....C. & P. S. CROSSING.....	21.9						
					4.0	.....C. & P. S. CROSSING.....	20.1						
		f		BA 19	5.4	.....KENNYDALE.....	18.7		f				
	11.55AM	5.20		BA 12	11.8	.....WILBURTON.....	12.3	20	9.35	4.10			3.50
	12.10PM	f 5.25		BA 10	13.6	.....NORTHROP.....	10.5	50	f 9.30	4.00			3.40
	12.30	f 5.35	W 5-10 ME	BA 7	17.4	.....KIRKLAND.....	6.7	65.2	f 9.20	3.45			3.25
					23.8	.....R. R. CROSSING.....	0.3						
	1.00PM	5.55PM	CT W	CF 55	24.1	CJ.....WOODINVILLE.....N	0.0	100	9.00AM	3.00AM			2.45PM
		See page 9							(From Snoqualmie Bch)	See page 8			
	EXCEPT SUNDAY	DAILY							DAILY	DAILY			EXCEPT SUNDAY
	3.15	1.05				Time Over District					1.05	2.00	2.35
	7.4	21.0				Average Speed per Hour					21.0	12.0	9.3

Register Stations—Woodinville and Black River. Nos. 345 and 346 will register by ticket at Black River. Reduce speed to 6 miles per hour over bridges 19 and 20. Engines must not use glass works spur at Renton. When No. 345 fails to make transfer of mail with No. 308 at Seattle, such transfer will be made at Black River. All trains will send man ahead and flag across C. & P. S. crossing at Renton. No. 935 has right over No. 936.

WEST BOUND.	DARRINGTON BRANCH.	EAST BOUND.
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SECOND CLASS.				Time Table No. 31D. June 19, 1910. Succeeding No. 81C.				SECOND CLASS.			
569		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Arlington	STATIONS		Distance from Darrington	Capacity of Passing Tracks	572		
Mixed	Telegraph Offices and Calls				Mixed						
EXCEPT SUNDAY					EXCEPT SUNDAY						
11.00AM	C Y	CF 91	0.0	Phone.....	ARLINGTON.....	N	28.0	132	5.00PM		
	W	BK 4	4.6	.....COOPER.....			23.4	4 Spur		
11.30AM		BK 5	5.2	.....TRAFTON.....			22.8	18	4.30	
		BK 7	7.5	.....CICERO.....			20.5	5 Spur		
12.01PM		BK 11	11.0	.....OSO.....			17.0	40	3.55	
		BK 15	14.8	.....ROWAN.....			13.2	5 Spur		
12.30	W	BK 17	17.0	Phone.....	HAZEL.....	D	11.0	80	3.25		
12.45		BK 20	20.2	.....LAMPSON.....			7.8	7 Spur	3.05	
1.10		BK 22	21.8	.....IRVING.....			6.2	4 Spur	2.50	
1.30PM	C Y	BK 28	28.0	Phone.....	DARRINGTON.....	D	0.0	24	2.30PM		
EXCEPT SUNDAY									EXCEPT SUNDAY		
2.30				Time Over District					2.30		
13.2				Average Speed per Hour					13.2		

Register Stations—Arlington and Darrington.
Bulletin Station—Arlington.
Trains will keep under control where landslides or washouts are liable to occur.
No. 569 has right over No. 572.
West wye switch at Darrington will be kept set for the wye. This is a stub switch.
When making back-up movement, running test of air brakes must be made from rear of train.

WEST BOUND.

BELLINGHAM BRANCH.

EAST BOUND.

THIRD CLASS	SECOND CLASS.		FIRST CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Wickersham	Time Table No. 31D.			Distance from So. Bellingham	Capacity of Passing Tracks	FIRST CLASS.		SECOND CLASS.		THIRD CLASS
929	675	571	347	343				June 19, 1910. Succeeding No. 81C.					344	348	574	676	932
Way Freight	Freight	Mixed	Passenger	Passenger				STATIONS					Passenger	Passenger	Mixed	Freight	Way Freight
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY				Telegraph Offices and Calls					DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY
9.45AM	5.30AM	8.15AM 344	8.50PM	12.15PM	Y W	CF 128	0.0	WK.....WICKERSHAM.....D 1.3	22.7	75	See page 8 8.10AM 571	See page 8 4.35PM 341	See 565 p. 7 3.40PM	See page 8 7.55PM	See page 8 3.15PM		
9.55	5.40	8.30	f 8.55	f 12.20		BM 1	1.3	.....MIRROR LAKE..... 2.5	21.4	15	f 8.05	f 4.27	3.30	7.45	3.05	
10.10	5.50	8.40	f 9.00	f 12.25		BM 4	3.8	.....PARK..... 1.0	18.9	15	f 8.00	f 4.22	3.25	7.40	2.50	
10.15	5.55	8.43	f 9.03	f 12.28		BM 5	4.8	.....BLUE CANYON..... 1.8	17.9	20	f 7.55	f 4.16	3.20	7.35	2.45	
			f	f		BM 7	6.6	.....IDLEWILD..... 2.4	16.1	No Sdg.	f	f				
			f	f	W 1 M E	BM 9	9.0	.....TOWANDA..... 2.4	13.7	No Sdg.	f	f				
10.55	6.25	9.08	f 9.27	f 12.48		BM 11	11.4	.....WOODLAWN..... 3.7	11.3	20	f 7.35	f 3.55	2.58	7.10	2.00	
11.10	6.35	9.18	9.37	12.58		BM 15	15.1	.....SILVER BEACH..... 1.0	7.6	No Sdg.	7.25	3.45	2.48	7.00	1.45	
11.25	6.40	9.20	* 9.40	* 1.00		BM 16	16.1	.....LARSON..... 4.0	6.6	30	* 7.23	* 3.43	2.45	6.55	1.40	
11.45AM	7.00AM 344	9.35AM	9.55PM	1.15PM 932	W Y CS	BM 20	20.1	WD.....BELLINGHAM.....D 1.8	2.6	50	7.10AM 675	3.30PM	2.30PM	6.40PM	1.15PM 343		
							21.9	.....G. N. CROSSING..... 0.8	0.8							
						BM 23	22.7	FN.....SO. BELLINGHAM.....D	0.0	50							
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY		
2.00	1.30	1.20	1.05	1.00				Time Over District			1.00	1.05	1.15	1.15	2.00		
10.1	13.4	15.0	18.7 **	20.3				Average Speed per Hour			20.3	18.7	17.2	16.0	10.1		

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

Trains will be kept under control between Towanda and Blue Canyon and at all other points where slides are liable to occur and in yard limits at Bellingham and Wickersham. Maximum grades Larson to Bellingham and Mirror Lake to Wickersham. Freight trains will test air brakes before descending these grades.

Wye switch at Wickersham will be kept set for East Leg. All trains will come to full stop before crossing Holly street, Bellingham. Flagman precede train with red flag or light.

Reduce speed to six miles per hour over street car crossing between Silver Beach and Larson.

No. 929 has right over No. 932, Wickersham to Bellingham.

No. 343 has right over No. 348, Wickersham to Bellingham.

WEST BOUND. ROSLYN BRANCH. EAST BOUND.

FIRST CLASS			Water, Coal, Scales, Tables and Wyes <small>West</small>	Station Numbers	Distance from Cle Elum	Time Table No. 31D.		Distance from Beeckman	FIRST CLASS		
353	327	319				June 19, 1910.			320	328	354
Passenger	Passenger	Passenger				Succeeding No. 31C.			Passenger	Passenger	Passenger
DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.				STATIONS.			DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
						Telegraph Offices and Calls					
6.00PM	12.30PM	7.00AM	WC Y	1873	0.0	CL.....CLE ELUM.....N 2.0	7.1		11.40AM	5.10PM	7.00PM
6.05	12.35	7.05			2.0	.....MINE 5..... 1.5	5.1		11.34	5.08	6.53
6.15	12.45	7.15	S	C A 4	3.5	RS.....ROSLYN.....D 1.7	3.6		11.25 9.15	4.55	6.45
6.23	12.53	7.23		C A 6	5.2	.....RONALD..... 0.9	1.9		9.05	4.48	6.38
6.30PM	1.00PM	7.30AM			6.1	.....BEEKMAN..... 1.0	1.0		9.00AM	4.45PM	6.35PM
					7.1	.....LAKEDALE.....	0.0				
.30	.30	.30				Time Over District			1.40	.25	.25
10.6	10.6	10.6				Average Speed per Hour			3.6	12.0	12.0

Maximum Grades

Engineers will not be required to consult register, except at initial or starting point.

Derailing Switches—At Cle Elum, at upper switch at the head of wye toward Roslyn, will be left set for west leg. Roslyn coal train is required to come to a full stop above this switch. The stub switch on the main line, nearly in front of scale house at Roslyn, will be left set to act as derail to prevent cars running down main track to Cle Elum.

Freight trains must wait at Roslyn until first class trains clear at Cle Elum. All trains will run under full control while within yard limits at Cle Elum, expecting to find switches occupied.

Bulletin and Register Station—Cle Elum.

No. 353 has right over 354 Cle Elum to Beekman

COMMERCIAL SPURS.

MAIN LINE.

Distance from Yesler Way.

STATIONS.	Miles	How Connected	Cars Capacity	STATIONS.	Miles	How Connected	Cars Capacity
Edgewater	6.1	1 E	8	Springfield	62.1	1 E	4
Latona	7.4	1 E	4	Milldale	64.9	1 E	20
Wood Spur.	9.9	1 E	16	Pilchuck.	65.4	1 E	88
Pontiac, F 343, 344, 347 & 348	12.7	1 E	4	Day's, F 343, 344 & 347.....	67.6	1 W	13
Lavilla, F 343, 344, 347 & 348	14.0	1 E	....	Ehrlich.....	73.0	1 W	20
Briarcrest, F 343,344,347&348	17.0	....	....	Buxton.....	75.1	1 E	29
Kenmore, F 343,344,347 & 348	18.4	1 E	7	Conway.....	78.2	1 E	....
Renwood.....	20.1	1 W	....	Nookechamp, F 344 & 347..	78.6	1 E	5
Wayne, F 343, 344, 347 & 348	21.0	....	....	Heather.....	81.0	1 E	5
Hannan	21.8	1 E	14	Sedro Quarry.....	84.0	1 E	7
Stockton	23.0	1 E	8	Daniels.....	91.0	1 E	6
Bear Creek.	24.8	1 E	17	Lomond.....	92.0	1 W	20
Sand Spur.....	25.3	1 E	12	Cohone.	92.1	1 E	18
Grace, F 343,344, 347 & 348..	25.9	1 E	25	Prairie, F 343, 344, 347 & 348.	93.6	Siding	10
Brace..	28.5	1 E	3	Brannain.....	95.2	1 E	2
XL Spur.....	29.5	1 E	4	Morgood, F 564 & 565.....	98.9	1 E	....
Cathcart, F 343,344,347 & 348	33.1	1 W	12	Doran. F 564, 565, 341 & 342	99.5	1 W	4
Cobbner	35.5	1 W	....	Canedy.....	100.5	1 W	5
Bromart.....	36.7	1 E	32	Vancom	103.4	1 E	....
Sinnett's.....	43.5	1 E	69	Standard, F 341-342-564&565	104.0	1 E	20
Bartlett.....	43.9	1 E	4	McDonald's,F341-342-564-565	105.1	1 W	4
Lake Cassidy.....	49.3	1 W	3	Coyne.....	107.0	1 E	7
Kelmire.....	50.0	1 E	6	Van Zant's,F341-342-564-565	107.2	1 W	8
Ryton.....	51.2	1 E	3	Case's Spur, F 564-565	108.3	1 E	5
Harvey.....	54.4	1 E	4	Eliton.....	112.1	1 E	13
Sisco, F 343, 344, 347 & 348..	55.0	1 E	15	Lawrence, F 341-342-564-564	113.2	1 E	6
M. & A. Tfr.	58.3	1 E	6	McKee's.....	116.9	1 W	14
Kelly's Spur.....	59.0	1 W	4	Crescent.....	121.4	1 W	5

SNOQUALMIE BRANCH.

Distance from Woodinville.

Derby, F 345 & 346.....	1.3	....	....	Lovegreen.....	27.6	1 E	5
Adelaide, F 345 & 346.....	8.8	1 E	3	Craven.....	29.3	Siding	14
Pickering, F 345 & 346.....	16.3	1 E	3	Niblock.....	32.4	1 W	100
Grand Ridge, F 346	21.9	1 W	15	Quariton	34.6	1 E	....
High Point, F 345 & 346.....	23.1	1 E	4	Tanners.....	38.1	1 E	15
Wescott.....	24.8	1 E	9	Weeks.....	38.2	1 E	100

MONTE CRISTO BRANCH.

Distance from Hartford.

Guernsey	2.0	1 E	65	Atlas	8.3	1 E	5
Denmark.....	2.5	1 E	5	Bridge 12	9.0	1 E	8
Brilcom.....	2.6	1 E	25	Hemple	20.2	1 E	5
Beechwood.	2.7	1 E	7	Tyree.....	23.2	1 E	21
Diffley.....	4.0	1 E	10	Waldheim.....	26.7	....	....
Enos Quarry.....	7.3	1 E	30	Weiden Creek	39.0	....	0

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	24

DARRINGTON BRANCH.

Distance from Arlington.

STATIONS.	Miles	How Connected	Cars Capacity	STATIONS.	Miles	How Connected	Cars Capacity
Etonia	10.4	1 W	10	Gorlock.....	18.4	Siding	25
Halterman	13.1	1 E	33	Welton.....	18.8	1 E	32
Jenner.....	18.0	1 E	6	Fortson.....	21.2	1 E	26

LAKE WASHINGTON BELT LINE.

Distance from Black River.

Lauderback	22.1	1 W	4	Midlakes, F 346-345	12.6	1 W	5
Jones, 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	Madrona	8.4	1 E	80
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BALLARD BRANCH.

Distance from Interbay.

Ballard	1.1		50	Station No. B 5.			
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MAIN LINE.

DISTANCE FROM ELLENSBURG.

Younger	23.3
Morgan's Mill	61.0
Garibaldi	76.6
Soos	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 branch 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 indicate 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 will 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.

JOHN FITZSIMMONS,
Trainmaster, Seattle.

O. F. OHLSON,
Chief Dispatcher, Seattle.

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

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

Signal arm in horizontal position indicates "Stop."

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

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

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

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

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

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

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

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

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

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

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

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 tower.

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.

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

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.

TONNAGE RATINGS—FREIGHT ENGINES.

DISTRICTS.	SECND DISTRICT—EAST BOUND.												DISTRICTS.	SECOND DISTRICT—WEST BOUND.											
	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1			Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
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 F 1		DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
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	1400	46	Silverton to Hartford.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Darrington Branch—East and West Bound. Arlington and Darrington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Bellingham Branch—West Bound. Wickersham to Mirror Lake...	340	11	365	12	415	14	400	13	475	16	575	19
Snoqualmie Branch—West Bound. Woodinville to Issaquah.....	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60	Mirror Lake to Larson.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Issaquah to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18	Larson to Bellingham.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Preston to North Bend.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Bellingham Brch.—East Bound Bellingham to Larson.....	340	11	365	12	415	14	400	13	475	16	575	19
Snoqualmie Branch—East Bound. North Bend to Falls City.....	775	26	800	27	1250	41	1200	40	1350	45	1650	55	Larson to Wickersham.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Falls City to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18	Lake Wash, Belt Line Branch— West Bound. Black River to Woodinville. .	1100	37	1200	40	1400	46	1400	46	1500	50	1800	60
Preston to Woodinville.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Lake Wash, Belt Line Branch— East Bound. Woodinville to Kirkland.....	800	27	825	27	975	32	960	32	1030	34	1150	38
Monte Cristo Branch—West Bound. Hartford to Granite Falls.....	500	17	525	18	850	28	825	27	900	30	1000	33	Kirkland to Black River.....	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60
Granite Falls to Robe.....	310	10	315	10	350	12	325	11	375	13	475	16													
Robe to Silverton.....	325	11	350	12	450	15	425	14	475	16	575	19													
Silverton to Monte Cristo.....	200	7	215	7	300	10	285	10	335	11	435	14													

FIRST DISTRICT—EAST BOUND.

GRADES.	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
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.

Ellensburg to Easton.....	.....	.....	1600	53	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester.....	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Tacoma, via Auburn or Buckley Line.....			Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars		Maximum 40 Cars		Maximum 40 Cars	

Rating time freight, Class W engine, 1400 tons; Y-2, 1200 tons. Ellensburg to Easton.

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

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

