# ROPTIERN PAGIFIC RALWAY COMPANY.

SEATTLE DIVISION

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

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

SUNDAY, April 23rd, 1911.

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.

J. E. CRAVER,

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.

THIRD (	CLASS.	SECOND CLASS.		FIR	RST CLAS	S TRAIN	is.			90		Time Table 34				FII	RST CLAS	S TRAI	NS.		SECOND CLASS.	THIRD	CLASS.	1
939	937	603	5	1	279	3	257	41	ol, bles	Number		April 23, 1911. Succeeding No. 33a	from	acks	258	280	4	42	2	6	602	938	940	
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	s, Tak Vyes	on Nu	spurg	STATIONS.	ance fr urn	ity of	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight	
EXCEPT SUNDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Wate Scale and	Station	Ellensbur	Telegraph Offices and Calls	Dista	Capa	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	ЕХСЕРТ	EXCEPT MONDAY	
8.05AM		7.00PM	4.55PM		12.25PM			3.05AM				BELLENSBURGDN		-		12.25PM			11.45PM	ļ	8.00AM	0011211	4.00PM	
8.25		7.10	* 5.02	* 3.21	* 12.81	* 6.07	* 4.06	* 3.12		1851	3.6	SHOSKIN	101.8	70	* 4.83	* 12.17	* 1.17	* 9.18	* 11.38	* 12.46	7.20		3.21	
8.50	i	7.22	* 5.10	* 8.80	12.38	6.15	f 4.15	* 3.20		1855	7.6 T	TPTHORPDN	97.8	3 . 140	* 4.27	12.12	* 1.11	f 9.07	* 11.82	* 12.40	7.05		2.45	
9.05		7.80	* 5.16	* 8.85	*12.43	* 6.22	* 4.22	* 3.25	w	1858 1	10.4	DUDĻEY	95.0	140	* 4.22	* 12.06PM	* 1.06	* 9.02	* 11.29	* 12.34	6.50		2.30	
9.20		7.42	* 5.23	* 3.43	*12.49		* 4.30				_	4.1 KOUNTZE			257						6.30 6.20		2.15	
9.35		7.50	* 5.29	* 3.47	î 12.53	* 6.36	* 4.36	* 3.38	W 1 %	1865 1	17.2 B	BRBRISTOLDN	88.2	2 140	* 4.11	f 11.58	* 12.53	* 8.51	* 11.18	* 12.22	6.10	<b></b>	2.00	
9.55		8.00	* 5.37		* 1.00			* 3.45	M W		_	3.8 TEANAWAY		_	·		279				5.50	<u> </u>	1.45	
11.00		42 <b>8</b> :13	5.45	* 4.00	1.10	6.55	4.56	* 3.57 258				3.8 CLCLE ELUMDN 4.04					* 12.40 940		* 11.05	·	5.80		1.30 12.15 279-4	
0 2 11:17 8 11:22		8.50	* 5.53	* 4.08	* 1.17	* 7.03	* <b>5</b> . <b>07</b>	* 4.05		1877 2	29.2	BAKER	76.2	80	* 8.47	* 11.22	* 12.32	* 8.25	* 10.56	* 11.57PM	25.07 23 4.45		12.01PM	
11.50AM		9.00	* 5.59	* 4.14	f 1.23	* 7.09	* 5.18	* 4.10		1880 3	31.7 N	NSNELSON'SD	73.7	7 140	* 3.41	f 11.16	* 12.28	* 8.21	* 10.58	* 11.52	4.85		11.5.0AM	
12.05PM 4 12.24		9.10	* 6.05	* 4.18	* 1.29	* 7.14	* 5.20	* <b>4</b> .15		1883	34.4	TALMAGE	71.0	80	* 3.35	*11.10	* 12.24	* 8.16	* 10.49	* 11.47	41 <b>4.15</b> 258 <b>3.20</b>	,	11.80	
12.40 1.50		9.85	6.15	* 4.30	1.39	7.25	5.80	* 4.23	WCTY	1886 8	38.1 E	ESEASTONDN	67.3	3 295	* 3.27	11.04 940	* 12.19	8.11	* 10.44	* 11.41	8.05		11:16 10:40	
2.15		9.55	* 6.25	* 4.40	* 1.49	* 7.85	* 5.40	* 4.33	w	1890 4	12.1 L	JPDN	63.3	3 150	* 3.15	*10.54	* 12.11	* 8.03	* 10.36	* 11.81	2.45		10.25	
2.45		10.15 2 10.28	* 6.86	* 4.53	f 1.59	* 7.46	* 5.58	* 4.43	w	1894 4	45.6 R	RTDN	59.8	8 200	* 3.06	f 10.45	* 12.03PM	* 7.55	* 10.28	* 11.22	2.30		10.10	
3.05		10.55 6 11.10	* 6.48	* 5.05	f 2.11	* 7.58	* 6.05	* 4.55	w	1897	49.2 S	SISTAMPEDEDN	56.2	2 170	* 2.54	f 10.33	* 11 51AM	* 7.48	* 10.16	* 11.10	2.05		9.50	
3.20		11.25	* 6.56	* 5.13	* 2.19	* 8.06	* 6.15	* 5.04	w	1901	52.0 E	30BORUPDN	53.4	150	* 2.42	*10.25	* 11 . 41	* 7.31	* 10.06	* 10.58	1.40		9.80	
3.35		11.40	* 7.08	* 5.20	* 2.27	* 8.14	* 6.25	* 5.12		1904	54.8	KENNEDY	50.6	6 70	* 2.33	*10.16	* 11.32	* 7.20	* 9.57	* 10.46	1.20		9.12	
3.45		11.50PM	* 7.13	* 5.25	* 2.32	* 8.20	* 6.33	* 5.18	w	1906	57.4 V	WNWESTONDN	48.0	0 140	* 2.26	*10.11	* 11.26	* 7 <sub>.</sub> 13	* 9.51	* 10.38	1.05		9.00	
4.00PM	7.30AM	ଷ 12.10 <sup>AM</sup> ଟ 12.20	* 7.25	* 5.35	2.41	8.32 940	* 6.45	* 5.80	WCT	1911	62.0 I	DMLESTERDN	43.4	4 290	* 2.15	10.00	* 11.15	7.00	* 9.40	* 10.26	8 12.40 8 12.20	5.20PM	8.35AM	
_		12.80	* 7.80	* 5.40	f 2.46	f 8.37		·		_		HOT SPRINGS		_	<b></b>				* 9.32	f 10.15	12.10AM	5.00		
	8.10	12.55	* 7.41	* 5.50	f 2.57	f 8.49	* 7.08	* 5.47		1917	69.3 N	MYMAYWOODD	36.1	1 140	* 1.52	f 9.42	*10.58	f 6.86	* 9.22	* 10.03	11.50PM	4.80		<del> </del>
	8.80	1.20 2581.43	* 7.50	* 6.00	f 8.07	f 9.00	* 7.18	* 5.58	w	1921	73.2	SUHUMPHREYN	32.2	2 140	* 1.43	f 9.32	*10.49	f 6.28	* 9.14	* 9.52	11.30	4.00		
3,9	8.45 80 <b>9</b> .28	2.00	8.00	* 6.09	3.15	f 9.08	7.27	f 6.08	w	1925	76.7 E	GEAGLE GORGED	28.7	7 140	* 1.34	9,25	* 10.89	f 6.21	* 9.04	f 9.48	11.15	62 3.15 82 3.00		
	9.45	2.10	* 8.05	* 6 <sub>.</sub> 15	f 3.22	* 9.18	* 7.34	* 6.15			_	LEMOLO		_	<u> </u>	937	* 10.33	* 6 15	* 8.58	* 9.35	11.05	2.45		
1	10.10 10.23	2.28	* 8.15	* 6.26	f 3.32	* 9.28	* 7.45	* 6.25	-	1932	83.6 J	ICPALMER JCTDN	21.8	8 70	* 1.18	f 9.08	* 10.23	* 6.00	* 8.47	* 9.23	10.45	2.25		
	10.40	2.33	* 8.18	* 6.30	3.35	9.31	* 7.48	6.30	WY	A 8	84.8	IVKANASKATDN	20.6	6 140	* 1.15	9.05 8.55	10.20 10.15	5.55	* 8.45	9.20	10.40	2.15		
	10.55	2.46	* 8.24	* 6.39	f 3.42			* 6.38				BYRD		_			·	* 5.40	* 8.37	* 9.08	10.10	1.15		
	11.48 <sub>AM</sub>	2.56	* 8.32	* 6.45	3.48	9.57	* 8.02	6.45		A 9	90.1 A	ARRAVENSDALEDN	15.3	3 280	* 1.00	8.35	* 9.57	5.33	* 8.32	* 9.02	10.00	½ 1.00PM 6 11.40AM		
	12.05PM	3.26	* 8.45	* 7.00	f 4.00	f 10.18	* 8.18 280	f 7.08	w	A 14	96.9	COCOVINGTOND	8.8	5 140	* 12.45	f <b>8.18</b>	* 9.48	* 5.16	* 8.15	f 8.45	9.80	11.10		
	12.20	8.88	* 8.52	* 7.07	f 4.06	f 10.20	* 8.25	f 7.10		A 17	99.9	WYNACO	5.5	5 70	*12.37	f 8.10	* 9.35	f 5.08	* 8.05	* 8.35	9.20	10.50		
	12.40PM	4.00AM	9.05PM 602	7.20PM	4.15PM	10.30AM	8.35AM	7.20AM	Y W½E'st	C F 10	05.4 A	AUAUBURNDN	0.0	250	12.25AM	8.00AN	9.25AM	4.55PM	7.55PM	8.25PM	9.05F	10 30AM		
EX. SUN. E	X. MON.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUN.	EX. MON.	
7.55	5.10 8.4	9.00	4.10	4.05	3.50	4.30	4.35	4.15				Time over District			4.15	4.25	4.00	4.25	3.50	4.30	10.55	6.50	7.25	

# SPECIAL RULES FOR FIRST DISTRICT (Main Line).

Registering Stations—Ellensburg and Auburn. At Easton and Lester trains terminating will register arrival, and at Easton and Lester departing freights ascending will register whether "all air" or helper on rear. Palmer Junction 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.

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

Standard Clocks-Ellensburg and Lester.

Mountain Grades—Easton to Weston

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

At Palmer Junction, the upper semaphore arms govern movement of trains via main line; lower arms govern movement to and from Buckley Line. Switch at Palmer Junction will be set for the Auburn line. Speed of freight trains over switches at Palmer Junction must not exceed twenty (20) miles

Westbound passing track at Ravensdale extended westward 1 8-10 miles connected with passing track at Henrys. This extended track will be known as the westbound passing track Ravensdale, and conductors of westbound trains using this siding, if given clearance to depart on arrival of certain trains, should, if delayed on the west end of this track, call up on telephone, located at the west switch, and ascertain whether any further instructions for them. This track will be used as a switching lead for trains switching at the Ravensdale mine.

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

Derailing switches are located as follows, and must be kept set in derailing position when not in use:-Upham: West end of east passing track.
Borup: East end of east passing track.
Eagle Gorge: West end of west passing track.

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.

Interlocking derails are located as follows: Kountz: East end of passing track.
Teanaway: East end of east passing track.
Cle Elum: East end of yard.
Cle Elum: East end of extension to house track.

m: East end of extension to hous:
East end of east passing track.
East end of west passing track.
East end of east passing track.
West end of west passing track.
West end of east passing track.
y: West end of passing track. Upham: Martin: Martin:

Borup:

Lester: West end of roundhouse track.
Lester: West end of yard.
Hot Springs: West end of freight passing track.
Maywood: West end of west passing track.
Eagle Gorge: West end of east passing track.
Lemolo: West end of passing track.
Kanaskat: West end of wye.
Byrd: West end of passing track.
Covington: West end of west passing track.
Wynaco: West end of passing track.

Borup: East end of east passing track. Eagle Gorge: West end of west passing tracksoos Creek: Spur track. Auburn: East end gravel pit passing track.

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

Siding at Auburn Gravel Pit will be operated as an intermediate siding. Telephone located at Gravel Pit Spur switch.

Position of "Wye" switches at Auburn will be ascertained before using. Normal position of switch at head of the wye at Auburn will be for Seattle leg the wye. Switch target and switch lamp will show clear indication for Seattle leg.

Speed westbound will not exceed thirty-five (35) miles per hour, Humphrey to Eagle Gorge, thirty (30) miles per hour, Eagle Gorge to Palmer Junction and thirty-five (35) miles per hour from one mile west of Covington to one-half mile west of Green River Bridge.

First class trains, when fifteen minutes or more late, and extra trains running on schedule, will observe same precautions in yard limits at Ellensburg, Cle Elum and Auburn as are required of second and inferior class trains by Rule 298F.

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

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

At Dudley, Weston and I as Westbound Passing Track. Weston and Humphrey, Track No. 1, located next to main track, will be known as Eastbound Passing Track. Track No. 2 will be known

At Stampede, passing track No. 1 will be westbound passing track, and passing tracks Nos. 2 and 3 eastbound passing tracks. Passing track at Borup, which is located east of the depot, will be used as westbound passing track, and passing track west of depot as eastbound passing track. Whenever it is found necessary for eastbound trains to use westbound passing tracks, and westbound trains to use eastbound passing tracks, movement should be protected

Derailing switches at Borup and Upham will be operated as follows: Descending freight trains must not be allowed to follow passenger train from Stampede, Borup or Martin, until after the operator at the next block office below has reported block clear for following train, unless the operator at next block office reports that derailing switch has been opened after descending passenger train has passed, in order to protect it against following freight, in case the freight train should get beyond control before passenger train cleared at foot of grade. In protecting trains at meeting point when they meet at Borup or Upham, operator will open derail and see that it is kept open until descending train has been brought to a stop above derailing switch, or ascending train is known to be into clear on siding.

Speed of trains must not exceed 15 miles per hour between west switch, Ellensburg yard and depot.

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

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

East bound freight trains will stop at Lester to make terminal test and will stop at Easton to examine wheels and brakes.

West bound freight trains will stop at Easton to make terminal test and will stop at Weston to examine wheels and brakes.

Dead freight trains will fill to tonnage at Cle Elum.

No. 4 will connect with No. 396 and No. 280 will connect with No. 368 at Kanaskat.

No. 5 will stop at Kanaskat on Saturdays.

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

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

No. 279 will connect with No. 323 at Auburn

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

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

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 between Auburn and Ellensburg will not carry passengers unless by special instructions; these passengers will be handled on Nos. 279 and 280.

# RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNAL RULES.

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

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 immediately 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 provided 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 understand that train must at all times be as fully protected as

Train and engine and must impress this upon their brakemen, and train and engine mon train and engine mon train and engine mon train and engine mon train and engine mon train and engine mon train which 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 clearance to passenger train, so train will not be

deayed.

1 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 is clear except as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it be desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

## West Bound.

# FIRST DISTRICT (Seattle Line.)

		Time Table 34										F	IRST CL	ASS TRA	INS.												
, Coal, Scales,	rs	April 23, 1911. Succeeding No. 88A		301	325	315	357	303	321	395	335	307	305	367	333	359	323	317	313	345	349	397	331	351	5	329	355
i, Sci Wye	mpe		om	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Coal	N	STATIONS.	ce fr	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Water, Tables	Station	Telegraph Offices and Calls	Distan	Seattle Portland Express	Gt. Nor. No. 27	No. 41's Connection	Gt. Nor. No. 275	No. 280	Grays Harbor Limited	Kanaskat Accommo- dation	No. 257's Connection	Seattle Portland Express	No. 4	No. 3's Connection	Puget Sound Limited	Gt. Nor. No. 269	Grays Harbor Express	No. 42	Seattle & Portland Special	NorthBend Accommo- dation		Kanaskat Accommo- dation	No. 6's Connection	No. 1's Connection		Gt. Nor. No. 1	Gt. Nor. No. 271
T W Y		UD.KING ST. STADN	0.0	12.01AM	6.00A		7.00AM	7.15AM	7.45AN			8.00AN	8.45AM		12.00N	3.30PM	3.35PM	4.00PM	4.10PM	4.25PM	7.10PM	-	7.30PM			8.35PM	11.30PM
w c	C F	YD .SEATTLE YD.,.DN	0.8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*			*	* )
ST	$\frac{31}{\text{C F}}$	2.4 ARGO	3.2	* 12.11	* 6.10		* 7.10	* 7.25	* 7.55	-		* 8.11	* 8.55		* 12.11PM	* 3.41	* 3.45	* 4.09	* 4.21	* 4.36	* 7.20		* 7.40			* 8.48	* 11.40
l <u> </u>	27	6.8		*	*		*	*	*		-	*	*	-	*	*	*	*	*	*	*		*			*	*
		C. M. & P.S.R.R. CROS. No Connection. 0.1	10.0	-			<u> </u>						* 0.05		*10.01	* 0 51	* 0 ==	* 4 20	* 4.31	* 4.50PM	* 7 90		* 7.50			* 9.05	f 11.50PM
W Y	C F 21	BIBLACK RIVERD	10.1	* 12.21	* 6.19		f 7.20	* 7.37	* 8.04			* 8.22	* 9.05		* 12.21	* 3.51	* 8.55	4.20	4.01								J
II :	C F 19	ORILLIA	12.2	*	*		*	*	*			*	*		*	*	*	*	*	See page 10	*		*			*	*
	C F	O'BRIEN'S	14.2	*	*		*		*	-		*	*		*	*	*	*	*		*	*	*			*	*
	CF	KNKENTD	16.4	f 12.32	* 6.27		7.31	7.46	* 8.12			8.33	* 9.15		12.32	* 4.01	4.05	* 4.30	* 4.41		* 7.40		* 8.00			* 9.18	f 12.01AM
l	15 C F	THOMAS	18.2	*	*		*	*	*			*	*		*	*	*	*	*		*	-	*			*	*
<b>II</b>	13 C F	1.4 CHRISTOPHER	19.6	*	*		*	*	*			*	*		*	*	*	*	*	-	*	*	*			*	*
<b> </b>	11	1.9			* 0.05		5 N 40	8 004	* 8.20	ļ		f 8.43	* 9.25A		* 12.42	* 4.10	f 4 14	* 4 88	* 4.50		7.50PM		* 8.08			* 9.30	* 12.10
	10	GRFIRST STD					f 7.40	8.UUAN	t was seen as			Elitary and income	9.20A			विकिट स्विक्टिक्ट							8.10PM	7.30PM	O 150M	* 9.32	f 19 19
Y	C <sub>F</sub>	AUAUBURNDN	22.0	f 12.44	* 6.36	7.30A	7.42		* 8.21		8.40A	8.46			12.45	* 4.11	4.25	4.45	* 4.51				8.1UPM			the state of the state of	
	CF 4	DIERINGER	26.4	* 12.54	* 6.42	7.40	7.53		* 8.27		* 8.50	f 8.57			* 12.55	* 4.19	f 4.32		* 4.59					* 7.42	* 9.25	* 9.41	* 12.21
	C <sub>F</sub>	SNSUMNERD	29.0	f 12.58	* 6.45	7.45	7.58		* 8.31		* 8.55	9.02			1.02	* 4.23	4.37		* 5.08					7.49	* 9.31	* 9.45	f 12.25
Y.	1966	MEEKER	30.6	* 1.02	* 6.47	* 7.50	* 8.02		* 8.88		* 9.00	* 9.07			* 1.06	* 4.26	* 4.40		* 5.06					* 7.53	* 9.85	* 9.48	* 12.29
- <u>"</u> -	1967	PYPUYALLUPDN	31.9	1.07	* 6.50	7.55	8.05		* 8.35	9.004	* 9.05	9.15		11.15A	1.13	* 4.30	4.50		* 5.10			6.53PM		7.58	* 9.40	* 9.52	f 12.33
		6.8 RNTIDEWATERDN			* 7.00	* 8.10	* 8.15		* 8.47	* 9.10	* 9.20	* 9.28		* 11.25	* 1.25	* 4.40	* 5.08		* 5.20	· a contract complete		* 7.05		* 8.10	* 9.50	* 10.05	* 12.45
II	1972	1.7		_														24	5.25PI			7.10%		8 15PM	10 00PM	10.10PM	12.50AM
w		QTACOMADN	40.4	1.30AN	7.05A	8.15A	8.20AN		8.55A	9.254	9.304	9.35		11.30A	1.30%	4.45PN	5.15H		J . 23F			7.10m		0.10/	10.00	10.10	
W C S T Y	1976	TACOMA WHARF	41.8	3																							
				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	1.20	.45	1.10	.25	.50	1.35	.40	.15	1.30	1.15	1.40	.45	1.15	.25	.40	.17	33.0	24.5	22.0	1.35 25.5	30.3
		Average speed per hour		26.9	37.2	24.5	30.3	28.7	34.6	20.4	22.1	25.5	32.3	34.0	26.9	32.3	24.2	29.3	32.3	24.2	32.3	30.0	88.0	24.5	22.0	20.0	00.0

Registering Stations—Auburn, Puyallup, Tacoma and Tacoma Wharf. At 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 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 Tidewater and Tacoma Wharf will be governed by instructions issued by Superintendent Tacoma Terminal 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.

No engine heavier than N. P. class "W", loaded weights as follows: Drivers, 207,000; engine truck, 25,000; trailer,33,000; total engine 265,000; tender, 191800, total engine and tender, 456,800, will be run over bridge No. 254, Tacoma draw span.

No two engines of any class will double head over this bridge when the combined weight is greater than N. P. class "W."

Trains approaching crossover switches on double track between Tidewater and Tacoma Wharf, which are located at East L Street, (near Head of Bay yard office), East D Street (near roundhouse) and 21st Street (entering passenger station) will be under full control and before proceeding will see that switches are set properly and will receive signal from switch tender.

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 controlled by switch tender at 15th Street 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 drawbridge 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 10 miles per hour over Tacoma Draw Bridge and 8 miles per hour over switches leading to Tacoma Passenger Station.

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.

Colorado St. line between Argo and Seattle is operated as follows:—Telephone is installed in box outside of old office at Argo, and another one is boxed on post at south end Argo yard. Eastbound trains coming via Colorado st. will, unless otherwise instructed, cross over and pull directly down to Argo yard. Conductor should be on head end and call operator Seattle yard office on either phone (one ring), securing card from him for movement to Seattle. Westbound trains on Colorado St. line will move under complete protection from east end of Argo yard to switch at junction point of main line, knowing that eastbound trains with or without card have entire right to pull to east switch regardless of westbound trains. Conductor will call operator Seattle yard office from west end of yard to report arrival and secure clearance to go out on main line. An additional telephone has been installed at south end of Spokane Ave. yard, Seattle, where conductors can secure card when dispatcher is unable to furnish it at yard office. Doors of telephone boxes must be kept closed and locked with switch lock when not in use.

### FIRST DISTRICT (Seattle Line). West Bound. THIRD CLASS TRAINS. SECOND CLASS TRAINS. FIRST CLASS TRAINS. Time Table 34 971 937 April 23, 1911. 677 675 935 681 689 603 679 337 Numbers Succeeding No. 33A Way Freight Way Freight Freight Freight Freight Freight Freight Freight Passenger STATIONS. EXCEPT MONDAY EXCEPT MONDAY EXCEPT MONDAY DAILY DAILY DAILY DAILY DAILY DAILY Station Water, Tables Telegraph Offices and Calls No. 602 Tacoma Division No. 258 Gt. Nor CF UD.KING ST. STA..DN 0.8 2.00AM 0.0 11.35PM 9.004 7.35PM 7.45PM 12.40AM 6.15PM C F YD .SEATTLE YD. .DN 12.55 2.20 6.28 7.50 8.00 9.15 3.2 \* 11.45 $^{\mathrm{C}}_{27}^{\mathrm{F}}$ .......ARGO...... C. M. & P. S. R.R. CROS. No Connection 0.1 9.404 6.43 8.05 8.20PM C F BI . . BLACK RIVER . . D 10.1 \* 11.55PM 1.20 2.45 ee page 10 See page ORILLIA ..... . . . O'BRIEN'S . . . . . C F 17 14.2 1.35 3.10 6.55 8.20 C F KN . . . . KENT . . . . . D 16.4 \* 12.05 AM ....THOMAS..... .CHRISTOPHER .... 19.6 \* 8.40PW 3.40 7.05 1.50 1.45PM C F AU....AUBURN....DN 22.0 12.15AM 1.55 3.45 4.00AM ee Page 2.00 4.25 7.20 2.10 4.00 ..DIERINGER .... 2.20 4.05 4.40 7.25 CF SN....SUMNER.....D 29.0 2.15 ....MEEKER. 2.30 4.15 4.50 7.30 1966 2.00PM 2.45 2.40 4.30 5.00 7.35 1967 PY...PUYALLUP...DN 31.9 2.25 3.05 3.00 4.50 5.20 7.50 1972 RN..TIDEWATER..DN 38. 5.00AM Q.....TACOMA.....DN 40.4 2.45PM 3.15A 6.00AM 8.00PM 1976 ... TACOMA WHARF... 41.8 STJ DAILY EX. SUN. EX. MON. EX. MON DAILY DAILY DAILY DAILY DAILY X. MON 1.45 1.45 .35 .40 .45 2.35 3.00 2.00 Time Over District .40

23.2

9.9

16.9

13.5

19.6

17.3

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, Auburn and Puyallup as 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.

Average speed per hour

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

Before entering double track at Tidewater, First Street and Argo, all trains will be under full control, and will not pass switches juntil 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 Wve switch to east Yard Limit Board towards Seattle.

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 eastbound 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.

11.3

13.2

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, and must observe crossing rules where N. P. and C. & P. S. and O. W. R. & N. tracks cross at Argo, and will have train under full control and be prepared to stop approaching and passing over "Y" switches at Spokane Ave. All trains will observe crossing rules at intersection of N. P. and King St. Station tracks between Massachusetts and Holgate Streets.

No. 398 will wait at Puyallup for connection with No. 323.

No. 350 will connect with No. 397 at Puyallup and with No. 2 at First Street. No. 310 will connect with No. 395 at Puyallup.

13.9

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

Nos. 335 and 5 will stop at Sumner and Puyallup and Nos. 304, 316, 336, 352 and 332 will stop at Kent to let off passengers from points east of Auburn.

Nos. 317, 331 and 337 will stop on flag at Kent to pick up passengers for points east of Auburn.

Nos. 317, 331 and 337 will stop on flag at Kent to pick up passengers for points east of Auburn.

Buckley Line business, formerly handled on No. 307 from points Seattle to Auburn, will, effective with this time table, be handled on No. 280 to Kanaskat and transferred to No. 367, which is No. 3's connection. When latter train is late special instructions will be issued, in which case mail and passengers will be handled on No. 321 to Puyallup and transferred there to No. 396.

Freight trains will fill out at Auburn when given pick-up list by agent.

Trains must procure Colorado Street Line card forms A or B, before using Colorado Street Line between Argo and Seattle yard.

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

# FIRST DISTRICT (Seattle Line).

East Bound.

	Time Table 34										F	IRST CL	ASS TRA	INS.												
	April 23, 1911.		302	360	316	368	336	310	396	346	306	308	358	314	318	398	304	324	330	352	350	6	332	334	322	326
	Succeeding No. 33A		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenge
from Wharf	STATIONS.	of racks	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
ma	Telegraph Offices and Calls	Capacity of Passing Tra	Portland Seattle Express	Gt. Nor 274	No. 41	No. 280's con- nection via Buckley Line to Kanaskat	No. 257	Buckley Line Connection		North Bend Accommo- dation	No. 3	Portland Seattle Express	Gt. Nor. No. 272	Portland Seattle Special	No. 42's Connection	Kanaskat Accommo- dation	No. 279	Grays Harbor Express	Gt. Nor. No. 2	No. 1	No. 2's and Buckley Line Connection		No. 5's Connection	Puget Sound Limited	Grays Harbor Limited	Gt. Nor. No. 28
41.8 L	UD.KING ST. STADN		6.50AM	7.10AM	8.30AM		9.30AM	10.05AM		10.30AM	11.15AM	2.20PM	4.20PM	4.50PM			5.30PM	6.25PM	6.50PM	8.15PM	8.40PM		10.00PM	10.25PM	10.55PM	11.10P
41.0	YD .SEATTLE YDDN		*	*	*		*	*		*	*	*	*	*			*		*	*	*		*	*	*	*
38.6	ARGO 6.8		* 6.35	* 6.57	* 8.15		* 9.18	* 9.54		* 10.17	* 11.04	* 2.08	* 4.08	* 4.39			* 5.15	* 6.13	* 6.38	* 8.08	* 8.28		* 9.42	* 10.12	* 10.45	* 11.00
31.8	C. M. & P. S. R.R. CROS. No Connection. 0.1		*	*	*		*	*		*	*	*	*	*			*	*	*	*	*		*	*	*	*
31.7 E	BIBLACK RIVERD	60	* 6.20	f 6.45	* 8.03		* 9.08	* 9.42		10.05AM	* 10.52	* 1.56	* 3.56	* 4.29			f 5.00	* 6.02	* 6.27	* 7.52	* 8.18		* 9.37	* 10.02	* 10.34	* 10.50
29.6	ORILLIA	5 Spur	*	*	*		*	*		See page 10	*	*	*	*			f 4.52	*	*	*	*		*	*	*	*
27.6	O'BRIEN'S	3 Spur	*	*	*		*	f 9.35			*	*	*	*			f 4.49	*	*	*	*		*	*	*	*
25.4 F	KNKENTD	90	f 6.07	6.30	* 7.50		* 8.58	9.32			* 10.41	f 1.45	* 8.45	* 4.19			4.45	f 5.48	* 6.17	* 7.42	8.06		* 9.27	f 9.52	* 10.25	* 10.40
23.6	THOMAS	8 Spur	*	*	*		*	*			*	*	*	*			f 4.38	*	*	*	*			*	*	*
22.2	CHRISTOPHER	Spur	*	*	*		*	*			*	*	*	*			f 4.35	*	*	*	*		*	*	*	*
20.3	GRFIRST STD	70	* 5.55	* 6.18	* 7.38		* 8.48	* 9.22			10.30AM	* 1.35	* 3.36	* 4.11			4.32	f 5.37	* 6.07	* 7.32	7.55 7.50		* 9.17	* 9.42	* 10:17	* 10.32
19.8 A	AUAUBURNDN	300	f 5.53	6.15	7.35AM		8.45AM	9.20				1.33	* 3.35	* 4.09	4.45PM		4.30PM	5.85	* 6.06	7.30PM	7.40	8.10PM	9.15PM	9.40	* 10.15	* 10.30
15.4 .	DIERINGER	No Sdg.	* 5.42	* 6.01				9.12		girilar i extrans ped see		* 1.23	* 3.28	* 4.02	* 4.35	البيار الله الحين الحين الدين ال		5.27	* 5.54		* 7.29	* 7.58		* 9.30	* 10.07	* 10.23
12.8 S	SNSUMNERD	No Sdg.	f 5.37	5.55				9.07				1.18	* 3.24	* 3.59	4.28			5.23	* 5.49		f 7.24	7.58		f 9.25	* 10.04	* 10.20
11.2	MEEKER	70	* 5.30	* 5.51				* 9.03				* 1.18	* 3.21	* 3.56	* 4.23			* 5.18	* 5.45		* 7.19	* 7.48	-	* 9.21	* 10.01	* 10.17
9.9 P	PYPUYALLUPDN	70	5.27	5.47		7.30AM		9.00	9.00AM			1.10	* 3.19	* 3.53	4.20	4.55PM		5.15	* 5.43		7.16	7.45	र प्रदेशपरेश के क्ये कर	9.18	* 9.58	* 10.14
3.1 F	RNTIDEWATERDN	No Sdg.	* 5.15	* 5.30		* 7.20		* 8.35	* 8.50.			* 12.55	* 3.09	* 3.44	* 4.05	* 4.35		* 5.00	* 5.30		* 7.05	* 7.34		* 9.05	* 9.49	* 10.05
1.4	QTACOMADN		5.10AN	5.25AN		7.15AM		8.30AM	8.45AM			12.50PM	3.05PM	3.40PM	4.00PM	4.30PM		4.55PM	5.25PM		7.00PM	7.30PM		9.00PM	9.45PM	10.00P
0.0	TACOMA WHARF	<del></del>		***************************************																	النظار الكان الخيار بالبيان التي البيان التي التي التي التي التي التي التي التي			gote Die gankee.		
			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		1.40	1.45	. 55	. 15	.45	1.35	. 15	.25	.45	1.30	1.15	1.10	.45	.25	1.00	1.30	1.25	.45	1.40	.45	. 45	1.25	1.10	34.6
	Average Speed per Hour		24.2	23.0	24.0	34.0	29.3	25.5	34.0	24.2	28.7	26.9	32.3	34.6	24.5	20.4	22.0	26.9	28.8	29.3	24.2	24.5	29.3	28.8	34.6	_

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

# 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) Work extras must move with current traffic unless otherwise directed.
(4) Any train making reverse movement on double track against the current of traffic must have train order authority and receive a clearance or clearance and caution card at every block office they pass.
(5) 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.

- (6) 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.
- (7) 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.
- (8) 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.

- (1) Between Tidewater and Holgate Street, Seattle, train movements will be governed by automatic semaphore signals.
  (2) Indications:
  (A) Semaphore arm in horizontal position, or red light by night, "Stop."
  (B) Semaphore arm 45 degrees upward, or yellow light by night, "Caution."
  (C) Semaphore arm 90 degrees upward, or green light by night, "Clear."
  (3) Governing arm is that seen to the right of signal mast by approaching train.
  (4) Trains finding semaphore arm in "Stop" position will, after coming to full stop, proceed with caution, expecting to find train in block, open switch, broken rail, or car fouling main track.
  (5) Trains finding semaphore arm at "Caution" will proceed under control, prepared to stop at next signal.
  (6) Signal lights not burning, or white light by night, will be considered a stop signal, and position of signal ascertained and report of circumstances made from next telegraph office.

  Indicators of miniature semaphore pattern, with push button underneath, are located at all switches and cross overs except at Orillia, O'Briens, Thomas Christopher and Reservation.

  Normal position of indicators is "Stop."

  To ascertain whether block is occupied or not, push the button underneath the indicator.

  If block is clear when button is pushed, indicator will show clear position, and remain in that position until switch is thrown, when it will again go to "Stop" position.
- "Stop" position.

  If indicator does not clear when button is pushed, there is a train in the block or approaching, and switch must not be thrown.

  If indicator, having been cleared by pushing the button, does not go to stop position when switch is opened, it will show that signals governing this track have not gone to stop position, and in such cases movement must be made under protection of flag.

- If 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. Indicators at main track cross overs show condition of opposite track, and not the track on which they are located.
- Indicators on side track cross overs are located on siding end of cross overs, and indicate condition of main track to which cross over leads

Indicators at single switches indicate the condition of track to which switch leads. Switch instruments are connected to main line switches and both end 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 feet 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, 150 ft. east of Tidewater.
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. 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. No. 24, 4500 ft. east of M. P. 19. No. 26, 2500 ft. east of M. P. 20. No. 28, 500 ft. east of M. P. 22. No. 30, 4100 ft. east of M. P. 23.

# FIRST DISTRICT (Seattle Line).

East Bound.

	Time Table 34			FIRST	CLASS TR	RAINS.					SECOND	CLASS	TRAIN:	S				-	THIR	D CLASS	TRAINS.		
	April 23, 1911.	sing	356	338		Open and the same of the same		678	680	676	690	682					1	936					
arf	Succeeding No. 38A	Pas	Passenger	Passenger			I	Freight	Freight	Freight	Freight	Freight				Way Freight	Way Freight	Way Freigh	t				
a Wh	STATIONS.	ty of	DAILY				1	DAILY	DAILY	DAILY		EXCEPT SUNDAY						EXCEP SUNDA					
Tacoma Wharf	Telegraph Offices and Calls	Capacity of Passing Tracks	l	258's Connection			]	No. 603			Gt. Nor.											-	
11.0	0.8 0.8		11.15PM								8.00PM												
1.0	YD .SEATTLE YDDN		*					6.00AM	6.45AM	7.15AM		10.45PM						6.05	PM			-	
38.6	ARGO		* 11.04					5.00	6.80	7.00	7.45	10.30						5.50	,				
31.8	C. M. & P. S. R.R. CROS. No Connection. 0.1		*																				
31.7	BIBLACK RIVERD	60	* 10.53					4.40	6.15	6.50AM	7.25	10.15						5.20	PM				
29.6	ORILLIA 2.0	5 Spur	*							See page 10								See page	10			-	
27.6	O'BRIEN'S	Spur	*			,					-			,									
25.4	KNKENTD	90	* 10.43					4.20	6.00		7.00	10.00											
23.6	THOMAS	Spur	*								i												
22.2	CHRISTOPHER	Spur	*					-					-										
20.3	GRFIRST STD	70	* 10.35					4.00AM	5.47		6.43	9.45			·								
19.8	AUAUBURNDN 4.4	300	* 10.84	12.15AM					5.45		6.40	8.35					10.00	AM				-	
15.4	DIERINGER	No Sdg.	* 10.28	* 12.01AM					5.85		6.20	8.25					9.45						
12.8	SNSUMNERD	No Sdg.	* 10.24	11.55		-			5.80		6.15	8.12					9.35						
11.2	MEEKER	70	* 10.21	* 11.51		·			5.25		6.05	8.05					9.25						
	PYPUYALLUPDN 6.8								5.20		6.00	8.00				4.40A	9.15						
	RNTIDEWATERDN 1.7	_	* 10.09						4.55		5.85	7.40				4.10	8.55						
	QTACOMADN		10.05PM	11.30PM							5.30PM	7.35PM					-						
0.0	TACOMA WHARF								4.45AM								8.45						
			DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	EX. SUN.				EX. SUN.	EX. SUN	i. EX. SU	٧.				
	Time Over District		1.10	.45				2.00	2.00	.25	2.30	3.10				.40	1.15	.45					
_	Average Speed per Hour		34.6	24.5				10.4	20.5	22.3	16.2	13.2				14.8	15.8	12.4					

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

# RULES GOVERNING AUTOMATIC SIGNALS—Continued.

Signals governing east bound trains—Continued.
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. 40, 2900 ft. east of M. P. 31.
No. 42, 400 ft. east of M. P. 31.
No. 42, 400 ft. east of M. P. 32.
No. 44, 2700 ft. east of M. P. 34.
No. 46, 2200 ft. east of M. P. 36.
No. 48, 3900 ft. east of M. P. 37.
No. 50, near M. P. 39.
No. 52, 1700 ft. west of Holgate Street.

Signals governing west bound trains are numbered and located as follows:

No. 49, 3400 ft. west of Holgate Street.

No. 47, near M. P. 2.

No. 45, 2400 ft. west of M. P. 3.

No. 41, 2500 ft. west of M. P. 4.

No. 17, 3600 ft. west of M. P. 25.

No. 41, 2500 ft. west of M. P. 6.

No. 17, 3600 ft. west of M. P. 25.

No. 37, 1300 ft. west of M. P. 9.

No. 37, 1300 ft. west of M. P. 9.

No. 33, 1900 ft. west of M. P. 9.

No. 33, 1900 ft. west of M. P. 11.

No. 7, 600 ft. west of M. P. 32.

No. 31, 1900 ft. west of M. P. 11.

No. 7, 600 ft. west of M. P. 32.

No. 21, 700 ft. west of M. P. 22.

No. 11, 2100 ft. west of M. P. 29.

No. 35, 3100 ft. west of M. P. 11.

No. 7, 600 ft. west of M. P. 32.

No. 31, 1900 ft. west of M. P. 13.

No. 29, 1500 ft. west of M. P. 15.

No. 3, 1000 ft. west of M. P. 34.

No. 27, 2800 ft. west of M. P. 17.

No. 25, 4800 ft west of M. P. 18.

Signal 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 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 caution position when rear of train has passed 2000 ft. beyond and will go to caution position when rear of train has passed 2000 ft. beyond and will go to caution position when rear of train has passed 2000 ft. beyond and will go to caution position when rear of train has passed 2000 ft. beyond and will go to caution will go to caution when rear of train has passed 2000 ft. beyond and will go to caution will go to caution position when rear of train has passed 2000 ft. beyond and will go to caution position when rear of train has passed 2000 ft. beyond and will go to caution position when rear of train has passed 2000 ft. beyond and will go to caution position when rear of train has passed 2000 ft. beyond and will go to caution position when rear of train has passed 2000 ft. beyond and will go to caution position when rear of train has passed 2000 ft. beyond and will go to caution position when rear of train has passed crossover at Tidewater. Mile posts and signals are numbered from Tacona 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 signals are numbered from Tacona Tacona Tacona Tacona Tacona Tacona Taco

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

### "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.					DISTR	9					I		<u> </u>			
		TH	IIRD CLA	SS TRAI	NS.	SECON	CLASS	TRAINS	ssing	<u>_</u>	Time Table No. 34	cales			SS TRAIN	
		929	931	927	923	563	675	687	of Pa	from Station	Time Table No. 34  April 23, 1911.  Succeeding No. 88A	Coal, Scales, and Wyes	343	341	339	347
		Way Freight	Way Freight	Way Freight	Way Freight	Mixed	Freight	Freight	acity :ks	Distance King St.	STATIONS.  Telegraph Offices and Calls	er, C	Passenger	Passenger	Passenger	Passeng
		EXCEPT	EXCEPT	EXCEPT	EXCEPT	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	Capacit Tracks	Dist	Telegraph Offices and Calls	Water, Tables	DAILY	DAILY	DAILY	DAILY
					7.30AM			1.40AM			YDSEATTLE YARDDN C F	W C S T				
					7.50	(C)				0.0	UD.KING STREET STATION.DN		7.40AM 923	10.50AM	•	4.20
					020					2.6	G. N. CROSSING No Connection. 1.9					1
		ANCHONIA CONTRACTOR	-		8.15	TARGET CO.		2.10	35		BAD C F	W	f 7.55	* 11.05		f 4.3
			-		8.20			2.15	25	6.4	FRFREMONTD C F		8.00	* 11.10		<b>4.4</b> 0
		1	-	-						8.5	BKBROOKLYND C F		8.08	* 11.17		4.48
		 		-	8.35			2.50	50	11.6	KEITH C.F.		f 8.18	* 11.25		f 4.58
·			-		8.55	Per la		3.05	60	15.5	LAKE	w	f 8.28	* 11.35		f 5.08
		_			9.80	CALL STATE OF THE	From	3.25	50	22.4	BBOTHELLD C.F.		8.45	11.50		5.2
		-			9.554		Belt Line		100	24.3	CJ WOODINVILLE DN C F 55	w <sub>C</sub> C	8.50	11.55AM		5.3
	 		-		See page S	9	11.10	4.30 676		-	MBDN C.F.	-	9.13	* 12.20PM		5.5
		1	-	8.00A	<b>-</b>		11.45PM		150	38.5	OMSNOHOMISHDN C.F.	w c	9,40	12.45		6.1
		 <b>-</b>	_	8.30		9.40		See page 9		_	5.2 69 MAD C.F	S Y	9.55	12.57		6.8
		-	_	9.00			12.25	EverettBch			3.1 74 FDHARTFORDD C.F.		10.05	* 1.05		<b>6.4</b>
·	 	<b>-</b>	-			See	12.45			_	4.4 77GETCHELL C F 82	_	10.20 344-927	* 1.15 928		6.5
		 -		343 <b>9.45</b> 344 <b>10.30</b> 11.00	-	page 9 (To Monte				_	6.2 82 EDGECOMB C.F 3.0 88		344-927 f 10.37	·		7.1
		 -	_		-	Cristo Bh)		-		_			10.45	1.87		7.2
				11.15 11.30 928	М		1.25 676			_	AARLINGTONDN CF 91				_	
				12.01P	M.		1.40		40	64.2	BTM. & N. CROSSINGD C F		10.57 928	* 1.45		7.3
		_	_	12.45	-		2.10				MUMcMURRAYD C.F.	_	11.13	<b>2.03</b>		7.50
		<del>-</del>	-	1.20	-		2.80		25	76.1	MONTBORNE		11.28	* 2.16	-	8.00
		 _	_	1.32	2		2.35		70	77.7	1.6 107 BGBIG LAKED C.F		11.33	f 2.20		8.19
			_	342 1.32			2.50	-	135	83.2	5.5 109 CACLEAR LAKED C.F.	-	11.46AM	f 2.35		8.2
		7.00A	8.40AI	341 2:48 3.00P	_		3.05		L	_	3.2	_	12.00N			8.4
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	344						290		WLSEDRO-WOOLLEYDN C.F. TWO G. N. CROSSINGS	T			-	
						0.00				_	Track Connection. 4.9					
		7.40	9.15				3.35		l	-	THORNWOOD C.F. 122	-		930	FromBgm Branch	
		3448.00 3408.05	9.40A	M			3.50A	M.		_	WKWICKERSHAMD C F 128		12.30PM 342	ļ	_	9.19
		8.15	See page 10				See Bellinghan		Spur 50	100.5	SAXON C.F. 131	`   _	See page 10	* 3.25	4.15	See page 1
		8.25	To B'han Bch.	1			Branch page 10		18	102.7	ACME C.F. 133	w w	To B'ham Branch	3.32		To B'ha Branc
		8.40							20	104.7	STANDARD C F			f 3.37	4.28	-
		9.00							12	110.6	DMDEMINGD C F 141			3.58	4.41	-
		9.05		-	-	-			1		ABBOTT C F 142			* 3.54	_	
		9.85							18	1	NCNOOKSACKD C F 151			4.12	5.03	-
		10.00	N .		-	THE PERSON NAMED IN COLUMN 1		-	110		No Connection. 0.9   C   I   157   SU	WC		4.259	M 5.15PM	i
				EX. SUN	EX. SUN	. EX. SUN.	DAILY	EX. MON.				ST	DAILY	DAILY		
		3.00		7.00	2.25	0.40	5.40 12.9	3.20		-	Time Over District Average Speed per Hour  tion, Everett, Arlington, Sedro-Woolley, F., Everett and Sedro-Woolley.			$\frac{5.35}{22.6}$	23.8	_

Trains must approach and pass over street car crossing, Fremont, under control, looking out carefully for street cars, and must not stop on crossing while doing work there.

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. East bound trains must not exceed 25 miles per hour around curves between Thornwood and Sedro-Woolley.

BULLETIN STATIONS.—Seattle Yard, King Street Station, Everett, Arlington, Sedr STANDARD CLOCKS—Seattle Yard, King Street Station, Everett and Sedro-Woolley. No. 675 has right over No. 676 Woodinville to Wickersham. No. 929 has right over No. 930 Sedro-Woolley to Sumas. No. 344 will take siding when meeting No. 341.

											SEC	OND	DISIR	IUI.	East Boun
FIR	RST CLAS	S TRAIN	vs.	cales,	rs.	Time Table No. 34		sing	SECOND	CLASS.	TH	IRD CLA	SS TRAI	NS.	
48	342	344	340	al, S	quin	April 23, 1911. Succeeding No. 33A	from	of Pas	688	676	924	928	930	932	
enger	Passenger	Passenger	Passenger	25	N uo	STATIONS.	ince f	city c	Freight	Freight	Way Freight	Way Freight	Way Freight	Way Freight	
ILY	DAILY	DAILY	EXCEPT SUNDAY	Wate Table	Stati	Telegraph Offices and Calls	Distance Sumas	Capacity Tracks	EXCEPT SUNDAY	DAILY	EXCEPT	EXCEPT	EXCEPT	EXCEPT	
			CONDITI	WС		YDSEATTLE YARDDN			-1		3.30PM		CONDAT	SCHEAT	
10PM	5.05PM	1.00PM				UD.KING STREET STATION.DN	126.4				3.05				
	-					G. N. CROSSING No Connection 1.9	123.8			No. 675 has right					
55	* 4.47	f 12.45		W	C F 35	BAD		300	11.10	over 676	2.45				
17	<b>4.40</b>	12.40				FRPREMONTD	120.0	80	11.00	Wicker- sham.	2.30				
38		12.30			C F	BKBROOKLYND	117.9			-			•		
88	* 4.27	f 12.22			CF	KEITH	114.8	50	10.40		2.05				
15	* 4.18	f 12.10PM		w	42 C F	LAKE	110.9	60	10.20		1.40				
55	4.02	11,50AM			CF	BD	104.0	50	9.40	See page 10	1.10				
60	3.58	11.40		wc	C F	CJDN	102.2	100	9.30	4.50AM	1.00PM				
35	* 3.45	11.25		T	55 C F	MBMALTBYDN	96.3	80	8.55	4.30		See 925, p.9 Everett Bh			
LO	8.20	11.00		wc	60 C F	OMSNOHOMISHDN	87.9	150	7.40PM			Everett Bh 2.30PM			
 68	8.05	10.41		SY W	C F	5.2 MAMACHIASD	82.7	45		2.45		2.10			
<b>13</b>	* 2.57	10.81				FDHARTFORDD	79.6	102		2.35		1.45			
	* 2.47	10.20 343-927		<u> </u>	77 C F	4.4GETCHELL	75.2	60		2.20					
	* 2.33	343-927 f 10.00		<u>:                                    </u>	82	6.2 EDGECOMB		 53		1.40	-	341 1:05 12.25PM		<del>_</del>	
08	2.25	9.52		1 м Е	88	3.0 AARLINGTONDN		132		1.25 675			has right		
	* 2.15	9.41		10 ME	91	3.8	62.2			675 1.10		11.50AM 11.25	Sedro Woolley to Sumas.		
				<b></b>		\ \begin{align*} \text{M. & N. CROSSING} \\ \text{BT} \\ \text{BRYANT} \\ \text{D} \end{align*} \] \text{Track Connection 6.3}						11.00 10.40 343			
42	2.03 341	<b>9</b> .25		W	101		55.9	65		12.50		9.40 344 9.10			
88	* 1.45	9.10			107	,MONTBORNE	50.3	25		12.80		8.30			
88	1.40 927	9.05			109	BGD  5.5	48.7	70		12.25		8.15			
10	1.25	8.50				CACLEAR LAKED	43.2	135		12.05AM		7.30			
$_{2}^{0}$	1.15	<b>8.40</b> 931		W C T	C F 117	WLSEDRO-WOOLLEYDN Two G. N. CROSSINGS Track Connection 0.6	40.0	290		11.55PM 11.25		7.00AM	3.30PM	4.50PM 348	
			See 319, page 10			P. S. & B. R. CROSSING Track Connection 4.9	39.4	-							
18	* 1.01	f 8.25	Bel'ham Branch		C F 122	THORNWOOD	34.5	45		11.05			3.05 341 2.35	4.10	
	12.45 343	8.10AM 340		Y W		WKWICKERSHAMD	28.6	75		10.25PM			2.10	3.30PM 341	
m	* 12.37	(From	7.55		C F 131	SAXON	25.9	Spur 50		(From			1.50	941	
im :h)	12.32	Bel'ham Branch)	7.45	w		ACME	23.7	18		Bel'ham Branch)			1.40	(From	
	f 12.25		7.38		C F 135	STANDARD	21.7	20					1.25	Bel'ham Branch)	
	12.10		7.25 f 7.24		C F 141 C F	DMDEMINGD  0.6 ABBOTT	15.8	12					1.00		
	* 12.09PM		7.03		$\frac{142}{\mathrm{C}\;\mathrm{F}}$	NCNOOKSACKD	6.3	20					12.55		
			-		151	5.4 B. B. & B. C. CROSSING No Connection 0.9	0.9				· .				
	11.30AM			W C S T	C F 157	SUSUMASD	0.0	110					12.05PM		
LY 35	DAILY 5.35		EXCEPT SUNDAY			Time Over District			EXCEPT SUNDAY		MONDAY	EXCEPT SUNDAY	SUNDAY	SUNDAY	
.35 1.2	22.6	4.50 20.2	$\frac{1.15}{22.8}$	<u> </u>	<del></del>	Average Speed per Hour			9.9	6.25	2.30 10.1	7.30 6.4	3.25	1.20 8.5	_

No 343 will wait at Woodinville 15 minutes for No. 346's connection. No. 344 will wait at Wickersham 15 minutes for No. 340's connection. Nos. 341, 342, 343, 347 and 348 will wait 15 minutes at Snohomish for motor connection from Everett.

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

Arlington, Sedro-Woolley, Wickersham and Sumas expecting to find main line occupied. Inferior trains must protect against first class trains.

All eastbound 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 trues bridges and high trestles is 20 miles per hour.

Engineers must sound whistle approaching obscure points to warn employes.

### **EVERETT BRANCH.** West Bound.

East Bound.

		1 :	SECOND	CLASS 1	TRAINS.		THIRD	CLASS.	ales,	S.		Time Table No. 34		ssing	SECOND	CLASS.	THIRD	CLASS.
	.	 401	487	435	715	451	925	687	Coal, Scales, and Wyes	Numbers	rom h	April 23, 1911. Succeeding No. 33A	from	of Passing	564		926	688
		G. N. Freight	Way Freight	Way Freight	es and		Distance from Snohomish	STATIONS.	Distance Smelter	Capacity Tracks	Mixed		Way Freight	Way Freight				
		 Freight	Treight	Troight				EXCEPT MONDAY	Water, Tables	Station	Dista	Telegraph Offices and Calls	Dist	Cap	EXCEPT SUNDAY	-	EXCEPT SUNDAY	EXCEPT SUNDAY
							2.55PM	5.30AM	WY S C	C F 69	0.0	OMSNOHOMISHDN	11.4	150	See 563, p 7 <b>8</b> . <b>45</b> AM		See 927, p 7 <b>7</b> . <b>30</b> AM	See page 8
										BB 1	0.8	VARDEN	10.6	22 Spur	-			
										BB 5	5.4	EBEY JCT	6.0	50				
		 10.40PM	8.15PM	3.40PM	2.35PM	6.20AM	3.25	6.00		BB 6	6.	WDN 1.5	5.2	16	8.20		7.05	6.85
		 10.50	8.25	3.50	2.45	6.30	3.35PM	6.10AM	WC S Y	BB 8	7.	EVDN	3.7	100	8.15AM		7.00AM	6.30PM
		 11.00PM	8.35PM	4.00PM	2.55PM	6.40AM				BB 9	8.	PGG. N. JUNCTIONDN	2.5	40				
•											10.	No Connection 0.7	0.7					
										BB12	11.	4SMELTER	0.0	175				
							EXCEPT SUNDAY	EXCEPT							EXCEPT SUNDAY		EXCEPT SUNDAY	EXCEPT SUNDAY
		 _					.40	.40				Time Over District			.30		.30	.30
		 					11.5	11.5				Average Speed per Hour			15.4		15.4	15.4

# SPECIAL RULES COVERING TRAINS ON EVERETT BRANCH.

 $\textbf{Register Stations} - Snohomish \ and \ Everett.$ 

**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.

West Bou						OQUALMIE BRANC				Las	t Bound.	West Bou						NTE CRISTO BRA						
	riksi C	NACE I	ès,		<del></del>	Time Table No. 34		ing	FIRST	CLASS.	THIRD CLASS.	SECOND CLA	SS TRAI	NS.	ales,	Z.		Time Table No. 34		ssing	SECO	ND CLAS	S TRAIL	NS.
		345	30	Numbers	E .	April 23, 1911. Succeeding No. 88A	from	of Passing	346		924		565	563	al, Sca	Station Numbers	Distance from Hartford	April 23, 1911. Succeeding No. 33A	Distance from Monte Cristo	of Pa	566	568		
Way		Passenger	nd nd	n Nu	Distance from Woodinville	STATIONS.	nce fr	city o	Pas <b>s</b> enger		Way Freight		Mixed	Mixed	er, Co	N noi	tford	STATIONS.	tance nte Cr	cks	Mixed	Mixed		
Freight EXCEPT		DAILY	Water Table	Station ]	Dista	Telegraph Offices and Calls	Distance	Capa	DAILY		EXCEPT MONDAY		Mon., Wed., Fri.	Tues., Thu., Sat.	Wat	Stat	Har	Telegraph Offices and Calls	Dis	Tra	Tues., Thu., Sat.	Mon., Ved., Fri.		
SUNDAY		See page 10					-		See page 10		See page 8		See 563, p 7	See page 7										
See page 7		5.55PM	CT W	C F 55	0.0	CJWOODINVILLED	N 39.2	100	8.50AM		12.05PM		10.30AM	10.30AM			- 1	DD			1.00PM	2.50PM		
	1	f		B <sub>C</sub> C	3.9		. 35.3	3	f		-			f		3		LOCHLOY		Spur	f 			
11.15AM 924		6.16		B <sub>C</sub>	6.7	RMREDMOND	D 32.5	43	8.26		11.15AM 923		*	*		- 1	1	SOBEY						
924				-	8.0	PARADISE LOGG. RY. CRSG Track Connection 0.1	31.2	2					11.30AM	11.15AM	1	٠ ۱	- 1	FGRANITE FALLSD	.		12.15PM	2.05		
	1	f		B C 8½	8.1	CAMPTON	31.1	6 Spur	f					·	10	- 1			-					
		f				SAMAMISH							·.		1 1			TUNNEL No. 2	-			1.000		
		f		B C 12	11.2	INGLEWOOD	28.0	3 Spur	f				12.30PM		1130		- 1		-			1.20PM		
12.15PM		6.41		B C	14.7	MONOHON	24.	33	8.08		10.10						l	BOGARDUS	_					
12.50		6.52	w	B C	18.8	GISSAQUAH	D 20.4	100	7.58		9.30					20		GOLD BASIN	- !					
		f		B C	23.	HIGH POINT	16.	1 22	f						W	29		silverton	_					
1.50		7.22		B C	26.0	RNPRESTON	D 13.	2 18	7.85		8.50					00	- 1	BONANZA QUEEN	_	1				
2.15		7.33		B C	29.0	FYFALLS CITY	D 10.	2 12	7.20		7.50						1	BARLOW PASS4.7				-		
		f		32		SNOQUALMIE FALLS		ppu	T.		N OK				$\mathop{w_{\mathrm{C}}}_{\mathrm{T}}$	B D 42	42.0	MONTE CRISTO	0.0	100				
2.40		7.48	V C	33	1	SOSNOQUALMIE		1		M	7.25 7.10AM		Mon.,	Tues., Thu., Sat							Tues., Thu., Sat.	Mon., Wed., Fri.		
8.00PM		8.00PM	YU	36	1	3.3	- 1		324	-	346	-	2.00	. Thu., Sat	1			Time Over District	-		.45	1.30		
EXCEPT	-	2111	-		-		_		DAILY	•	EXCEPT MONDAY		2.00	. 20	<b> </b>				-					
SUNDAY 4.35 7.8		DAILY 2.05 17.4				Time Over District Average Speed per Hour			1.50 19.8		4.55		6.9	8.2				Average Speed per Hour			8.2	9.2		

Register Stations—Woodinville and North Bend.
Trains will keep under control within yard limits at Woodinville and Issaquah.
The maximum rate of speed over truss bridges and high trestles must not exceed 20 miles per hour. Trains must not exceed schedule time descending Preston and Fall City grades, and must be kept under control where view of switches is obstructed.
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 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 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 Send yard 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. 923 and 924 will carry adult male passengers holding proper transportation between Woodinville and North Bend. Women and children must not be carried on these trains.

Register Station—Hartford.
Trains will approach Hartford under full control, expecting to find main track occupied.
Trains must not exceed five miles per hour around 18 and 24 degree curves on Shoofly, two miles west of Gold Basin.
Mountain grades descending Monte Cristo to Sauk River Bridge, Barlow Pass to Bonanza Queen and from Robe to Tunnel No. 1. Eastbound 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 565 will wait at Hartford for No. 343's and 344's connection, unless otherwise instructed.

Deralling Switch—Siding at Tunnel No. 2.
No. 563 has right over No. 566 Hartford to Granite Falls. No. 565 has right over No. 568 and 566 will be run extra Hartford to Everett.
Bracing in Tunnel No. 4 will not clear man on top of box car.

Wes	t Boun	d.	La	ke '	Was	shington Belt Line I	3rar	ıch.	E	ast Bo	und.	W	est Bo	und.					BELL	LINGHAM BRANCH	1.				East	t Boun	id.
THIRD CLASS	SECOND CLASS.	FIRST CLASS.	ales,	ırs		Time Table No. 34			FIRST CLASS.	SECOND CLASS.	THIRD CLASS.	THIRD CLASS.	SECOND CLASS.	FI	RST CLA	SS.	ales,	ers		Time Table No. 34		ssing	FI	RST CLA	ss.	SECOND CLASS.	THIRD CLASS.
935	675	345	al, Sc d Wye	umbe	from er	April 23, 1911. Succeeding No. 88A	from Ile	y of Tracks	346	676	936	931	675	347	343	319	oal, Sc	qun	from	April 23, 1911. Succeeding No. 88A	Distance from So. Bellingham	of Pa	344	320	348	676	932
Way Freight	Freight	Passenger	er, Co les an	ation N	Distance from Black River	STATIONS.	Distance from Woodinville	- 20	Passenger	Freight	Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	೦೯	ation N	Distance f Wickersha	STATIONS.	Lance	acity	Passenger	Passenger	Passenger	Freight	Way Freight
EXCEPT SUNDAY	DAILY	DAILY	Wat	Stat	Dist	Telegraph Offices and Calls	Dist	Cap	DAILY	8	9	EXCEPT SUNDAY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	Water, Tables	Star	Dist	Telegraph Offices and Calls	Dist So.	Cap	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY
9.45	8.20PM	4.50PM	WY	C F	0.0	BIBLACK RIVERD	24.1	60	See page 5 10.05AM	See page 6 6.45	See page 6 5.20PM													See 339 p. 7		See page 8	See page 8
9.55	8.30	4.55 936		B A		SRTD}		<u> </u>	10.00	6.35		9.45AM	4.00AM	9.10PM	12.30PM	8.15AM 344	Y W	C F 128	0.0 V	WKWICKERSHAMD	22.5	75	8.10AM 319	4.05PM	4.35PM	10.25PM	3.25PM
9.55 11.00 346		936		22	2.1	No Connection 0.2	22.0	50	935		5.10 4.45 345	9.55	4.10	f 9.15	f 12.35	8.30		BM	1.3	MIRROR LAKE	21.2	15	f 8.05	3.58	f 4.29	10.20	8.15
F 19					2.3	S. R. & S. CROSSING Track Connection 1.7	21.8					10.10	4.20	f 9.22	f 12.42	8.40		BM	3.8		18.7	15	f 7.59	8.52	f 4.22	10.12	8.00
an.					4.0	C. & P. S. CROSSING No Connection 1.4	20.1					10.15	4.25	f 9.25	f 12.45	8.43	l	B <sub>M</sub>	4.8	BLUE CANYON	17.7	20	f 7.54	8.46	f 4.16	10.07	2.55
		f		B A	5.4	KENNYDALE	18.7		f				· · · · · · ·	f	f			B M	6.6		15 9	No.	f		f		
11.55AN	9.10	5.20			11.8	WILBURTON	12.3	20	9.35	6.00	8.50			<u> </u>				7		2.4		Sdg.					
			L	12		1.6								f	f		W 1 ME	BM 9	9.0		13.5	No Sdg.	f		f		
12.10PM	9.20	f 5.25		B A 10	13.4	4.1	10.7		f 9.30	5.50	3.40	10.55	4.55	f <b>9.47</b>	f 1.07	9.08		B M	11.4		11.1	20	f 7.34	3.25	f 8.55	9.47 347 <b>9</b> .42	2.18
12.30	9.85	f 5.35	W 5- 10 me	B A 7	17.5	KIRKLAND 6.4	6.6	65	f 9.20	5.85	8.25	11.10	5.05	f 9.58	f 1.18	9.18		BM	15.1	SILVER BEACH	7.4	No	7.24	3.15	8.45	9.20	2.02
					23.9	R. R. CROSSING No Connection 0.2	0.2					11.25	5.10	* 10.00	* 1.20	9.20		B M	16.1	LARSON	6.4	30	* 7.22	8.18	* 8.43	9.15	1.55
1.00PM	9.55PM	5.55PM	CT	CF	24.1	CJDN	0.0	100	9.00AM (From	4.55AM	2.45PM	11.45AM	5.80AM	10.15PM	1.35PM	0 354	wv	16 B M	20 1 V	4.0 WDBELLINGHAMD	2 4	50	7.10AM	3.00PM	8.30PM	9.00PM	1,35PM
	See page 7	See page 9	-						Snogual-	See page 8		11.40A	J. ŞUAR	10.15	932	0.00Aii	ČŠ	20		1.8			, . 1 O All		0.001		343
EXCEPT			-								EXCEPT	1							21.9 T	G. N. CROSSING Track Connection 0.6	0.6		]				
SUNDAY	DAILY 1.35	DAILY 1.05		-		Time Over District			DAILY 1.05	DAILY 1.50	SUNDAY 2.35				-			BM	22.5 F	FNSO. BELLINGHAMD	0.0	50					
3.15 7.4	15.9	21.0				Average Speed per Hour			21.0	13.3	9.3	EXCEPT				ЕХСЕРТ		-	-				<u> </u>				EXCEPT
Regis	ter Station	ns.—Wood				k River. Nos. 345 and 346 will	registe	r by t				SUNDAY	DAILY	DAILY	DAILY	SUNDAY							DAILY	DAILY	DAILY		SUNDAY
Reduc	e speed to	6 miles pe	er hour	over	bridg	ges 19 and 20.	-	-				2.00	1.30	1.05	1.05	1.20				Time Over District			1.00	1.05	1.05	1.25	1.50
						enton. I with No. 308 at Seattle, such tr	ansfer	will b	e made at	Black Ri	ver.	10.1	13.4	18.7	18.7	15.0			<u> </u>	Average Speed per Hour			20.1	18.7	18.7	14.2	10.9

When No. 345 fails to make transfer of mail with No. 308 at Seattle, such transfer will be maded to line derail and flag across C. & P. S. crossing at Renton.

No. 335 has right over No. 336. Nos. 345 and 346 will stop on flag at Houghton Crossing.

West	t Boun	d.			DAF	RRINGTON BRANCI	1.		Ea	ast Bo	und.
THIRD CLASS.	FIRST	CLASS.	ales,	rs		Time Table No. 34		ssing	FIRST	CLASS.	THIRD CLASS.
933	353	327	Coal, Scales, and Wyes	Numbers	from	April 23, 1911. Succeeding No. 38A	from	of Pas	328	354	934
Way Freight	Passenger	Passenger	er, Co les an	Station N	Distance from Arlington	STATIONS.	Distance from Darrington	Capacity Tracks	Passenger	Passenger	Way Freight
EXCEPT SUNDAY	DAILY	DAILY	Water, Tables	Stat	Dist Arli	Telegraph Offices and Calls	Dist Dar	Cap	DAILY	DAILY	EXCEPT SUNDAY
9.00AM	7.30PM	2.30PM	СΥ	C F 91	0.0	PhoneARLINGTONDN 5.4	28.6	132	1.25PM	5.50PM	4.20PM
9.25	7.47	2.47	w	B <sub>K</sub>	5.4	COOPER	23.2	4 Spur	1.08	5.88	8.50
9.45	7.56	2.56		ВК 7	8.4	CICERO	20.2	Spur 7	12.59	5.24	8.80
10.00	8.07	3.07 934		B K 11	11.9	oso	16.7	28	12.48	5.18	3.07 327 <b>2.45</b>
10.15	8 18	3.13		B K 13	14.0		14.6	33	12.42	5.07	2.30
15.25	8.18	3.18		B K 15	15.7		12.9		12.37	5.02	2.20
10.40	8.25	8.25	w	B K 17	17.9	Phone HAZEL D	10.7	80	12.30	4.55	2.05
10.50	8.31	8.31		B K 19	19.7	WELTON	8.9	30	12.24	4.49	1.55
11.00	8.89	8.39		B K 21	22.1	FORTSON	6.5	14	12.16	4.41	1.45
11.15	8.41	8.41		B K 22	22.6		6.0	4 Spur	12.14	4.89	1.80
11.35	8.53	8.58		B K 26	26.7	EDITH	1.9	10 Spur	12.02PM	4.27	1.15
11.50AM	9.00PM	4.00PM	СΥ	B K 28	28.6	Phone DARRINGTOND	0.0	24	11.55AM	4.20PM	1.00PM
2.50	1.30	1.30				Time Over District			1.30	1.30	3.20
10.2	19.1	19.1	1			Average Speed per Hour			19.1	19.1	8.6

Register Stations.—Arlington and Darrington.

Bulletin Station.—Arlington

Trains will keep under control where landslides or washouts are liable to occur.

No. 933 has right over No. 934—Arlington to Darrington. No. 327 has right over No. 354 Arlington to Darrington.

West wye switch at Darrington will be kept set for the wye. This is a stub switch.

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

Register Stations.—Wickersham and Bellingham.

Bulletin Station.—Bellingham.

Trains will not exceed eight miles per hour between M. P. 3 and 4.

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 brokes before descending these grades.

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

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

West	t Bour	ıd.			F	ROSLYN BRANCH.		Ea	ist Bo	ınd.
SEC	OND CL	ASS.	ales,	S		Time Table No. 34		SEC	OND CLA	ISS.
577	575	573	oal, Scales, nd Wyes	Numbers	from	April 23, 1911. Succeeding No. 88A	from	574	576	578
Mixed	Mixed	Mixed	Oa	I	ance	STATIONS.	Distance Lakedale	Mixed	Mixed	Mixed
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	Water, Tables	Station	Dist	Telegraph Offices and Calls	Dist	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
1.15PM	9.20AM	7.00AM	W <sub>Y</sub> C	1873	0.0	CLDN	7.1	8.30AM	11.30AM	5.15PM
1.20	9.55	7.05			2.0		5.1	8.25	11.25	5.10
1.80	10.05	7.15	S	C <sub>A</sub>	3.5	RSD	3.6	8.15	11.15	5.00
1.38	10.18	7.23		C <sub>A</sub>	5.2	RONALD	1.9	8.05	11.05	4.50
1.45 4.20	10.20AM	7.30			6.1	BEEKMAN	1.0	8.00	11.00AM	4.45
4.30PM		7.40AM			7.1	LAKEDALE	0.0	7.45AM		4.35PM
3.15	.30	.40				Time Over District		.45	.30	.40
	12.2	10.6				Average Speed per Hour	[	9.4	12.2	10.6

Maximum Grades.—Cle Elum to Lakedale.

Derailing Switches.—Cle Elum, upper switch at the head of wye toward Roslyn, will be left set for west leg. Roslyn coal train is required to come to a full stop above this switch. 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 toward Cle Elum.

Extra trains must wait at Roslyn until second 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. 575 has right over 576 Cle Elum to Beekman.

No. 573 has right over 574 Cle Elum to Lakedale.

# COMMERCIAL SPURS.

# MAIN LINE.

# Distance from King Street Station.

STATIONS	Miles	How Connected	Cars Capacity
Edgewater	6.9	1 E	8
Latona	7.9	1 E	4
Wood Spur	10.5	1 E	16
Pontiac, F 343, 344, 347 & 348	13.2	1 E	4
Lavilla, F 343, 344, 347 & 348	14.5	1 E	
Belden	14.7	1 E	8
Briarcrest, F 343, 344, 347 & 348	17.5		
Kenmore, F 343,344,347 &348	18.9	1 E	7
Wrenwood	20.6	1 W	
Wayne, F 343, 344, 347 & 348	21.5		
Hannan	22.3	1 E	14
Stockton	23.5	1 E	8
Bear Creek	25.4	1 E	17
Sand Spur	25.8	1 E	12
Grace, F 343, 344, 347 & 348	26.3	1 E	25
Brace	29.4	1 E	3
XL Spur	30.0	1 E	4
Cathcart, F 343, 344, 347 & 348	33.5	1 W	12
Cobbner	36.0	1 W	
Bromart	37.2	1 E	32
Sinnett's	44.0	1 E	69
Bartlett	44.5	1 E	4
Lake Cassidy	50.0	1 W	. 3
Kelmire	50.5	1 E	6
Ryton	51.7	1 E	3
Harvey	54.9	1 E	4
Sisco, F 343, 344, 347 & 348.	55.8	1 E	15
M. & A. Tfr	58.8	1 E	6

STATIONS	Miles	How	
		Connected	Cars Capacity
Kelly's Spur	59.5	1 W	4
Springfield	62.6	1 E	4
Milldale	65.5	1 E	20
Pilchuck	65.9	1 E	88
Holo	66.9	1 W	16
Day's F 341-343,344,347 &348	68.2	1 W	13
Ehrlich	73.6	1 W	20
Buxton	75.7	1 E	29
Conway	78.7	1 E	
Nookechamp, F 343, 344, 347 & 348	79.1	1 E	5
Heather	81.5	1 E	5
Sedro Quarry	84.5	1 E	7
Cohone	92.6	1 E	18
Prairie, F 343, 344, 347 & 348.	94.1	Siding	10
Brannain	95.9	1 E	2
Morgood, F 339 & 340	99.4	1 E	
Doran, F 339, 340, 341 & 342.	99.8	1 W	4
Comar	103.9	1 E	
McDonald's, F 341, 342, 339, & 340	105.8	1 W	4
Coyne	107.5	1 E	7
Van Zant's, F 341, 342, 339 & 340	107.9	1 W	8
Case's Spur, F 339 & 340	108.8	1 E	5
Eliton	112.6	1 E	13
Lawrence, F 341-342-339-340	113.7	1 E	6
McKee's	117.8	1 W	14
Crescent	121.9	1 W	5

# SNOQUALMIE BRANCH.

Dictanco	from	Woodi	alliva

Hollywood, F 345 & 346	1.3		
Pickering, F 345 & 346	17.4	1 E	3
Grand Ridge, F 346	21.9	1 W	15
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.

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

Atlas	8.3	1 E	5
Hemple	20.2	1 E	5
Tyree	23.2	1 E	21
Waldheim	26.7		
Weiden Creek	39.0		
	. 1	-	

# BELLINGHAM BRANCH.

# Distance from Wickersham.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
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.

Gravel Pit	0.7	1 E	4	Lampson	20.2	1 E	5
Gorlock	18.4	Siding	25	Pulworth	22.4	1 E	4

# LAKE WASHINGTON BELT LINE.

Distance	from	Black	River.

Jones, F 345 & 346	20.3	1 E	5	To -4 TO 245 & 246	0 -		1
. 1		1.12		Factoria, F 345 & 346	9.5		
Firloch, F 345 & 346	19.8	1 E	4	Hazelwood, F 345 & 346	7.3		
Feriton	16.6	1 E	2	Pines	6.9	1 E	6
Kincaid	16.0	1 E	5	May Creek, F 345 & 346	6.6	1 E	4
Midlakes, F 345 & 346	12.6	1 W	5	Sanford, F 345 & 346	4.1	1 E	2

# EVERETT BRANCH.

# Distance from Snohomish.

	<del> </del>							
erwood	4.1	1 E	4	Madrona	8.4	1 E	80	

# BALLARD BRANCH.

# Distance from Interbay.

Ballard (Station No. B 5)	1.1		50				
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# MAIN LINE.

# Distance from Ellensburg.

Morgan's Mill	61.0	 	Soos	98.3	 
Garibaldi	76.6	 			

# 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. R. & N. 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. 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.

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

Normal position blocks N. P. track. When N. P. trains or engines use this crossing, gate must be unlocked and swung to block G. N. Main Line and locked in that position while crossing is in use, after which gate will be locked to normal position across N. P. tracks.

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

Normal position blocks P. S. & B. R. R. Co.'s track. Same procedure as at So. Bellingham.

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

Normal position blocks N. P. track. Same procedure as at So. Bellingham.

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

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.

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

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.

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.

O. F. OHLSON. Trainmaster, 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 horizon-

tal 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 lower 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 semaphore signal, located about 350 feet west of the

tower. Upper arm governs to tunnel, lower arm to water front.

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

Trains will not exceed 15 miles per hour between Battery St., 400 feet east of tower and King Street Station. At night and during foggy weather, east bound trains will give one long blast of whistle for tunnel and three shorter blasts for water

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

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

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

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."

Green indicates "Proceed."

Block signal rules do not modify train rules nor relieve trainmen from protecting as per Rule 299.

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 quired to personally see that these switches are lined for C. & P. S. tracks after using.

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

Class L-9 or heavier engines must not go north of Columbia Street, Seattle.

JOHN FITZSIMMONS,

Trainmaster, Seattle.

H. M. MORAN, Chief Dispatcher, Seattle.

# TONNAGE RATINGS—FREIGHT ENGINES.

·				SEC	COND D	ISTRIC	T-EAS	T BOU	ND.								SEC	OND D	ISTRIC	T-WES	T BOU	ND.			
DISTRICTS.	Class D	2 & E 3	Class	E 6	Class	E 7	Class	F 3	Clas	s <b>F</b> 5	Clas	s <b>F</b> 1	DISTRICTS.	Class D	2 & E 3	Clas	s <b>E</b> 6	Clas	s E 7	Clas	s <b>F</b> 3	Clas	s <b>F</b> 5	Clas	s <b>F 1</b>
	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	6
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
	Class D	2 & E 3	Clas	s <b>E</b> 6	Clas	s <b>E</b> 7	Clas	s <b>F</b> 3	Clas	ss <b>F</b> 5	Clas	s F 1		Class E	2 & E 3	Clas	s <b>E</b> 6	Clas	s E 7	Clas	s <b>F</b> 3	Clas	s <b>F</b> 5	Class	s <b>F 1</b>
DISTRICTS.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	DISTRICTS.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Everett Branch—West Bound. Snohomish to Everett	800	27	850	28	1000	33	980	33	1100	37	2000	50	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		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						_							Mirror Lake to Larson	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
<b>Bound.</b> Woodinville to Issaquah	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60	Larson to Bellingham	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Issaquah to Preston	260	9	300	10	415	14	400	13	450	15	550	18	Bellingham Branch—East												
Preston to North Bend	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Bound. Bellingham to Larson	340	11	365	12	415	14	400	13	475	16	575	19
Snoqualmie Branch—East													Larson to Wickersham	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
<b>Bound.</b> North Bend to Falls City	775	26	800	27	1250	41	1200	40	1350	45	1650	55	Lake Wash. Belt Line Branch—												
Falls City to Preston	260	9	300	10	415	14	400	13	450	15	550	18	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—												
Monte Cristo Branch—West Bound.	****			10	050		007	25		200	1000	00	Woodinville to Kirkland	800	27	825	27	975	32	960	32	1030	34	1150 3000	38 60
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	9000	
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	<u>                                     </u>												

# FIRST DISTRICT.—EAST BOUND.

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

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

# FIRST 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	1300	35	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Tacoma and Seattle, via Auburn or Buckley Line						Max 60 (	mum	Maxi 60 (	mum	Maxi 60 (	mum	Maxi 60 C	mum		mum Cars	Maxi 40 C		Maxi 40 C	mum Cora	
Lester to Tacoma and Seattle, via	Auburn	or Duckie	ey Line	• • • • • • • •	1 00	Cars	1 00 (	Jais	00 (	Jais	00 (	Jais	1 00 (	7818	40 (	Jais	1 40 0	7415	10 0	Jai 15

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

# AUTHORIZED SURGEONS, SEATTLE DIVISION.

# Location of Stretchers (S).

	Dr. S. W	. MOWERS, Chief Surgeon, Western D	Div., Tacoma.		
CLINTON T. COOKE, Oculist, Seattle   M. B. MATTICE, Sedro-Woolley, (S	)   W. E. GIBSON, Issaguah, (S)	Dr. G. M. STEELE, 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)	ii. iii. Siiiiiii, Doimigium, (S)	200002, (0)	r dyddidp, (S)	Tatoma Daggage Toom, (5)	Dr. W. G. CAMERON, Specialist,
Scattle 1001 Cal, (b).	• .	· .			Di. W. G. Chivillitoti, pedianst,
		· ·			Tacoma

# Note.

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

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

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

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

# AUTHORIZED SURGEONS, G. N. RY.

DR. H. M. READ, Seattle

DR. J. A. LA GASA, Tacoma

