

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 36 TABLE

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

MONDAY, January 1st, 1912.

For the Government of Employees 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.

Westward.

FIRST SUBDIVISION (MAIN LINE)

Eastward.

Table with columns for Third Class, Second Class, First Class (stations 939, 937, 603, 5, 1, 279, 3, 257, 41), Stations, and First Class (stations 258, 280, 4, 42, 2, 6), Second Class, Third Class (stations 602, 938, 940). Includes time table for January 1, 1912, with departure and arrival times, and freight rates.

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

SPECIAL RULES FOR FIRST SUBDIVISION (Main Line).

Manual Block.—Between Auburn and Ellensburg.

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

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

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

Standard Clocks.—Ellensburg and Lester.

Mountain Grades.—Easton to Weston.

Helper District.—Between Auburn and Easton.

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

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

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

(20) Westward passing track at Ravensdale extended westward 1 8-10 miles connected with passing track at Henrys. Conductors of westward trains using this siding, if given clearance to depart on arrival of certain trains, should, if delayed on the west end of this track, call up on telephone, located at the west switch, and ascertain whether any further instructions for them. This track will be used as a switching lead for trains switching at the Ravensdale mine. Engines must not run on Page Lumber Co.'s spur.

Derail switches are located as follows, and must be kept set in derailing position when not in use.

Ellensburg.—East end of east yard.

Bristol.—East end of loading track.

Cle Elum.—East end of extension and at east end house track.

Easton.—East end of yard.

Easton.—East end of No. 2 track.

Eagle Gorge.—West end of east passing track.

Soos Creek.—Spur track.

Auburn.—East end gravel pit passing track.

Interlocking Derails are Located as follows:

Kountz.—East end of passing track.

Teaaway.—East end of east passing track.

Cle Elum.—East end of yard.

Cle Elum.—East end of extension to house track.

Upham.—East end of east passing track.

Martin.—East end of west passing track.

Martin.—East end of east passing track.

Borup.—West end of west passing track.

Borup.—West end of east passing track.

Kennedy.—West end of passing track.

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 west 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.

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.

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

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

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

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

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

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

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

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

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

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

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

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

Westward 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.

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

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

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

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

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

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

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

Westward

SECOND SUBDIVISION
(SEATTLE LINE)

FIRST CLASS.

Time Table 36
January 1, 1912
Succeeding No. 85B

Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Seattle	STATIONS.																									
			301	325	315	303	321	395	335	307	305	357	367	333	359	317	313	323	345	349	397	331	351	5	329	355		
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
	UD. KING ST. STA. DN 0.8	0.0	L 12.01AM	L 6.00AM		L 7.80AM	L 7.45AM			L 8.00AM	L 8.45AM	L 10.00AM			L 12.00N	L 8.45PM	L 4.00PM	L 4.15PM	L 4.20PM	L 4.25PM	L 7.10PM			L 8.85PM	L 10.80PM			
	YD. SEATTLE YD. DN 2.4	0.8																										
	.....ARGO.....P 6.8	3.2	12.11	6.10		7.89	7.55			8.11	8.55	10.10			12.10PM	8.58	4.09	4.24	4.29	4.36			7.40		8.48	10.40	
	C. M. & P.S.R.R. CROS. No Connection 0.1	10.0																										
	BI. BLACK RIVER DN 2.1	10.1	12.21	6.19		7.49	8.04			8.22	9.05	10.20			12.21	4.04	4.20	4.34	4.38	A 4.50P			7.30		7.50	9.05	10.50	
	.....ORILLIA..... 2.0	12.2				7.52																					
	.....O'BRIEN'S..... 2.2	14.2				7.55																					
	KN. KENT DN 1.8	16.4	12.32	6.27		7.59	8.12			8.33	9.15	10.31			12.32	4.18	4.30	4.48	4.47				7.40		8.00	9.18	11.01	
	.....THOMAS..... 1.4	18.2				8.02																					
	.....CHRISTOPHER..... 1.9	19.6				8.05																					
	GR. FIRST ST. DN 0.5	21.5	12.42	6.35		A 8.10AM	8.20			f 8.43	A 9.25AM	f 10.40			12.42	4.21	4.38	4.51	f 4.55			A 7.50PM		8.08		9.30	11.10	
	AU. AUBURN DN 4.4	22.0	12.44	6.36	L 7.80AM		8.21			L 8.40AM	8.46				12.45	4.22	A 4.45PM	4.52	5.05					A 8.10PM	L 7.80PM	L 9.20PM	9.32	11.12
DIERINGER..... 2.6	26.4	12.54	6.42	s 7.40		8.27			8.50	f 8.57				12.55	4.30		4.59	f 5.13						7.42	9.30	9.41	11.21
	SN. SUMNER DN 1.6	29.0	12.58	6.45	s 7.45		8.31			8.55	9.02				10.58	1.02	4.35	5.03	5.18						7.49	9.36	9.45	11.25
MEEKER.....P 1.3	30.6	1.02	6.47	7.50		8.33			9.00	9.07				11.02	1.06	4.38	5.06	5.21						7.53	9.40	9.48	11.29
	PY. PUYALLUP DN 6.8	31.9	s 1.07	6.50	s 7.55		8.35			A 8.45AM	L 8.55	9.05	9.15		11.05	L 11.15AM	1.13	4.43	5.10	5.30				L 6.53PM	7.53	9.45	9.52	11.33
	RN. TIDEWATER DN 1.7	38.7	1.20	7.00	8.10		8.47			9.05	9.20	9.28			11.15	11.25	1.25	4.55	5.20	5.45				7.05	8.10	10.00	10.05	11.45
	Q. TACOMA DN 1.4	40.4	A 1.30AM	A 7.05AM	A 8.15AM		A 8.55AM	A 9.15AM	A 9.30AM	A 9.35AM		A 11.20AM	A 11.30AM	A 1.30PM	A 5.00PM			A 5.25PM	A 5.50PM					A 7.10PM	A 8.15PM	A 10.10PM	A 10.10PM	A 11.50PM
	...TACOMA WHARF... 41.8	41.8																										
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
	Time Over Subdivision		1.29	1.05	.45	.40	1.10	.20	.50	1.35	.40	1.20	.15	1.30	1.15	.45	1.10	1.30	.25	.40	.17	.40	.45	.50	1.35	1.20		
	Average speed per hour		26.9	37.2	24.5	32.3	34.6	28.3	22.1	25.5	32.3	30.3	34.0	26.9	32.3	29.3	34.6	26.9	24.2	32.3	30.0	33.0	24.5	22.1	25.5	30.3		

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

Double Track.—Between King Street Station, Seattle, and Tacoma Wharf.
Automatic Block.—Between Holgate Street, Seattle and Tidewater.
Registering Stations.—Auburn, Puyallup, Tacoma, Tacoma Yard Office, Seattle Yard, and King Street Station. At Auburn and Puyallup all trains register by ticket.
Bulletin Stations.—Tacoma, Tacoma Yard Office, Auburn, Seattle Yard and King Street Station.
Standard Clocks.—Tacoma and Seattle.
Yard Limits.—Auburn on Second Subdivision extend from Yard Limit Board west of station to east leg of Wye and limits of First Street from east Wye switch to east Yard Limit Board towards Seattle. Puyallup yard extends to Meeker.
 On double track, as indicated by division time table, Rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.
 In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
 In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.
 To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.
 Except as modified above the transportation rules govern.
 Any train moving against the current of traffic on double track will be governed by the indication of the arm to the right on semaphore of train order signal as seen by an approaching train, same as if moving with the current of traffic.
 No train will enter double track at Tidewater, Puyallup, Auburn, Black River, Argo or King Street Station without obtaining clearance card; except that westward passenger trains arriving at Auburn will pull into Auburn or First Street station from First Subdivision when signals are clear.
 Conductors of trains carrying logs, before using double tracks, will carefully inspect loading, and, if insecure, will obtain orders insuring that other trains will not be met while running.
 Trains using Eighth Subdivision of Tacoma Division track between Puyallup and Palmer Jet. 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. Eastward 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. Westward 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 Eastward trains with or without card have entire right to pull to east switch regardless of Westward trains. Conductor will call operator Seattle yard office from west end of yard to report arrival and secure clearance to go out on main line. An additional telephone has been installed at south end of Spokane 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.

Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Sumner, Auburn and Kent.
 Derail switches at the south ends of interior siding at C. & S. brewery and Van Asselt must be left set for derail when not in use.
 At Puyallup, the upper Semaphore arms govern movements of trains using double track; lower Semaphore arms govern movements to and from Eighth Subdivision of Tacoma Division.

Eighth Subdivision of Tacoma Division extends to Puyallup, and the extreme left hand track coming west between Meeker and Puyallup is main track for the Eighth Subdivision of Tacoma Division, also passing track and operated under yard limit rules. Tacoma Division trains will use Eastward main track of Seattle Division in running around Watertank at Meeker protecting as per Rule 99.

Trains from Eighth Subdivision of Tacoma Division that have loads for Seattle Division, 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 westward main line to passing track switch just west of Jurin Mill protecting as per Rule 99 while occupying main track.

In using the Tacoma Division track between Meeker and Puyallup for passing track following rules will govern with regard to obtaining block before occupying main track of Seattle Division. **EXAMPLE:** An eastward train which pulls in on Eighth Subdivision of

Westward.

SECOND SUBDIVISION.
(SEATTLE LINE)

Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Time Table 36 January 1, 1912 Succeeding No. 35B		FIRST CLASS.						SECOND CLASS.						THIRD CLASS.													
		STATIONS.		337						681	689	603	679	677	675														
		Telegraph Offices and Calls		Passenger						Freight	Freight	Freight	Freight	Freight	Freight	Freight													
		UD.KING ST. STA..DN 0.8	0.0	L 11.85PM																									
		YD .SEATTLE YD. .DN 2.4	0.8					L 12.40AM				L 6.15PM	L 7.35PM	L 7.45PM															
		.....ARGO..... P 6.8	3.2	11.45				s 12.55	2.20			6.28	7.50	8.00														
		C. M. & P. S. R. R. CROS. No Connection 0.1	10.0																										
W	CF 21	BI..BLACK RIVER..D 2.1	10.1	11.55PM				1.20	2.45			6.48	8.05	A 8.20PM															
	CF 19	.....ORILLIA..... 2.0	12.2											See page 7														
	CF 17	.....O'BRIEN'S..... 2.2	14.2																									
	CF 15	KN.....KENT.....D 1.8	16.4	12.05AM				1.85	s 3.10			6.55	8.20																
	CF 13	.....THOMAS..... 1.4	18.2																									
	CF 11	....CHRISTOPHER.... 1.9	19.6																									
	CF 10	GR....FIRST ST....D 0.5	21.5	12.18				1.50	3.40			7.05	A 8.40PM																
Y	CF 9	AU....AUBURN....DN 4.4	22.0	A 12.15AM				s 1.55	s 3.45	L 4.00AM	7.07			See Page 1															
	CF 4	.....DIERINGER..... 2.6	26.4					2.10	4.00	4.25	7.20																	
	CF 2	SN.....SUMNER.....D 1.6	29.0					s 2.20	s 4.05	4.40	7.25																		
Y	1966	.....MEEKER..... P 1.3	30.6					2.30	4.15	4.50	7.30																	
	1967	PY....PUYALLUP...DN 6.8	31.9					s 2.40	s 4.30	5.00	7.35																		
	1972	RN..TIDEWATER..DN 1.7	38.7					3.00	4.50	5.20	7.50																		
W		Q.....TACOMA.....DN 1.4	40.4						A 5.00AM																				
WC	1976	...TACOMA WHARF... 1.8	41.8					A 8.15AM		A 6.00AM	A 8.00PM																		
				DAILY				EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY															
		Time Over Subdivision		.40				2.35	3.00	2.00	1.45	1.05	.35																
		Average speed per hour		33.0				16.9	13.5	9.9	23.2	19.6	17.3																

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

Tacoma Division at Puyallup must, before re-entering block, obtain right to use same either by telephone from Meeker or through the operator at Puyallup.

The same rule to apply with regard to westward trains which pull in on westward 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 movements of Eighth Subdivision of Tacoma Division track 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 Tacoma Division trains use the eastward main line, the following will govern during foggy weather. The conductors and enginemen of trains from Eighth Subdivision of Tacoma Division, before leaving Meeker, will obtain from the operator at Puyallup by telephone, block indicating position of trains on eastward track between Puyallup and Meeker and, in addition to this, before using gauntlet, will fully protect as per rule 99, will also ascertain from operator the position of trains on Tacoma Division track between Puyallup and Meeker. No train, either Seattle or Tacoma Division, will use this portion of 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, there will be no possibility of accident.

The train order signal arm at Black River governing trains on eastward 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.

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

No. 334 will stop at Puyallup, Sumner, Auburn and Kent only to let off passengers from points south of Tacoma.

Nos. 335 and 5 will stop at Sumner and Puyallup and Nos. 306, 316, 336, 352 and 332 will stop at Kent to let off passengers from points east of Auburn.

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

No. 396 will wait at Puyallup for Seattle-Buckley Line passengers from No. 321.

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.

Automatic signals Nos. 1, 52, 37, 40, 38 and 39 operate as follows:

Signal No. 1, located 3,500 feet west of mile post 37, will be operated in two positions only, Caution and Stop, and will go to Stop position when head end of train passes signal, and will go to Caution when rear of train has passed crossover at Tidewater.

Signal No. 52, located 1,700 feet west of Holgate Street, will be operated in two positions, Caution and Stop, and will go to Stop position when head end of train passes signal, and will go to Caution Position when rear of train has passed Holgate Street.

Signals Nos. 38 and 39, C. M. & P. S. crossing, formerly distant signals, now operate semi-automatic, assuming the Caution and Stop position automatically and cleared through operation of home signals Nos. 37 and 40. When signals Nos. 37 and 40 are in Caution or clear positions, Nos. 38 and 39 will show clear. Signals 37 and 40 will go to Stop position as soon as train has passed signal and cannot be placed in Caution position by towerman until train has cleared block ahead, and cannot be placed in clear position until train clears second signal ahead.

**SECOND SUBDIVISION.
(SEATTLE LINE)**

Eastward.

FIRST CLASS.

Distance from Tacoma Wharf	STATIONS. Telegraph Offices and Calls	Car Capacity of Sidings.	302	360	316	368	336	310	396	346	306	308	358	314	318	304	324	398	330	352	350	6	322	332	334	326		
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
41.8	UD. KING ST. STA. DN 0.8		A 6.50AM	A 7.30AM	A 8.30AM		A 9.30AM	A 10.05AM		A 10.30AM	A 11.15AM	A 2.20PM	A 4.15PM	A 4.45PM		A 5.50PM	A 6.05PM		A 6.50PM	A 8.15PM	A 8.40PM		A 9.45PM	A 10.10PM	A 10.15PM	A 11.10PM		
41.0	YD. SEATTLE YD. DN 2.4																											
38.6	.....ARGO..... P 6.8		6.85	7.17	8.15		9.18	9.50		10.17	11.04	2.08	4.08	4.84		5.88	5.58		6.88	8.08	8.28		9.84	9.55	10.02	11.00	
31.8	C. M. & P. S. R. R. CROS. No Connection. 0.1																											
31.7	BI. BLACK RIVER... D 2.1	60	6.20	f 7.06	8.08		9.08	9.40		L 10.05AM	10.52	1.56	8.51	4.24		f 5.27	5.42		6.27	7.52	8.18		9.23	9.42	9.52	10.50		
29.6	.....ORILLIA..... 2.0	5 Spur								See page 10						f 5.24											
27.6	.....O'BRIEN'S..... 2.2	3 Spur						f 9.88								f 5.21											
25.4	KN.....KENT..... D 1.8	90	f 6.07	s 6.56	7.50		8.58	s 9.30		10.41	f 1.45	3.40	4.14		s 5.18	f 5.28		6.17	7.42	s 8.06		f 9.18	9.32	9.42	10.40			
23.6	.....THOMAS..... 1.4	8 Spur														f 5.14											
22.2	.....CHRISTOPHER..... 1.9	4 Spur														f 5.11											
20.3	GR.....FIRST ST..... D 0.5	70	5.55	6.47	7.38		8.48	9.20		L 10.30AM	1.35	3.31	4.06		s 5.07	f 5.17		6.07	7.32	L 7.55 As 7.42		9.04	9.22	9.33	10.32			
19.8	AU.....AUBURN..... DN 4.4	300	f 5.53	s 6.45	L 7.35AM		L 8.45AM	s 9.18			s 1.33	3.30	4.04	A 4.45PM s	L 5.05PM	s 5.15		6.06	L 7.30PM	s 7.40	As 8.10PM	s 9.02 682	L 9.20PM 682	9.31 682	10.30			
15.4	.....DIERINGER..... 2.6	No Sdg.	5.42	6.34				s 9.08			1.23	3.23	3.57	4.35		s 5.07		5.54		7.29	7.58	8.53		9.24	10.23		
12.8	SN.....SUMNER..... D 1.6	No Sdg.	f 5.37	s 6.30				s 9.03			s 1.18	3.19	3.53	s 4.28		s 5.03		5.49		f 7.24	s 7.53	f 8.48		9.20	10.20			
11.2	.....MEEKER..... P 1.3	70	5.30	6.26				8.58			1.13	3.16	3.50	4.23		4.58		5.45		7.19	7.48	8.43		9.16	10.17		
9.9	PY.....PUYALLUP..... DN 6.8	70	s 5.27	s 6.23	A 7.45AM s		L 8.55 As 8.45	A 9.00AM s			s 1.10	3.14	3.48	s 4.20		s 4.55	A 5.25PM s	5.43		s 7.16	s 7.45	8.40		9.14	10.14			
3.1	RN.....TIDEWATER..... DN 1.7	No Sdg.	5.15	6.10		7.35		8.35	8.50			12.55	3.04	3.39	4.05		4.40	5.15	5.30		7.05	7.34	8.29		9.04	10.05		
1.4	Q.....TACOMA..... DN 1.4		L 5.10AM	L 6.05AM		L 7.30AM		L 8.30AM	L 8.45AM			L 12.50PM	L 3.00PM	L 3.35PM	L 4.00PM		L 4.35PM	L 5.10PM	L 5.25PM		L 7.00PM	L 7.30PM	L 8.25PM		L 9.00PM	L 10.00PM		
0.0	..TACOMA WHARF..																											
			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 Subdivision		1.40	1.25	.55	.15	.45	1.35	.15	.25	.45	1.30	1.15	1.10	.45	.45	1.30	.15	1.25	.45	1.40	.40	1.20	.50	1.15	1.10		
	Average Speed per Hour		24.2	28.8	24.0	34.0	29.3	25.5	34.0	24.2	28.7	26.9	32.3	34.6	24.5	29.3	26.9	34.0	28.8	29.3	24.2	29.7	30.3	25.8	32.3	34.6		

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

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

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

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

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

"DAY INDICATIONS."

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

"NIGHT INDICATIONS."

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

TACOMA TERMINAL DIVISION

TACOMA TERMINAL EMBRACES NORTHERN PACIFIC LINES FROM TIDEWATER AT THE WEST LINE OF EAST "Q" STREET TO MILE POST 8+942 FEET OR APPROXIMATELY 2½ MILES WEST OF SOUTH TACOMA

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
Eastward trains are superior to trains of the same class in the opposite direction.
Double Track—between Tidewater and Tacoma Wharf and Tacoma Yard Office and South Tacoma.
Automatic Block—between Tacoma Yard Office and South Tacoma.
Registering Stations.—Tacoma Yard Office, Tacoma Union Station and South Tacoma.
Bulletin Stations.—Tacoma Yard Office and Tacoma Union Station.
Standard Clock.—Tacoma Union Station.
Mountain Grade.—Tacoma Yard Office to 2½ miles west.
Derail switches are located as follows, and must be kept set in derailing position when not in use. Harrison Bros. Spur and Key-stone Lumber Company's Spur.

Passenger trains will register by ticket at South Tacoma. Clearance will not be issued at South Tacoma to eastward trains unless Stop or caution signal is displayed. At Tacoma Yard Office and Tacoma Union Station no clearance required.
Yard limit signs are located 2½ miles west of South Tacoma and at Reservation spur just east of Tidewater.
Trains will approach Tidewater under full control and will not proceed until tracks are known to be clear and signal is received from switch tender.
Trains will approach crossover switches on double track between Tidewater and Tacoma Wharf located at East "L" street (near Head of Bay Yard Office), east "D" street (near roundhouse), and South Twenty-first street (entering passenger station), under full control and will not proceed until tracks are known to be clear and signal is received from switch tender.

**SECOND SUBDIVISION.
SEATTLE LINE**

Eastward.

Distance from Tacoma Wharf	Time Table 36 January 1, 1912 Succeeding No. 35B	STATIONS. Telegraph Offices and Calls	Car Capacity of Sidings	FIRST CLASS.					SECOND CLASS.					THIRD CLASS.					
				356	338				676	678	680	690	682				972	938	936
				Passenger	Passenger				Freight	Freight	Freight	Freight	Freight				Way Freight	Way Freight	Way Freight
				DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY				EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
41.8	UD. KING ST. STA. DN 0.8																		
41.0	YD. SEATTLE YD. DN 2.4																		
38.6	.....ARGO..... P 6.8																	
31.8	C. M. & P. S. R. R. CROS. No Connection. 0.1																		
31.7	BL. BLACK RIVER... D 2.1	60	10.58																
29.6	.....ORILLIA..... 2.0	5 Spur																
27.6	.....O'BRIEN'S..... 2.2	3 Spur																
25.4	KN.....KENT..... D 1.8	90	10.48																
23.6	.....THOMAS..... 1.4	8 Spur																
22.2	....CHRISTOPHER.... 1.9	4 Spur																
20.3	GR...FIRST ST... D 0.5	70	10.35																
19.8	AU...AUBURN... DN 4.4	300	10.34	A 12.15 AM															
15.4	.....DIERINGER..... 2.6	No Sdg.	10.28	12.01 AM														
12.8	SN...SUMNER... D 1.6	No Sdg.	10.24	s 11.55 PM															
11.2	.....MEEKER..... P 1.3	70	10.21	11.51														
9.9	PY...PUYALLUP... DN 6.8	70	10.19	s 11.48															
3.1	RN...TIDEWATER... DN 1.7	No Sdg.	10.09	11.35															
1.4	Q...TACOMA... DN 1.4		L 10.05 PM	L 11.30 PM															
0.0	..TACOMA WHARF..																		
			DAILY	DAILY															
	Time Over Subdivision		1.10	.45															
	Average Speed per Hour		34.6	24.5															

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

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

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

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

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

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

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

Speed of trains over crossover switches at Tidewater and over Fifteenth Street bridge entering passenger yard, must not exceed ten (10) miles per hour and five (5) miles per hour over switches at north end of passenger yard.

No engine heavier than N. P. class W loaded weight of which is as follows: Weight on drivers 207,000 lbs.; weight of engine and tender 456,000 lbs., will be run over Bridge No. 254, Tacoma Draw Span. No two engines of any class will double head over this bridge where the combined weight is greater than N. P. class W.

Enginemen will not use sand over derail switches and rail locks at east and west end of Tacoma draw span.

Enginemen will refrain from dumping ash pans on tracks in passenger station, Tacoma.

Enginemen will reduce exhaust on engine to the lowest possible point while passing under concourse, Tacoma Union Station.

Tell Tales have been placed on train sheds at north and south end of Concourse, Tacoma Union Station.

Test inspection and understanding, as required by Rule 703, Book of Transportation Rules, will be had at South Tacoma eastward on all freight trains. Conductors will fill out card, Form 3632, and deliver same to the operator at South Tacoma, who will complete and mail to Superintendent of Terminals each day. Retainers will be turned up on all cars before descending Tacoma Hill.

Enginemen on road engines of eastward trains before backing into the passenger station after stop has been made, will cut out air brake valve and leave air applied, to be released by switch engine. Switch engine will control the air until stop is made at the passenger station, leaving brakes applied after making the stop.

Enginemen on road engine of westward trains, will, after terminal air test is made, apply air to the train and cut out air brake valve leaving the air applied to be released by switch engine when ready to depart. Switch engine will control the air while backing out of the station and make the stop before starting up the hill, leaving the air applied to be released by the road engine. The leading engine will control the air under all conditions.

Freight trains leaving Tacoma yard or switch engine taking transfer to South Tacoma, will not pass crossover track above Fifteenth street leading from passenger yard to outgoing track without signal from switch tender, who will not allow trains or transfers to pass this crossover when any passenger train is backing out of or waiting in the passenger station.

Eastward trains will be under absolute control approaching Pacific Avenue at Tacoma and will not pass Pacific avenue crossing without signal from switch tender, indicating that crossovers at Pacific avenue are clear. At night switch tender will give signal with a "White" light.

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

Westward.

THIRD SUBDIVISION—Main Line.

				THIRD CLASS.				SECOND CLASS				Time Table No. 36 January 1, 1912 Succeeding No. 35B				FIRST CLASS.			
				929	927	923	683	563	675	687	Car Capacity of Siding	Distance from King St. Station	STATIONS.		Station Numbers	Water, Fuel, Scales, Tunnels and Wyes	343	341	347
				Way Freight EXCEPT SUNDAY	Way Freight EXCEPT SUNDAY	Way Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Mixed EXCEPT SUNDAY	Freight DAILY	Freight EXCEPT MONDAY			Passenger	Passenger			Passenger		
						L 7.30AM				L 1.40AM		YD.....SEATTLE YARD.....DN 0.9	CF 31	W C O T					
						7.50 343						0.0	UD.KING STREET STATION.DN 1.4			L 7.40AM 923	L 8.50AM	L 4.20PM	
												1.4	.....END DOUBLE TRACK..... 1.2					4.27 342
												2.6	.....G. N. CROSSING..... No Connection 1.9					
					s 8.15					2.10	35	4.5	BA.....INTERBAY.....D 1.9	CF 35	W O	f 7.55	9.05	f 4.35	
					s 8.20					2.15	25	6.4	FR.....FREMONT.....D 2.1	CF 37		s 8.00	9.10	s 4.40	
												8.5	BK.....UNIVERSITY.....D 3.1	CF 39		s 8.08	9.17	s 4.48	
					s 8.85					2.50	50	11.6	.....KEITH..... 3.9	CF 42		f 8.18	9.25	f 4.58
					s 8.55					3.05	60	15.5	.....LAKE..... 6.9	CF 46	W	f 8.28	9.35	f 5.08
					s 9.30					3.25	50	22.4	B.....BOTHELL.....D 1.8	CF 53		s 8.43	9.50	s 5.25	
					A 9.45AM 341				L 10.10PM 688	s 3.40 676	100	24.3	CJ.....WOODINVILLE.....DN 5.9	CF 55	W C T	s 8.48	9.55 923	s 5.30	
					See page 9 Snoq Bch				10.50	s 4.30	80	30.1	MB.....MALTBY.....DN 8.4	CF 60		s 9.08	10.18	s 5.50	
					L 8.10AM			L 8.00AM	s 11.30PM	A 5.00AM	150	38.5	OM.....SNOHOMISH.....DN 5.2	CF 69	W C O Y	As 9.30 L 9.40	s 10.40 344	As 6.10 L 6.20	
					s 8.40			s 8.25	12.01AM	See page 9	45	43.7	MA.....MACHIAS.....D 3.1	CF 74	W	s 9.52	10.52	s 6.38	
					s 9.00			A 8.40AM	12.20		102	46.8	FD.....HARTFORD.....D 4.4	CF 77		s 10.00	11.08	s 6.43 343	
					s 9.25			See page 9	12.45 676		60	51.2	.....GETCHELL..... 6.2	CF 82		s 10.12 344	11.15	s 6.56
					344 9.50 10.12				1.00		53	57.4	.....EDGEComb..... 3.0	CF 88	W M E	f 10.29	11.30	s 7.12
					s 10.30 11.50AM 343 341 928				s 1.25		132	60.4	A.....ARLINGTON.....DN 3.8	CF 91	Y M E	s 10.40 927	s 11.40 927 928	s 7.28	
					s 12.10PM				1.88		40	64.2	{BT...M. & N. CROSSING...D} {.....BRYANT.....} Track Connection. 6.3	CF 95		s 10.52 928	11.50AM	s 7.84	
					s 12.45 1.15				2.00		65	70.5	MU.....McMURRAY.....D 5.6	CF 101	W	s 11.13	12.06PM	s 7.50	
					s 1.40				2.18		25	76.1	.....MONTBORNE..... 1.6	CF 107		s 11.28	12.20	s 8.06
					s 2.00				2.22		70	77.7	BG.....BIG LAKE.....D 5.5	CF 109		s 11.38	f 12.25	s 8.12	
					s 2.45				2.35		135	83.2	CA.....CLEAR LAKE.....D 3.2	CF 114		s 11.48AM	f 12.40 342	s 8.25	
					L 7.00AM	A 8.00PM		L 5.30AM	s 8.05		200	86.4	{WL...SEDRO-WOOLLEY...DN} {.....TWO G. N. CROSSINGS...} Track Connection. 0.6	CF 117	W C T	s 12.00N	s 12.55	s 8.40	
					s 7.40			6.00	8.35		45	91.9	.....P. S. & B. R. CROSSING..... Track Connection. 4.9	CF 122		f 12.17PM 342	1.10 684	f 8.55
					s 8.00 344			A 6.20AM	s 4.05		75	97.8	WK.....WICKERSHAM.....D 2.7	CF 128	Y W	A 12.30PM s 8.4	s 1.25 678	A 9.10PM s 678	
					s 8.15		See Page 10		4.15		Spur 50	100.5	.....SAXON..... 2.2	CF 131		See page 10	f 1.32	See page 10
					s 8.25				4.22		18	102.7	.....ACME..... 2.0	CF 133	W	s 1.39		
					s 8.40				4.28		20	104.7	.....STANDARD..... 5.9	CF 135		f 1.44 980		
					s 9.00				4.50		12	110.6	DM.....DEMING.....D 0.6	CF 141		s 2.00			
					s 9.05				4.52		20	111.2	.....ABBOTT..... 8.9	CF 142		2.02		
					s 9.40				5.25		18	120.1	NC.....NOOKSACK.....D 5.4	CF 151		s 2.28			
					A 10.10AM 342				A 5.55AM		110	125.5	.....B. & B. C. CROSSING..... No Connection.	CF 157	W C O T		A 2.40PM	
					EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY						DAILY	DAILY	DAILY
					3.10	7.00	2.25	.60	7.45	7.45	3.20						4.50	5.50	4.50
					12.6	6.8	10.1	12.4	12.4	13.2	11.8						20.2	21.6	20.2

Eastward trains are superior to trains of the same class in the opposite direction.
 Registering Stations—Seattle Yard, King-street Station, Woodinville, Snohomish Sedro-Woolley, Wickersham and Sumas.
 Yard Limits—Interbay, Woodinville, Maltby, Snohomish, Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas.
 Maximum Grades—Snohomish to Woodinville. Helper District—Snohomish to Woodinville.
 Bulletin Stations—Seattle Yard, King Street Station, Sedro-Woolley and Sumas.
 Standard Clocks—Seattle Yard, King Street Station, Everett and Sedro-Woolley.

No. 675 has right over No. 676 Woodinville to Sumas.
 No. 929 has right over No. 930 Sedro-Woolley to Sumas.
 No. 344 will take siding when meeting No. 341.
 No. 563 will register arrival at Hartford.
 Trains will not obtain clearance at Wickersham from 8 p. m. to 8 a. m. unless stop signal is displayed. Eastward trains must not exceed 25 miles per hour around curves between Thornwood and Sedro-Woolley.

THIRD SUBDIVISION. MAIN LINE

Eastward.

FIRST CLASS			Water, Fuel, Scales, Turn Tables & Wyes	Station Numbers	Time Table No. 36 January 1, 1912 Succeeding No. 35B	Distance from Sumas	Car Capacity	SECOND CLASS.				THIRD CLASS												
348	342	344						688	684	676	566	924	928	930										
Passenger	Passenger	Passenger						Freight	Freight	Freight	Mixed	Way Freight	Way Freight	Way Freight										
DAILY	DAILY	DAILY			STATIONS.			EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY										
			WC OT	CF 31	YD.....SEATTLE YARD.....DN 0.9	127.3	1250	A 11.40PM				A 8.15PM												
A 9.10PM	A 4.40PM	A 1.00PM			UD.KING STREET STATION.DN 1.4	126.4						s 2.50												
	4.27 347				.....END DOUBLE TRACK..... 1.2	125.0																		
					.....G. N. CROSSING..... No Connection 1.9	123.8																		
f 8.55	4.20	f 12.44	W O	CF 35	BA.....INTERBAY.....D 1.9	121.9	300	11.10				s 2.85												
s 8.47	s 4.15	s 12.88	W	CF 37	FR.....FREMONT.....D 2.1	120.0	80	11.00				s 2.20												
s 8.38	4.07	s 12.26		CF 39	BK.....UNIVERSITY.....D 3.1	117.9						s 2.00												
f 8.28	4.00	f 12.15PM		CF 42	.....KEITH..... 3.9	114.8	50	10.40				s 1.45												
f 8.15	8.50	f 11.50AM	W	CF 46	.....LAKE..... 6.9	110.9	60	10.20				s 1.80												
s 7.58	s 8.38	s 11.35		CF 53	B.....BOTHELL.....D 1.7	104.0	50	9.40		See page 10		s 1.00												
s 7.58	s 8.28	s 11.30	WC T	CF 55	CJ.....WOODINVILLE.....DN 5.9	102.2	100	s 9.30		A 3.05AM 687		L 12.50PM												
s 7.38	3.15	s 11.15		CF 60	MB.....MALTBY.....DN 8.4	96.3	80	s 8.55		2.45	See 565, p 9		See 925, p.9											
L 7.15 As 7.05	s 2.48 928	L 10.50 As 10.40 341	WC OY	CF 69	OM.....SNOHOMISH.....DN 5.2	87.9	150	L 7.50PM		s 1.55 1.25	A 2.10PM 342	A 2.30PM 342												
s 6.58	s 2.38	s 10.29	W	CF 74	MA.....MACHIAS.....D 3.1	82.7	45			1.10	s 1.55	s 2.10												
s 6.43 347	s 2.25	s 10.22		CF 77	FD.....HARTFORD.....D 4.4	79.6	102			1.00	L 1.40PM	s 1.45												
s 6.30	2.12	s 10.12 343		CF 82	.....GETCHELL..... 6.2	75.2	60			12.45 675		s 1.00												
s 6.15	1.52	f 9.55 927	W I M B	CF 88	.....EDGECOMB..... 3.0	69.0	53			12.10AM		s 12.25PM												
s 6.08	s 1.42	s 9.47	Y P M B	CF 91	A.....ARLINGTON.....DN 3.8	66.0	132			11.55PM		s 11.50AM 927 341		No. 929 has right over No. 930 Sedro Woolley to Sumas.										
s 5.58	1.80	s 9.37		CF 95	{.....M. & N. CROSSING.....} {BT.....BRYANT.....D} Track Connection 6.3	62.2	40			11.40		s 11.25 927 341												
s 5.42	s 1.15 927	s 9.22 928	W	CF 101	MU.....McMURRAY.....D 5.6	55.9	65			11.20		s 9.40 344												
s 5.28	1.00	s 9.08		CF 107	.....MONTBORNE..... 1.6	50.3	25			11.00		s 8.30												
s 5.28	s 12.55	s 9.08		CF 109	BQ.....BIG LAKE.....D 5.5	48.7	70			10.55		s 8.15												
s 5.10	s 12.40 341	s 8.50		CF 114	CA.....CLEAR LAKE.....D 3.2	43.2	135			10.35		s 7.30												
s 5.00	s 12.30	s 8.40	WC T	CF 117	{WL.....SEDRO-WOOLLEY.....DN} {Two G. N. CROSSINGS.....} Track Connection 0.6.....P. S & B. R. CROSSING..... Track Connection 4.9	40.0	290			A 1.30PM 10.25 9.55		L 7.00AM	A 4.00PM											
f 4.48	12.17 343	f 8.25		CF 122	.....THORNWOOD..... 5.9	34.5	45			1.10 1.05 L 12.30PM 343	9.35		s 3.40											
L 4.35PM	s 12.02PM	L 8.10AM 929	Y W	CF 128	WK.....WICKERSHAM.....D 2.7	28.6	75			9.10 8.55			s 2.50											
	f 11.54AM			CF 131	.....SAXON..... 2.2	25.9	Spur 50			8.48			s 2.15											
	s 11.49		W	CF 133	.....ACME..... 2.0	23.7	18			8.35			s 2.00											
	f 11.48			CF 135	.....STANDARD..... 5.9	21.7	20			8.29			s 1.44 341											
	s 11.29			CF 141	DM.....DEMING.....D 0.6	15.8	12			8.07			s 1.15											
	11.27			CF 142	.....ABBOTT..... 8.9	15.2	20			8.05			s 1.10											
	s 11.05			CF 151	NC.....NOOKSACK.....D 5.4	6.3	18			7.35			s 12.35											
	L 10.50AM 929		WC OT	CF 157	.....B. B. & B. C. CROSSING..... No Connection 0.9 SU.....SUMAS.....D 0.0	0.0	110			L 7.15PM		L 12.05PM												
DAILY	DAILY	DAILY						EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY										
4.35	5.50	4.50			Time Over Subdivision			3.50	1.00	7.50	.45	2.25	7.30	3.25										
21.2	21.6	20.2			Average Speed per Hour			10.2	11.3	13.5	11.3	10.1	6.4	11.6										

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

No. 343 will wait at Woodinville 15 minutes for No. 346's connection.

No. 342 will leave register ticket with operator at Tower, End double track

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

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

Maximum speed between Clay and Bell Sts., Seattle, is 6 miles per hour. Maximum speed over trestle bridges and high trestles is 20 miles per hour. Filchuck 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.

Westward. FOURTH SUBDIVISION—ROSLYN BRANCH Eastward.									
SECOND CLASS.			Time Table No. 36 January 1, 1912 Succeeding No. 85B				SECOND CLASS.		
577	575	573	STATIONS.				574	576	578
Mixed	Mixed	Mixed	Telegraph Offices and Calls				Mixed	Mixed	Mixed
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
L 1.15PM	L 9.20AM	L 7.00AM	CL.....CLE ELUM.....DN	2.0	7.1	A 8.80AM	A 11.00AM	A 5.15PM	
s 1.20	s 9.25	s 7.05	.....MINE 5.....	1.5	5.1	s 8.25	s 10.55	s 5.10
s 1.30	s 9.35	s 7.15	RS.....ROSLYN.....D	1.7	3.6	s 8.15	s 10.45	s 5.00	
s 1.38	s 9.43	s 7.23	.....RONALD.....	0.9	1.9	s 8.05	s 10.35	s 4.50
s 1.45 4.20	A 9.50AM	s 7.30	.....BEEKMAN.....	1.0	1.0	s 8.00	L 10.80AM	s 4.45
A 4.30PM	A 7.40AM		.....LAKEDALE.....		0.0	L 7.45AM		L 4.35PM
3.15	.30	.40	Time Over Subdivision			.45	.30	.40	
12.2	10.6		Average Speed per Hour			9.4	12.2	10.6	

Eastward trains are superior to trains of the same class in the opposite direction.
Bulletin and Registering Station.—Cle Elum.
Maximum Grades.—Cle Elum to Lakedale.
Derail Switch.—Cle Elum, upper switch at the head of wye toward Roslyn, will be left set for west leg. Roslyn coaltrain 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.
 No. 575 has right over 576 Cle Elum to Beekman. No. 573 has right over 574 Cle Elum to Lakedale.

Westward. SIXTH SUBDIVISION—SNOQUALMIE BRANCH Eastward.									
THIRD CLASS.		Time Table No. 36 January 1, 1912 Succeeding No. 85B				FIRST CLASS.		THIRD CLASS.	
923	345	STATIONS.				346	924		
Way Freight	Passenger	Telegraph Offices and Calls				Passenger	Way Freight		
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY			
See page 7	See page 10	CJ.....WOODINVILLE.....DN	3.9	39.2	100	A 8.50AM	A 12.05PM		
L 10.25AM	L 5.55PM	.....WILLOWS.....	2.8	35.3		f		
s 11.15AM 924	s 6.16	RM.....REDMOND.....D	1.3	32.5	43	s 8.26	s 11.15AM 923		
		.....PARADISE LOGG. RY. CRSG..	0.1	31.2				
		.....CAMPTON.....	1.6	31.1	6 Spur	f		
		.....SAMAMISH.....	1.5	29.5	6 Spur	f		
		.....INGLEWOOD.....	3.5	28.0	3 Spur	f		
s 12.15PM	s 6.41	.....MONOHON.....	4.1	24.5	33	s 8.08	s 10.10	
s 12.50	s 6.52	G.....ISSAQUAH.....D	4.3	20.4	100	s 7.57	s 9.30		
		.....HIGH POINT.....	2.9	18.1	22	f		
s 1.50	s 7.22	RN.....PRESTON.....D	3.0	13.2	18	s 7.33	s 8.50		
s 2.15	s 7.33	FY.....FALLS CITY.....D	3.0	10.2	12	s 7.20	s 7.50		
		.....SNOQUALMIE FALLS.....	0.9	7.2	4 Spur	f		
s 2.40	s 7.48	SO.....SNOQUALMIE.....D	3.0	6.3	36	s 7.08	s 7.25		
A 3.00PM	A 8.00PM	BN.....NORTH BEND.....D	3.3	3.3	18	L 7.00AM 924	L 7.10AM 346		
EXCEPT SUNDAY	DAILY	.....SALLAL.....		0.0	3 Spur		EXCEPT MONDAY	
4.35	2.05	Time Over Subdivision				1.50	4.55		
7.8	17.4	Average Speed per Hour				19.8	7.3		

Eastward trains are superior to trains of the same class in the opposite direction.
Registering Stations.—Woodinville and North Bend.
Maximum Grades.—Issaquah to Preston.
Yard Limits.—Issaquah and North Bend. North Bend yard limits extend to Sallal.
 The maximum rate of speed over truss bridges and high trestles must not exceed 20 miles per hour. Trains must not exceed schedule time descending Preston and Fall City grades.
 All trains leaving Preston must keep fifteen minutes apart.
 Passing track located one-half mile east of Preston telegraph office is time table station for that point.
 All trains will reduce speed to 10 miles per hour crossing Raging River Bridge, and 4 miles per hour between Bridge 49 and Snoqualmie Falls. West "Y" switch at North Bend will be lined for "Y".
 Nos. 923 and 924 will carry adult male passengers holding proper transportation between Woodinville and North Bend. Women and children must not be carried on these trains.
 No. 345 has right over No. 346 Woodinville to North Bend.

Westward. FIFTH SUBDIVISION—BELT LINE Eastward.									
THIRD CLASS.			Time Table No. 36 January 1, 1912 Succeeding No. 85B				FIRST CLASS.		
935	675	345	STATIONS.				346	676	936
Way Freight	Freight	Passenger	Telegraph Offices and Calls				Passenger	Freight	Way Freight
EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY
L 9.45AM	L 8.20PM	L 4.50PM	BI.....BLACK RIVER.....D	2.1	24.1	60	See page 5 A 10.05AM	See page 6 A 5.05AM	See page 6 A 5.20PM
s 9.55 11.00 346	8.30	s 4.55 936	{ RT.....RENTON.....D.....C. & P. S. CROSSING..... }	0.2	22.0	50	s 10.00 935	4.55	s 5.10 345
			.....S. R. & S. CROSSING.....	1.7	21.8				
			.....C. & P. S. CROSSING.....	1.4	20.1				
			.....KENNYDALE.....	6.4	18.7				
s 11.55AM	9.10	s 5.20	.....WILBURTON.....	1.6	12.3	20	s 9.35	4.20	s 3.50
s 12.10PM	9.20	f 5.25	.....NORTHROP.....	4.1	10.7	50	f 9.30	4.10	s 3.40
s 12.30	9.35	f 5.35	.....KIRKLAND.....	6.4	6.6	65	f 9.20	3.55	s 3.25
			.....R. R. CROSSING.....	0.2	0.2				
A 1.00PM	A 9.55PM	A 5.55PM	CJ.....WOODINVILLE.....DN		0.0	100	L 9.00AM	L 3.15AM	L 2.45PM
EXCEPT SUNDAY	DAILY	DAILY	Time Over Subdivision				1.05	1.50	2.35
3.15	1.35	1.05	Average Speed per Hour				21.0	13.3	9.3
7.4	15.9	21.0							

Eastward trains are superior to trains of the same class in the opposite direction.
Registering Stations.—Woodinville and Black River. Nos. 345 and 346 will register by ticket at Black River.
 Reduce speed to 6 miles per hour over bridges 19 and 20.
 Engines must not use glass works spur at Renton.
 When No. 345 fails to make transfer of mail with No. 308 at Seattle, such transfer will be made at Black River.
No. 935 has right over No. 936 and No. 675 has right over No. 676, Black River to Woodinville.
 Nos. 345 and 346 will stop on signal at Houghton Crossing.
 All trains will send man ahead to line derail and flag across C. & P. S. crossing at Renton.

Westward. SEVENTH SUBDIVISION—EVERETT BRANCH Eastward.												
THIRD CLASS.		Time Table No. 36 January 1, 1912 Succeeding No. 85B					SECOND CLASS.		THIRD CLASS.			
925	411	401	715	565	687	STATIONS.			564	688	926	
Way Freight	G. N. Freight	G. N. Freight	G. N. Freight	Mixed	Freight	Telegraph Offices and Calls			Mixed	Freight	Way Freight	
EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
See page 8 L 2.55PM				See page 8 L 2.80PM	L 5.30AM	OM.....SNOHOMISH.....DN	0.8	11.4	150	See page 7 A 7.30AM	See page 8 A 7.00PM	See page 7 A 7.40AM
						.....VARDEN.....	4.6	10.6	22 Spur			
						.....EBEY JCT. .....C. M. & P. S. RY. CROSSING.....	0.8	6.0	50			
8.25	L 11.55PM	L 5.30PM	L 2.35PM	2.55	6.00	.....LOWELL.....DN	1.5	5.2	16	7.05	6.35	7.15
A 3.35PM	12.05AM	5.40	2.45	A 3.00PM	A 6.10AM	.....EVERETT.....DN	1.2	3.7	100	L 7.00AM	L 6.30PM	L 7.10AM
	A 12.15AM	A 5.50PM	A 2.55PM			.....G. N. JUNCTION.....DN	1.8	2.5	40			
						.....G. N. CROSSING.....	0.7	0.7				
						.....SMELTER.....		0.0	175			
EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	Time Over Subdivision				EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
.40	.20	.20	.20	.30	.40	Average Speed per Hour				.30	.30	.30
11.5	8.1	8.1	8.1	15.4	11.5					15.4	15.4	15.4

Eastward trains are superior to trains of the same class in the opposite direction.
Registering Stations.—Snohomish and Everett.
Bulletin Station.—Everett.
Lowell Yard Limits.—Snohomish river draw to yard limit board 1000 feet west high line switch.
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 at Snohomish, Lowell, Everett or G. N. Junction properly filled out. Cards will not be issued for steam trains to follow electric trains, until electric trains have cleared block.
 Cards must be surrendered to operator at end of block immediately upon arrival.

Westward.				EIGHTH SUBDIVISION. MONTE CRISTO BRANCH				Eastward.								
SECOND CLASS.			FIRST CLASS	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Hartford	Time Table No. 36 January 1, 1912 Succeeding No. 35B				Distance from Monte Cristo	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS		
571	567	563	319				320	566	568	572						
Mixed	Mixed	Mixed	Passenger	Passenger	Mixed	Mixed	Mixed									
Wednes- day	Tuesday Thursday Saturday	Monday and Friday	EXCEPT SUNDAY	EXCEPT SUNDAY	Monday and Friday	Tuesday Thursday Saturday	Wednes- day									
L10.80AM	L10.80AM	L10.80AM	L 8.50AM	CF 77	0.0	FD.....HARTFORD.....D	42.0	102	A 9.40AM	A 2.20PM	A 1.80PM	A 4.50PM				
s	s	s	f 8.55	BD 3	2.5	.....LOCHLOY.....	39.5	25 Spur	f 9.38	s	s	s			
s 11.15	A11.15AM	s 11.15	A 9.10AM	BD 5	4.6	.....SOBEY.....	37.4	20 Spur	L 9.20AM	s 1.50	L12.45PM	s 4.20			
11.55AM		11.55AM		BD 6	6.3	GF.....GRANITE FALLS.....D	35.7	70 Spur	s 1.85							
				W 9	9.5	.....CUTOFF.....	32.5	20							
				BD 12	11.9	.....TUNNEL No. 2.....	30.1	10							
s 1.00PM		A12.50PM		W 14	13.6	.....ROBE.....	28.4	10	L 1.05PM			s 3.85			
				BD 19	19.0	.....BOGARDUS.....	23.0	5 Spur							
s 1.80				BD 20	20.0	.....GOLD BASIN.....	22.0	6 Spur				s 3.00			
A 2.15PM				W 29	29.0	.....SILVERTON.....	13.0	16				L 2.20PM			
				BD 30	30.0	.....BONANZA QUEEN.....	12.0	3 Spur							
				BD 37	37.3	.....BARLOW PASS.....	4.7	1 Spur							
				W 42	42.0	.....MONTE CRISTO.....	0.0	100							
3.45	.45	2.20	.20	Time Over Subdivision				.20	1.15	.45	2.30					
7.7	8.4	5.8	18.9	Average Speed per Hour				18.9	10.9	.8.4	11.5					

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

Registering Station—Hartford.

Derail Switch—Siding at Tunnel No. 2.

Mountain Grades.—Descending Monte Cristo to Sauk River Bridge, Barlow pass to Bonanza Queen and from Robe to Tunnel No. 1. Eastward Trains must not exceed schedule time within above limits.

Trains will approach all bluffs, where slides are liable to occur, under full control.

No. 563, 567 and 571 will wait at Hartford for No. 343's and 344's connection, unless otherwise instructed.

No. 319 has right over No. 320 and No. 567 has right over No. 568, Hartford to Granite Falls. No. 563 has right over No. 566, Hartford to Robe.

No. 571 has right over No. 572, Hartford to Silvertown.

Special Rules Ninth Subdivision.

(DARRINGTON BRANCH)

Registering Stations.—Arlington and Darrington.

Bulletin Station.—Arlington.

Yard Limit—Darrington.

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

No. 569 has right over No. 570—Arlington to Darrington.

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

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

Special Rules Tenth Subdivision.

(BELLINGHAM BRANCH)

Registering Stations.—Wickersham and Bellingham.

Bulletin Station.—Bellingham.

Yard Limit—Bellingham.

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

Maximum Grades.—Larson to Bellingham and Mirror Lake to Wickersham.

Wye switch at Wickersham will be kept set for East Leg. All trains will come to full stop before crossing Holly street, Bellingham. Flagman precede train with red flag or light. Reduce speed to eight (8) miles per hour over street car crossing at Kentucky Street, Bellingham; and not exceed this speed between Kentucky Street and Bellingham station.

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

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

No. 683 has right over No. 684, Wickersham to Bellingham.

Westward.				NINTH SUBDIVISION. DARRINGTON BRANCH				Eastward.								
SECOND CLASS			FIRST CLASS	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Arlington	Time Table No. 36 January 1, 1912 Succeeding No. 35B				Distance from Darrington	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS		
569	327	328	570													
MIXED	Passenger	Passenger	MIXED													
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY													
L11.00AM	L 7.30PM	C Y	C F 91	0.0	.....ARLINGTON.....DN	28.6	132	A 9.40AM	A 5.30PM						
s 11.25	s 7.45	W	B K 4	5.4	.....COOPER.....	23.2	4 Spur	s 9.25	s 4.50						
s 11.45AM	s 7.58		B K 7	8.4	.....CICERO.....	20.2	7 Spur	s 9.17	s 4.80						
s 12.00N	s 8.05		B K 11	11.9	.....OSO.....	16.7	28	s 9.07	s 4.10						
s 12.15PM	s 8.10		B K 13	14.0	.....HALTERMAN.....	14.6	33	s 9.01	s 3.55						
s 12.25	s 8.14		B K 15	15.7	.....ROWAN.....	12.9		s 8.56	s 3.40						
s 12.40	s 8.20	W	B K 17	17.9	.....HAZEL.....D	10.7	80	s 8.49	s 3.26						
s 12.50	s 8.25		B K 19	19.7	.....WELTON.....	8.9	30	s 8.48	s 3.20						
s 1.00	s 8.30		B K 21	22.1	.....FORTSON.....	6.5	14	s 8.35	s 3.18						
s 1.15	s 8.32		B K 22	22.6	.....IRVING.....	6.0	4 Spur	s 8.38	s 3.10						
s 1.35	s 8.42		B K 26	26.7	.....EDITH.....	1.9	10 Spur	s 8.21	s 2.55						
A 2.00PM	A 8.50PM	C Y	B K 28	28.6	.....DARRINGTON.....D	0.0	24	L 8.15AM	L 2.45PM						
3.00	1.20		Time Over Subdivision				1.25	2.45								
9.5	21.4		Average Speed per Hour				20.2	10.4								

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

Westward.				TENTH SUBDIVISION. BELLINGHAM BRANCH				Eastward.							
SECOND CLASS.		FIRST CLASS.		Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Wickersham	Time Table No. 36 January 1, 1912 Succeeding No. 35B				Distance from So. Bellingham	Car Capacity of Sidings	FIRST CLASS.		SECOND CLASS.
683	347	343	344				348	684							
Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Freight									
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY									
L 6.30AM	L 9.10PM	L12.30PM	Y W	C F 128	0.0	WK.....WICKERSHAM.....D	22.5	75	A 8.10AM	A 4.35PM	A12.15PM				
s 6.35	f 9.15	f 12.35		BM 1	1.3	.....MIRROR LAKE.....	21.2	15	f 8.05	f 4.29	s 12.10			
s 6.45	f 9.22	f 12.42		BM 4	3.8	.....PARK.....	18.7	15	f 7.59	f 4.22	s 12.01PM			
s 6.50	f 9.25	f 12.45		BM 5	4.8	.....BLUE CANYON.....	17.7	20	f 7.54	f 4.16	s 11.55AM			
	f	f		BM 7	6.6	.....IDLEWILD.....	15.9	No Sdg.	f	f				
	f	f		W 9	9.0	.....TOWANDA.....	13.5	No Sdg.	f	f				
s 7.20	f 9.47	f 1.07		BM 11	11.4	.....WOODLAWN.....	11.1	20	f 7.34	f 3.55	s 11.25			
7.34				BM 15	15.1	.....SILVER BEACH.....	7.4	No Sdg.	s 7.24	s 3.45	s 11.05			
s 7.55	f 9.58	f 1.18		BM 16	16.1	.....LARSON.....	6.4	30	7.22	3.48	s 11.00			
s 8.00	10.00	1.20		W Y 20	20.1	WD.....BELLINGHAM.....D	2.4	50	L 7.10AM	L 3.30PM	L10.80AM				
A 8.30AM	A10.15PM	A 1.35PM	W Y C O		21.9	.....G. N. CROSSING.....	0.6							
				BM 23	22.5	FN.....SO. BELLINGHAM.....D	0.0	50							
EXCEPT SUNDAY	DAILY	DAILY		Time Over Subdivision				1.00	1.05	1.45					
2.00	1.05	1.05		Average Speed per Hour				20.1	18.7	13.7					

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

COMMERCIAL SPURS.

FIRST SUBDIVISION.
Distance from Ellensburg.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Hubner.....	41.0	....	....	Garibaldi.....	76.6	....	....
Morgan's Mill.....	61.0	....	....	Headworks.....	81.6	....	....
Nagrom.....	67.8	....	....	Soos.....	98.3	....	....

THIRD SUBDIVISION.
Distance from King Street Station.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Edgewater.....	6.9	1 E	8	Springfield.....	62.6	1 E	4
Latona.....	7.9	1 E	4	Milldale.....	65.5	1 E	20
Wood Spur.....	10.5	1 E	16	Pilchuck.....	65.9	1 E	88
Pontiac, F 343, 344, 347 & 348	13.2	1 E	4	Holo.....	67.2	1 W	16
Lavilla, F 343, 344, 347 & 348	14.5	1 E	....	Day's F 341-343,344,347 & 348	68.2	Siding	10
Belden.....	14.7	1 E	8	Ehrlich.....	73.6	1 W	20
Briarcrest, F 343, 344, 347 & 348	1.75	....	....	Buxton.....	75.7	1 E	29
Lake Forest Park, F 343, 344, 347 & 348	18.1	1 W	8	Chileo.....	77.2	1 W	7
Kenmore, F 343, 344, 347 & 348	18.9	1 E	7	Conway.....	78.7	1 E	....
Wrenwood.....	20.6	1 W	....	Nookechamp, F 343, 344, 347 & 348	79.1	1 E	5
Wayne, F 343, 344, 347 & 348	21.5	....	....	Heather.....	81.5	1 E	5
Hannan.....	22.3	1 E	14	Sedro Quarry.....	84.5	1 E	7
Stockton.....	23.5	1 E	8	Norlum.....	88.7	1 E	40
Bear Creek.....	25.4	1 E	17	Cohone.....	92.6	1 E	18
Sand Spur.....	25.8	1 E	12	Prairie, F 343, 344, 347 & 348	94.1	Siding	10
Grace, F 343, 344, 347 & 348..	26.3	1 E	25	Lumans.....	95.2	1 W	16
Brace.....	29.4	1 E	3	Brannain.....	95.9	1 E	2
XL Spur.....	30.0	1 E	4	Morgood.....	99.4	1 E	....
Cathcart, F 343, 344, 347 & 348	33.5	1 W	12	Kogill.....	99.6	1 W	....
Cobbner.....	36.0	1 W	....	Doran, F 341 & 342.....	99.8	1 W	4
Bromart.....	37.2	1 E	32	Comar.....	103.9	1 E	....
Sinnett's.....	44.0	1 E	69	McDonald's, F 341 & 342...	105.7	1 W	4
Bartlett.....	44.5	1 E	4	Coyne.....	107.5	1 E	7
Lake Cassidy.....	50.0	1 W	3	Van Zant's, F 341 & 342....	107.9	1 W	8
Kelmire.....	50.5	1 E	6	Case's Spur, F 341 & 342....	108.8	1 E	5
Ryton.....	51.7	1 E	3	Eliton.....	112.6	1 E	13
Harvey.....	54.9	1 E	4	Lawrence, F 341 & 342.....	113.7	1 E	6
Sisco, F 343, 344, 347 & 348.	55.8	1 E	15	McKee's.....	117.8	1 W	14
M. & A. Tfr.....	58.8	1 E	6	Crescent.....	121.9	1 W	5
Kelly's Spur.....	59.5	1 W	4				

FIFTH SUBDIVISION.
Distance from Black River.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Jones, F 345 & 346.....	20.3	1 E	5	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

SIXTH SUBDIVISION.
Distance from Woodinville.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Hargon.....	1.7	1 W	7	Craven.....	29.3	Siding	14
Hollywood, F 345 & 346....	2.4	1 W	19	Niblock.....	32.4	1 W	100
Pickering, F 345 & 346.....	17.4	1 E	3	Quariton.....	34.6	1 E	....
Grand Ridge, F 346.....	21.9	1 W	15	Tanners.....	38.1	1 E	15
Wescott.....	24.8	1 E	9	Weeks.....	38.2	1 E	100
Lovegreen.....	27.6	1 E	5				

SEVENTH SUBDIVISION.
Distance from Snohomish.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Sherwood.....	4.1	1 E	4	Madrona.....	8.4	1 E	80

EIGHTH SUBDIVISION.
Distance from Hartford.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Zahler.....	1.0	1 E	5	Enos Quarry.....	7.3	1 E	30
Guernsey.....	2.0	1 E	65	Atlas.....	8.3	1 E	5
Denmark.....	2.5	1 E	5	Hemple.....	20.2	1 E	5
Brilcom.....	2.6	1 E	25	Tyree.....	23.2	1 E	21
Beechwood.....	2.7	1 E	7	Waldheim.....	26.7	....	....
Diffley.....	4.0	1 E	10	Weiden Creek.....	39.0	....	....

NINTH SUBDIVISION.
Distance from Arlington.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Gravel Pit.....	0.7	1 E	4	Lampson.....	20.2	1 E	5
Jenora.....	5.7	1 E	20	Pulworth.....	22.4	1 E	4
Gorlock.....	18.4	Siding	25				

TENTH SUBDIVISION.
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

ELEVENTH SUBDIVISION.
Distance from Interbay.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Ballard (Station No. B 5)...	1.1	....	50				

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 300 feet west of Ebey Junction. 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 line back to derail.

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 Monte Cristo Branch west of Granite Falls "Y" or west of Wickersham, and no engine heavier than Class F 1 can run on Snoqualmie or Bellingham Branches.

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

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

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

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

Location of Draw Spans—Snohomish river bridge, just east of Snohomish; Skagit river bridge, between Sedro-Woolley and Clear Lake; Ebey Slough and Snohomish river bridges on Everett Branch, between Snohomish and Lowell. All trains come to full stop before crossing.

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

All Eastward 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.

J. E. CAMPBELL
Trainmaster, Seattle.

O. F. OHLSON,
Trainmaster, Seattle.

JOHN FITZSIMMONS,
Trainmaster, Seattle.

H. M. MORAN,
Chief Dispatcher, Seattle.

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

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

Signal arm in horizontal position indicates "Stop."

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

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

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

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

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

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

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

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

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

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

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

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

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

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

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

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

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

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

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

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

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

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

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

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

Red indicates "Stop."

Green indicates "Proceed."

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

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

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

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

TONNAGE RATINGS—FREIGHT ENGINES.

DISTRICTS.	THIRD SUBDIVISION—EASTWARD												DISTRICTS.	THIRD SUBDIVISION—WESTWARD.											
	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1			Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Sumas to Wickersham.....	800	27	850	28	950	31	925	31	1100	36	1300	43	Seattle to Fremont.....	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60
Wickersham to Thornwood.....	425	14	450	15	550	18	535	18	600	20	700	23	Fremont to Keith.....	525	18	550	18	615	20	600	20	650	21	750	25
Thornwood to Clear Lake.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Keith to Woodinville.....	1200	40	1200	40	1500	50	1500	50	1650	55	1800	60
Clear Lake to McMurray.....	425	14	450	15	540	18	525	18	575	19	675	22	Woodinville to Maltby.....	320	11	340	11	415	14	400	14	450	15	600	19
McMurray to Sisco.....	850	28	900	30	1080	36	1050	35	1150	38	1350	45	Maltby to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Sisco to Getchell.....	425	14	450	15	540	18	525	18	575	19	675	22	Snohomish to Machias.....	820	28	900	30	980	32	950	32	1000	33	1100	37
Getchell to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Machias to Getchell.....	425	14	450	15	530	17	515	17	565	19	675	22
Snohomish to Maltby.....	340	11	365	12	430	14	415	14	475	16	625	20	Getchell to Arlington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Maltby to Bothell.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Arlington to McMurray.....	660	22	685	23	765	26	750	25	800	27	900	30
Bothell to Keith.....	800	27	850	28	975	32	960	32	1025	34	1150	38	McMurray to Sedro-Woolley....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Keith to Seattle.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Sedro-Woolley to Thornwood....	425	14	440	14	525	17	510	17	560	18	660	22
													Thornwood to Sumas.....	900	30	1000	31	1200	40	1200	40	1300	43	1500	50

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1		DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Seventh Subdivision—Westward Snohomish to Everett.....	800	27	850	28	1000	33	980	33	1100	37	2000	50	Eighth Subdivision—Eastward Monte Cristo to Silverton.....	200	7	215	7	300	10	285	10	335	11	435	14
Seventh Subdivision—Eastward 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
Ninth Subdivision—Eastward and Westward. Arlington and Darrington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Tenth Subdivision—Westward. Wickersham to Mirror Lake.....	340	11	365	12	415	14	400	13	475	16	575	19
Sixth Subdivision—Westward Woodinville to Issaquah.....	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60	Mirror Lake to Larson.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Issaquah to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18	Larson to Bellingham.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Preston to North Bend.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Tenth Subdivision—Eastward. Bellingham to Larson.....	340	11	365	12	415	14	400	13	475	16	575	19
Sixth Subdivision—Eastward. North Bend to Falls City.....	775	26	800	27	1250	41	1200	40	1350	45	1650	55	Larson to Wickersham.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Falls City to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18	Fifth Subdivision—Westward. 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	Fifth Subdivision—Eastward. Woodinville to Kirkland.....	800	27	825	27	975	32	960	32	1030	34	1150	38
Eighth Subdivision—Westward. Hartford to Granite Falls.....	500	17	525	18	850	28	825	27	900	30	1000	33	Kirkland to Black River.....	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60
Granite Falls to Robe.....	310	10	315	10	350	12	325	11	375	13	475	16													
Robe to Silverton.....	325	11	350	12	450	15	425	14	475	16	575	19													
Silverton to Monte Cristo.....	200	7	215	7	300	10	285	10	335	11	435	14													

FIRST SUBDIVISION.—EASTWARD.

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

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

FIRST SUBDIVISION.—WESTWARD.

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

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

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

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

Note.

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

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

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

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

AUTHORIZED SURGEONS, G. N. RY.

DR. H. M. READ, Seattle

DR. J. A. LA GASA, Tacoma

