NORTHERN PAGISON PAGISON COMPANY

SEATTLE DIVISION

TIME OSTABLE

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

SUNDAY, October 27th, 1912.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD, General Manager. I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY
Superintendent of Transportation.

J. E. CRAVER,
Superintendent

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	CLASS.	THIRD	ECOND CLASS.			CLASS.	FIRST (3F	Time Table 36F	т	3	Ī		LASS.	FIRST C			D CLASS.	CECON	LACC I	
	940	938	602	6	2	42	4	280	258	ty	2 8	October 27, 1912 Succeeding No. 36E		umbers	41	257	3	279	1	5	1	603	937	- 1
	Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	assenger	Passenger P	Passenger	apaci	ce	STATIONS.	Distance from Ellensburg	18 Z	Passenger .	Passenger	Passenger		Passenger	Passenger		Freight	Way Freight	
	Tues., Thurs. and Saturday	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Car O	Distar	Telegraph Offices and Calls	Dista	scales, and Wy Station	DAILY ≥	DAILY	DAILY	DAILY	DAILY	DAILY				Mon., Wed. and Friday
	A 4.00PM		A 8.00AM	A12.55AM s	A11.45PM	A 8.45PM	1.25PM	A12.40PM A ¶s 279 s	A 5.15AM s	_		EBELLENSBURGDI			L 2.45AM	I .		- 1				DAILY	MONDAY	and Friday
	s 3.21 1 3.10		7.10	12.46	11.38	8.37	1.17	12.80	5.09	.8 60	. P 101	SHOSKIN	3.6	1851	2.52	8.52	6.07	12.50	3.21 940	5.02)	7.10		s 6.80
	s 2.55		6.50 939	12.40	11.82	f 8.32	1.11	s 12.24	5.02	.8 E 60 W 60	DN 97	TPTHORPDI	7.6 T	1855	8.00	f 4.00	s 6.15	s 12.59		f 5.10	3	7.22		s 6.45 6.50
	s 2.40		6:22 6:17	12.84	11.29	8.26	1.06	12.18	4.57	.0 E 60 W 54	. P 9	DUDLEY	10.4	W 1858	8.05	4.07	6.22 602	1.06	8.85	5.16	D	7.80		6.50 602 s 7.05
	s 2.23		6.00	12.27	11.22	8.19	12 58	12.12	4.50	.9 70	. P 90	KOUNTZE	14.5	1862	3.13	4.17	6.80	1.18	8.48	5.28	8	7.42		s 7 20
	s 2.08		5.50	12.22	11.18	8.18	12.58	f 12.07PM	4.44	.2 E 58	.DN 8	BRBRISTOLD	17.2 B	1865	3.18	4.28	6.86	f 1.18	3.47	5.29				
	s 1.52		5.85	12.15	11.11	8 06 603	12.47	12.00N	4.36	W 04	_	3.8 0TEANAWAY		t W	8.25	4.36 258	6.44	1.27	3.54	5.29		7.50		s 7.80
	s 12.55 279		5.20	s 12.07AM	11.05	s 8.00	12.40	s 11.52AM	201	W 68		3.8 8 CLCLE ELUMD				-	s 6.55		4.00	s 5.45	الكواسون والمراجع	42 8.00 8.85		s 7.45
	4 12.40 s 12.15		4.53½ 4.45%	11.57PM	10.56	7.52	12.32 940	11.43	4.17	3.2 70	P 7	2BAKER	29.2	187	3.40	4.53 602	7.08	1.45	4.08	5.58	0	8.50		s 9.15
	s 12.05PM		2584.30 41 3.35	11.52	10.58	7.47	12.28	f 11.38	4.12 602			7 NSNELSON'SD	.' _		3.46 602	4.59	7.09		4.14	5.59		9.00		s 9.16 s 9.30
	a 11.50AM		8.20	11.47	10.49	7.42	12.24	 -	4.06	70	P 7	4TALMAGE	34.4	188	3.51	5.05	7.14	2.00	4.21	6.05		9.10	· · · · · · · · · · · · · · · · · · ·	s 9.45
	s 10.40 280		8.05	11.41	10.44	s 7.85	12.19 939	s 11.25 940 939	4 00	7.3 295	.DN 6	1 ESEASTOND	38.1	W C 188	4.00 258	s 5.15	s 7.25	s 2.10	4.85	s 6.15		9.35		s 10.00AM 12.20PM
	s 10.25		2.45	11.31	10.86	7.26	12.11		8.50	3.3 E 75	.DN e	1 UPUPHAMD	42.1	W 189	4.18	5.25	7.85	2.21	4.45	6.25	5	9.55		280-4 s 12.40
	s 10.10		2.80	11.22	10.28 603	7.18	12.03P	f 11.05	8.40	9.8 E 60 W 90	DN =	6 RTMARTINE	45.6	W 189	4.25	5.35	7.46	f 2.33	4.58	6.86		10.15 2 10.28		5 1.05
	s 9.50		2.05	11.10 603	10.16	7.06	11.51	f 10.58	8.28	6.2 E100 W 60	.DN 8	2 SISTAMPEDEI	49.2	W 189	4.87	5.47	7.58	f 2.45	5.10	6.48		2 10.28 10.58 6 11.10		s 1.30
	s 9.30		1.40	10.58	10.06	6 56 5	11.41	10.42	8.17	3.4 E 78 W 68	DN	BOBORUPI	52.0	W 190	4.46	5.55	8.06	2.54	5.18	6,56		11.28		s 1.45
	s 9.12		1.20	10.46	9.57	6.48	11.82	10.80		0.6 70	P	KENNEDY	54.8	190	4.58	6.02	8.14	3.02	5.25	7.08	10	11.40		s 2.00
	s 9.00		1.05	10.88	9.51	6.36	11.26	10.24	3.01	8.0 E 60 W 55	DN	.4 WNWESTONI	57.4	W 190	4.58	6.09	8.20	8.07	5.82	7.08	5 OPM	11.50		s 2.10
	M L 8.35AM				9.40	s 6.25	11.15	s 10.18	2.50	3.4 290	DN	.0 DMLESTERI	62.0	WCT 191	5.10	6.20	s 8.30	s 3.16	5.45	7.20	I QAM	교 제공 12 · 19	L 7.00	A 2.30M
	,	3.55	12.10AM	f 10.15	9.82	f 6.15	11.07	f 10.05	2.89	1.3 F 70 P 22	Р	HOT SPRINGS	64.1	191	f 5.15	f 6.25	f 8.85	f 8.21	5.50	7.25			s 7.10	
	27.9	s 3.326 3.15	11.50P	10.08	9.22	6.05	10.58	f 9.55	2.27	6.1 E 60	DN	.3 MYMAYWOODI	7 69.3	191	5.28	6.87	8.45	f 3.32	6.05	7.87	00	1.00	s 7.80	
		s 2.50	11.80	9.52	9.14	f 5.58	10.49	f 9.45	2.18	2.2 E 80	Р	.2 CUHUMPHREY	73.2	W 192	5.40	6.45	-i			7.47			s 7.50	<u> </u>
		s 2.30	11.15	f 9.48	9.04	f 5.44	10.89	s 9.38	2.09	8.7 E 60 W 50	E.DN	.7 EG.EAGLE GORGE.I	5 76.7	W 195	f 5.49	s 6.57	f 9.08	s 8.50	6.28	s 7.57	20	2.0 2582.0	s 8.20	
		s 2.10	11.05	9.85	8.58	5.86	10 88	f 9.30				.9LEMOLO			5.55	7.04	9.09	f 8.56	6.28	8.02			s 8.35 9.30 3-280	
		s 1.50		9.23	8.47	5.25	10.23	f 9.20	1.58	1.8 60	DN	.6 JCPALMER JCTI	2 83.6	193	6.05	7.15	9,20	f 4.06	6.38	8.13	35		3-280 s 9.45	-
		s 1 .45		s 9.20	8.45	s 5.22	s 10.20	9.15 s 9.05	1.50	0.6 E 6	DN	.8 GVKANASKATI	84.8	W Y A	s 6.10		280	s 4.10	6.40	8.16		_	s 9.55 4 10.30	
		s 12.55	10.10	9.08	-	_	10.08	f 8.58			_	.0BYRD		A	6.17			f 4.17	6.46	8.28	50		4 10 30 s 10 45	
	PM Am	12.45P \$ 11.40A 937	10.00	9.02	8 .32	s 5.05	9.57	s 8.47	1.85	15.3 280	DN	ARRAVENSDALEI	90.1	A 7	s 6.28	7.82	s 9.57	s 4.28	6.51	8. <u>3</u> 2	57	AM 2.5	s 11.40	
		s 11.10	9.85	f 8.45	8.15	4.49	9.48	f 8.28	1.20	8.5 E 6 W 6	DN	cocovington	96.9	W A	f 6.38	7.48	f 10.18	f 4.35	7.02	8.45	12		s 12.05	1
		s 10.50	9.25	8.35	8.05	f 4.41	9.85	f 8.20	1.12	5.5 70	P		99.9		f 6.45	7.48	f 10.20	f 4 41	7.08	8.52	20	8.2	s 12.20	
	AM	M L10.30A	L 9.10P	L 8.25P	L 7.55	L 4.30	L 9.25	i	8	- 1		5.5 5.4 AUAUBURN	'	Y C	· 1							PM A 3.3		
	Tues., Thurs. Y and Saturday	EXCEPT SUNDA'	DAILY		ì		DAILY		DAILY					n Se St								т	EXCEP	Mon., Wed
		5.40	10.50	4.30	3.50	4.15	4.00	4.30	4.15		ision	Time Over Subdivision	_		_		DAILY 4.30	_		DAILY		Y DAIL	MOND A 5.40	and Friday 8.15
. 1	8.4	7.6	9.8	23.4	27.6	24.8	26.4	23.4	24.8	I		Average Speed per H			24.8	24.8	23.4	25.2	25.8	24.8		12.0	7.6	7.5

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.

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

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

At Palmer Junction, the upper semaphore arms 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 (20) miles per hour.

Westward siding at Ravensdale extended westward 1% miles connected with siding 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.

Interlocking Derails are Located as follows:

Kountz.—East end of siding.
Teanaway.—East end of eastward siding.
Cle Elum.—East end of yard.
Cle Elum.—East end of extension to house track.

Upham.—East end of eastward siding. Martin.—East end of westward siding.

Borup.—West end of westward siding. Borup.—West end of eastward siding.

Kennedy.-West end of siding.

Easton.—East end of No. 2 track.

Eagle Gorge.—West end of eastward siding. Soos Creek.—Spur track.

Auburn.—East end gravel pit siding.

Lester.—West end of roundhouse track.
Lester.—West end of yard.
Hot Springs.—West end of freight siding.
Maywood.—West end of westward siding.
Eagle Gorge.—West end of westward siding.
Lemolo.—West end of siding.
Kanaskat.—West end of wye.

Byrd.—West end of siding.
Covington.—West end of westward siding.
Wynaco.—West end of siding.

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

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 Siding. Track No. 2 will be known as Westward Siding.

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

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

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

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.

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

Dead freight trains will fill to tonnage at Cle Elum.
Nos. 3, 42, 279 and 280 will stop on signal at Nagrom, and Nos. 279 and 280 will stop on signal at Headworks and Soos Spur.

On Sundays, special trains are operated on Roslyn Branch for the accommodation of passengers.

Leave Cle Elum 10 a. m., 1:15 p. m., 4:00 p. m. and 6:00 p. m. Leave Beekman 10:45 a. m., 2:00 p. m., 4:45 p. m. and 6:45 p. m.

No. 4 will connect with No. 396 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 No. 398 at Kanaskat.

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

No. 577 will wait 20 minutes at Cle Elum for No. 279 connection. 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 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.

Rule 316 is modified as follows: When the telephone is used, signalmen will transmit the words, represented by the figures.

Enginemen on westward freight trains, when passing telegraph office at Martin, and, on eastward freight trains, after rear helper engines are out of tunnel No. 4, will put brake valve handle in full release increasing train line pressure to at least 80 pounds. Enginemen must be careful to see that low pressure governor does not exceed 90 pounds pressure.

Conductors must see that pressure on caboose gauge has been increased to at least 80 pounds before entering tunnel No. 3.

SECOND SUBDIVISION Westward (SEATTLE LINE) FIRST CLASS. Time Table 36F , Scales, and Wyes 331 339 329 345 349 397 305 357 367 333 365 317 359 313 323 October 27, 1912 321 335 395 307 325 315 303 301 337 Succeeding No. 36E Passenger | Passen Passenge Passenger Passenger Passenger Passenger Passenge Passenger Passenger Passenger Passenger Num Water, Fuel, Turn Tables STATIONS. DAILY DAILY. DAILY DAILY DAILY Kanaskat Accommo-Seattle Portlan Special Grays Harbor North Ben Telegraph Offices and Seattle No. 6's No. 2 No. 42 Gt. Nor. No. 257's ortland No. 3's Portland No. 258 Gt. Nor. No. 27 No. 41's Accomm dation dation dation Express L 8.85F L 7.10P 7.80PM L 8.00AH L 8.45AM L10.00AN L12.00 N L12.10PM L 3.35PM L 3.45PM L 4.15PM L 4.30PM T W Y UD.KING ST. STA..DN 0.0 .12.01AM L12.10AM L 6.00AM L 7.30AM L 7.45AM YD .SEATTLE YD., .DN WC CF 7.40 8.44 8.55 10.09 12.10P# 12.19 3.44 8.54 4.24 4.39 4.44 7.19 8.09 12.11 12.20 6.09 7.39 7.55P 3.2 C. M. & P.S.R.R. CROS. No Connection. 0.1 7.50 8.54 9.05 f 10.19 12.21 12.30 3.55 4.04 4.84 A 4.55PM 7.28 6.18 4.48 12.21 12.30 7.49 8.04 BI..BLACK RIVER ..D 10.1 ee page .ORILLIA..... 7.52 12.2 C FO'BRIEN'S 7.55 C F 17 9.04 8.00 12.30 s 12.40 4.05 4.14 4.48 s 4.57 7.37 8.30 9.15 s 10.29 7.59 8.12 KN.....KENT.....D 16.4 12.32 6.25THOMAS...... 8.02 C F 13 18.2 ...CHRISTOPHER... 8.05 C F 11 19. 7.45 8.08 9.14 A 9.254 f 10.88 12.50 4.23 4.51 5.05 12.40 GR....FIRST ST.....D 21.5 12.42 12.48 6.32 A 8.10AM f 8.39 C F A 7.50PM A 8.10PM L 7.80PM 9.16 8.15A 8.41 s 10.40 s 12.43 s 12.53 A 4.20PM 4.25 4.53 5.10 L 7.15A CF AU....AUBURN....DN 22. 12.44 A12.50A 6.34 8.21 7.42 9.25 4.32 5.00 1.01 f 8.50 s 10.48 12.51 8.22 ...DIERINGER 12.54 6.40 7.23 8.27 9.30 7.49 s 8.55 s 10.54 s 12.58 1.08 4.86 5.05 5.21 SN....SUMNER.....D 29.0 8.31 8.26 7.28 12.58 6.44C_F 7.53 9.34 8.58 10.57 1.01 1.11 4.39 5.24MEEKER. 1.02 6.46 7.33 8.33 8.30 1966P 30. L 6.50P 7.58 9.38 5.30 s 1.20 4.48 s 5.15 1967 PY...PUYALLUP...DN 31.9 7.38 8.35 8.33 9 05 s 11.02 | L11.15AN s 1.10 1.07 6.48 7.00 8.10 9.50 5.45 11.15 1.35 4.55 9.18 RN..TIDEWATER..DN 1.20 7.00 7.52 8.47 8.45 9.05 A 5.00PM A 5.85PM A 5.50PM A 7.05PM A 8.15PM A10.00P A11.20AH A11.30AH A 1.30PH A 1.40PN Q.....TACOMA.....DN 40.4 1.30AN A 7.05AM A 8.00AM A 8.55AM A 9.00AM A 9.15AM A 9.25AM W C 1976 OT Y ..TACOMA WHARF... DAILY .40 .45 1.25 1.20 .20 .40 .15 1,30 .45 1.15 1.20 20 1.25 .40 1.20 .15 1.30 1.29 40 1.05 .45 .40 1.10 . 45 Time Over Subdivision

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

30.3

34.0

26.9

32.3

28.3

28.8

Double Track.—Between King Street Station, Seattle, and Tacoma Wharf. Automatic Block.—Between Holgate Street, Seattle and Tidewater.

26.9

Registering Stations—Auburn, Puyallup, Tacoma, Tacoma Yard Office, Seattle Yard, and King Street Station. At Auburn and Puyallup all trains register by ticket.

24.5

37.2

32.3

34.6

24.5

Bulletin Stations - Tacoma, Tacoma Yard Office, Auburn, Seattle Yard and King Street Station.

33.0

Standard Clocks-Tacoma and Seattle.

Yard Limits—Auburn and First Street embraces territory between east wye switch on First Subdivision to yard limit board located 935 feet east of Stuck River bridge and east switch of siding at First Street on Second Subdivision. Puvallup vard 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. Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders provided they secure clearance Form A from the operator upon entering double track. Operators must secure authority from dispatcher before

issuing clearance

Average speed per hour

In automatic 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.

Through trains or trains other than those that enter double track, originate or have taken siding at Puyallup or Auburn, need not obtain clearance at these points unless stop or caution signal is displayed.

Passenger trains from First Subdivision arriving First Street, Auburn, may enter double track when signals are clear, and back to Auburn, with current of traffic, without obtaining train order authority or clearance, protecting when necessary as per rule 99.

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.

30.3

30.3

32.3

34.0

33.0

28.8

Trains using Eighth Subdivision of Tacoma Division track 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.

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

30.3

29.3

32.3

26.9

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 siding 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

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 siding switch just west of Jurin Mill protecting as per Rule 99 while occupying main

In using the Tacoma Division track between Meeker and Puyallup for siding 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 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 siding. 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 siding 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 addi-

Time Table 36F			FID	ST CLASS.		COLUMN TO THE PERSON TO THE PE			SEC	OND CLA	SS.						TH	IRD CLA	iss.		
October 27, 1912		5	355			681	689	679		675				935	971						
Succeeding No. 36E	E	Dassanga	Passenger			Freight	Freight	Freight	Freight	Freight				Way Freight	Way Freight	-	_		-		
STATIONS.	e from					EXCEPT		DAILY	DAILY	DAILY				EXCEPT			_				
October 27, 1912 Succeeding No. 36E STATIONS. Telegraph Offices and Calls C F UD.KING ST. STADN 0.8 C F YD SEATTLE YD. DN	istance	DAILY	Gt. Nor.			MONDAY	Gt. Nor.	DAILI	No. 602	DAILI				JONEA	From Tacoma Division			-			
C F UD.KING ST. STADN	0.0		L10.30P#			000	L 2.00AM									-	-		-		
7 C F YD SEATTLE YD. DN 2.4						L 1.30AM		L 6.45PM	L 7.859	L 7.45P#				L 9.15	#	-			-		777
31 2.4 C FARGOP			10.40			s 1.50	2.20	6.56	7.50	8.00				s 9.80		_					
															-						
C. M. & P. S. R.R. CROS. No Connection 0.1			f 10.50			2.15	2.45	7.10	8.05	A 8.20%			-	A 9.45	M						, acomorphism and a second
C F BIBLACK RIVERD	10.1							,,,,,	ATT. 100 ATT	See page 7	-			See page 1	0						
C FORILLIA	14.0														-	-	-		-		
C FO'BRIEN'S															-	-					
C F KN KENT D			f 11.01			2.80	s 8.10	7.22	8.20						_				-		
C FTHOMAS	18.2		 												_		ļ		-		
CFCHRISTOPHER	19.6				rejonation and River Secure St.		Commence State (12 consta	PART PRO ARE SORE							a marketings and		Ere is sufficient	a company of a	5		,
C F GRFIRST STD	21.5		11.10			2.45	3.40	7.81	A 8.40PM			i da Wijeen Za									
CF AUAUBURNDN	22.0	L 9.20PM	f 11.12		2	s 4.00	s 3.45	7.33	See Page 1											XX -	
CFDIERINGER			11.21	The East of State of		4.20	4.00	7.47				`									
CF SNSUMNERD	29.0	9.36	f 11.25		-	s 4.35	s 4.05	7.55													
1966MEEKER P			11.29			4.45	4.15	7.58													
1967 PYPUYALLUPDN 6.8			f 11.33	STATE		s 5.05	s 4.80	8.03			5-22	in day to the Total of			L 1.22						2.22
1972 RNTIDEWATERDN			11.45			5.25	4.50	8.20			************				1.50						
QTACOMADN							A 5.00AM														
1976TACOMA WHARF						A 6.00AM	#314 F 1811 50 - 1146	A 8.30P#							A 2.10	ı					
		DAILY	DAILY			EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	,			EXCEPT SUNDAY	EXCEPT MONDA		The second section of the section of	, , , , , , , , , , , , , , , , , , ,	i la de esta constitución de la		
Time Over Subdivision		.50	1.20			4.30	3.00	1.45	1.05	.35				.30	.48						
Average speed per hour		22.1	30.3			9.1	13.5	23.2	19.6	17.3				18.6	13.8				1	1	

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

tion 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.

It is possible for a light engine using cross-over in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed.

Light engines using cross-overs in automatic signal territory must have at least one switch open while engine is on any part of the cross-over.

Automatic 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.

Automatic Signal No. 52, located 1,700 feet west of Holgate Street, will be operated in two positions, Caution and Stop,

Automatic 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.

King Street Station yard limit extends from Bell Street to Massachusetts Street. Trains in this district will be governed by instructions issued by Superintendent of King Street Station.

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

All trains using track between Argo and King Street 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; will have train under full control and be prepared to stop approaching and passing over wye switches at Spokane Avenue. All trains will observe crossing rules at intersection of N. P. and King Street tracks between Massachusetts and Holgate Streets.

King Street Station. G. N' and N. P. switch engines will work between Seattle and West leg of Spokane Avenue Wye without train orders, governing their movements by rules of switch engines working on main line in yards.

No. 321 will stop on signal at Sumner for passengers on days that Train No. 315 is behind No. 321 and will also stop on flag at Kent, Sumner and Auburn for any business west of Lakeview on the Grays Harbor branch.

No. 398 will wait at Puyallup for connections Nos. 313 and 323.

No. 350 will connect with No. 397 at Puyallup and with No. 2 at Auburn.

No. 305 will stop on signal at Kent for passengers holding tickets for St. Paul and East thereof.

No. 310 will connect with No. 395 at Puyallup and stop on flag at Thomas.

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, 340 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.

No. 313 will handle passengers, baggage and express for Buckley Line points out of Seattle and Auburn to Puyallup.

No. 323 will handle Buckley Line business from Kent, First Street and Sumner.

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

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

SECOND SUBDIVISION.

											SECUI		LE LINE)											5	astwar	ER =
	Time Table 36F								-	-	-	FIRST	CLASS.											Secretary of the Secret		
	October 27, 1912		338	302	360	316	368	336	310	396	346	306	366	308	358	314	318	304	324	398	330	340	350	6	322	332
_ (E	Succeeding No. 86E		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
e fron Whai	STATIONS.	Capacity idings.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Distance from Tacoma Whar	Telegraph Offices and Calls	Car Car	258's Connection	Portland Seattle Express	Gt. Nor.	No. 41	No. 280's con- nection via Buckley Line to Kanaskat	No. 257	Buckley Line Connection	Buckley	North Bend Accommo- dation	No. 3	Puget Sound Express	Portland Seattle Express	Gt. Nor.	Portland Seattle Special	No. 42's Connection	No. 279	Grays Harbor Express	Kanaskat Accommo- dation	Gt. Nor. No. 2	No. 1	No. 2's and Buckley Line Connection		Grays Harbor Limited	No. 5's Connection
41.8	UD.KING ST. STADN			A 6.50AM	A 7.80AM	A 8.00AM		A 9.00AM	A10.05AM		A10.80AM	A11.15AM	A 1.50PM	A 2.00PM	A 4.15PM	A 4.45PM		A 5.50PM	A 6.05PM		A 6.50PM	A 8.15PM	A 8.40PM		A 9.45PM	A10.10
41.0	YD .SEATTLE YDDN																									
38.6				6.35	7.17	7.48		8.48	9.50		10.17	11.04	1.38	1.48	4.03	4.84		5.38	5.53		6.88	8.03	8.28		9.84	9.55
31.8	C. M. & P. S. R.R. CROS. No Connection. 0.1																									
31.7	BIBLACK RIVERD	60)	6.20	f 7.06	7.38		8.38	9.40		L10.05A	10.52	1.26	1.36	3.51	4.24		f 5.27	5.42		6.27	7.52	8.18		9.28	9.42
29.6	ORILLIA	5 Spur							•		See page 10							1 5.24								
27.6	O'BRIEN'S	3 Spur							f 9.88									i 5.21			-					
25.4	KNKENTD	90		f 6.07	s 6.56	7.28		8.28	s 9.30			10.41	s 1.16	f 1.26	8.40	4.14		s 5.18	f 5.28		6.17	7.42	s 8.06		f 9.13	9.82
23.6	THOMAS	8 Spur																f 5.14								
22.2	CHRISTOPHER	4 Spur																f 5.11								
20.3	GRFIRST STD	70		5.55	6.47	7.18	S Comment of the Section of Sections	8.18	f 9.20			L10.30A	1.07	1.17	3.31	4.06	S (Constall of the last Local Co.	s 5.07	f 5.17	Store and Thore	6.07	7.82	s 7.58		9.04	9.22
19.8	AU AUBURN DN	300	A12.50AN	f 5.58	s 6.45	L 7.15A		L 8.15A	s 9.18				s 1.05	s 1.15	8.80	4.04	A 4.20P	L 5.05PM	s 5.15		6.06	L 7.30PM	7.55 s 7.40	As 8.10PM	s 9.02	L 9.20PM
15.4	DIERINGER	No Sdg.	12.38	5.42	6.34				s 9.08			S	12.55	1.06	3.23	8.57	4.08		s 5.07		5.54		7.29	7.58	8.53	
12.8	SNSUMNERD	No Sdg.	s 12.33	f 5.37	s 6.80				s 9.03				s 12.50	s 1.01	8.19	8.53	s 4.05		s 5.03		5.49		f 7.24	s 7.58	f 8.48	
11.2	MEEKER P	70	12.28	5.80	6.26				8.58				12.45	12.56	8.16	8.50	4.01		4.58		5.45		7.19	7.48	8.43	
9.9	PYPUYALLUPDN 6.8	70	s 12.25	s 5.27	s 6.23		A 7.45A		8.55 s 8.45	A 9.00A	in		s 12.42	s12.53	8.14	8.48	s 3.58		s 4.55	A 5.25% s	5.48		s 7.16	s 7.45	s 8.40	St. David
3.1	RNTIDEWATERDN	No Sdg.	12.14	5.15	6.10		7.85		8.35	8.50			12.29	12.89	8.04	3.39	3.44		4 40	5.15	5.30		7.05	7.34	8.29	
1.4	QTACOMADN		L12.10A	L 5.10A	L 6.05A	1	L 7.80A	4	L 8.30A	L 8.45A	M		L12.25P	L12.85P	L 3.00P	L 8.85P	L 8.40P	A	L 4.35PM	L 5.10%	M L 5.25PW	1	L 7.00PM	L 7.80PM	L 8.25PM	
0.0	TACOMA WHARF	NAMES OF TAXABLE		. 29 to 100 100 1	A STATE OF THE STA								3													
			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		.40	1.40	1.25	.45	.15	.45	1.35	.15	.25	.45	1.25	1.25	1.15	1.10	.40	.45	1.30	.15	1.25	.45	1.40	.40	1.20	.50

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 eastward track, and "Home Signal" No. 39 on westward track, which are located 500 feet from crossing. "DAY INDICATIONS."

34.0

"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. See further Seattle Terminal Rules, page 12.

Average Speed per Hour

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.

26.9 34.0

Eastward.

"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

TACOMA TERMINAL EMBRACES NORTHERN PACIFIC LINES FROM TIDEWATER AT THE WEST LINE OF EAST "Q" STREET TO MILE POST 8+942 FEET OR APPROXIMATELY 21/2 MILES WEST OF SOUTH TACOMA RULES GOVERNING INTERLOCKING PLANT, O.-W. R. & N. CROSSING (TIDEWATER)

All movements are governed by DISTANT and HOME SIGNALS, located as follows: "Distant Signals," 1300 feet WEST of Crossing, and 2000 feet EAST of Telegraph Office at Tidewater. "Home Signals," 500 feet from Crossing.

"Dwarf Signals" govern movement on track known as "St. Paul & Tacoma Lumber Co.'s lead;" are located 500 feet from Crossing.

90 degrees upward, Green Light, "Proceed."

45 degrees upward, Yellow Light, "Proceed under Control."

Horizontal, Red Light, "Stop."

Derailing switches, located 55 feet beyond Home and Dwarf Signals, and will be in derail position when signals are

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.

24.2 28.7 28.8 28.8 32.3 34.6 29.7 29.3

Mountain Grade.—Tacoma Yard Office to 21/2 miles west.

Derail switches are located as follows, and must be kept set in derailing position when not in use. Harrison Bros. Spur and Keystone 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 21/2 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.

												SEATT	LE LINE		-											
	Time Table 36F	1 ,			F11	RST CLA	ss.		HER WATER				SEC	OND CL	ASS.							THIRD	CLASS.			
n rf	October 27, 1912 Succeeding No. 36E	of	334	326	356				BOOMER WILLIAM	676	678	680	690	682					972	936						
fror Wha	STATIONS.	city	Passenger	Passenger	Passenger					Freight	Freight	Freight	Freight	Freight	· 			_	Way Freight	Way Freight	 				,	-
nce ma	31A11043.	Sapa	DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY					EXCEPT SUNDAY	EXCEPT SUNDAY				:		
Distance from Tacoma Wharf	Telegraph Offices and Calls	Car Capacity Sidings	Evergreen State Limited		Gt. Nor.						No. 603		Gt. Nor.													-
41.	UD.KING ST. STADN		A10.35PM	A11.10PM	A11.15PM								A 8.00PM			-										
	YD .SEATTLE YDDN				-					A 5.85AM	A 6.00AM	A 6.45AN		A12.15AM						A 6.05PM						
38.	ARGO P		10.22	10.58	11.04				·	5.20	5.00	6.80	7.45	11.55PM						5.50						_
Commence of	C. M. & P. S. R.R. CROS. No Connection. 0.1	CONTRACTOR STREET																				***************************************	Colora constitutiva de	The first section of the section		2 statement and
31.	BIBLACK RIVERD	60	10.12	10.48	10.53					L 5.05AM	4.40	6.15	7.25	11.35						L 5.30PM			the water to be			0 29234444
29.0	ORILLIA	5 Spur								See page, 10										See page 10						
1	O'BRIEN'S	3 Spur																								-
	KNKENTD		10.00	10.37	10.48						4.20	6.00	s 7.00	s 11.15			·									
	THOMAS	Spur			·													_								-
22.	CHRISTOPHER	Spur																2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2					Marie Company			
20.	GRFIRST STD	70	9.52	10.80	10.35						L 4.00AM	5.47	6.43	10.40	Territor of the second						Control Control Control					8 0000000000000000000000000000000000000
19.	AUAUBURNDN	300	9.50 682	10.29	10.34						-	5.45	s 6.40	s 10.35 326 8.35 322-332-334												
15.	DIERINGER	No Sdg.	9.44	10.23	10.28							5.85	6.20	8.25	58 10 33402			*				,				-
•	SNSUMNERD	l	9.40	10.19	10.24							5.80		8.12											·	-
	2MEEKER P		9.36	10.16	10.21					05 a		5.25	6.05	8.05									5	11.		S MANUFACTURE IN
9.	PYPUYALLUPDN 6.8	70	9.84	10.14	10.19							5.20	s 6.00	8.00					A 6.10AM							
3.	RNTIDEWATERDN	No Sdg	9.24	10.04	10.09							4.55	5.85	7.40					5.40							
1	QTACOMADN	DX AVA	L 9.20PM	L10.00P	L10.05PM			Marian, solare I viels						L 7.85%												ES BERTHERE BERTHERE SE
0.	TACOMA WHARF											L 4.454	9						L 5.30AM							w
			DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY					EXCEPT SUNDAY	EXCEPT SUNDAY						_

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

2.30

9.0

16.2

2.00

20.5

.30

2.00

10.4

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

1.10

34.6

1.15

32.3

1.10

34.6

Time Over Subdivision

Average Speed per Hour

rains 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 eactured main line will enter passenger station when signal at Fifteenth street is at 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 Card 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 Dis-

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 semiautomatic. 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.

40

Eastward.

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 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 start 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

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.

				THIRE	CLASS.			SECOND	CLASS				Time Table No. 36F	es,	CHESCONIC	F	FIRST C	LASS.
			A CONTRACTOR OF THE CONTRACTOR	929			683	1		687	city of	from	October 27, 1912 Succeeding No. 36E	Water, Fuel, Scales	anu (G)			
			NEW PROPERTY.	Way	Way	-	Freight		Freight			nce fr St. St	STATIONS.	Fue	tables	ssangar Dr	25507707	Passenger
			- 10	Mon	FYCEPT	FYCEPT	EXCEPT	EXCEPT		FYCEDT	Car Cape Sidings	Distance King St.	Telegraph Offices and Calls	Station Water, I	Vyes			
				Wed., Fri.	SUNDAY	L 7.30AM	SUNDAY	SUNDAY	DAILY	L 1.10AM	0%		DSEATTLE YARDDN C	F W	7 C	AILY D	JAILY	DAILY
						7.50	1					0.0	0.9 3 D.KING STREET STATION.DN	0		7.40AM L	9.05AM	L 4.20PM
						7.50 343							1.4END DOUBLE TRACK			923	9.10	4.25
		-		_									1.2	_				
												-	o Connection 1.9	F V		7.55	9.20	4 4 05
						s 8.15	and the state of t	 	 	1.40	90	-	AD C 3		0			f 4.85
						s 8.20				1.45	20		RFREMONTD C	37				s 4.40
			- Annual									8.5 B	UNIVERSITYD C	F 9	s 8	8.08	9.30	s 4.48
						s 8.85				2.15	50	11.6	KEITH C	F 2	f 8	8.18	9.40	f 4.58
						s 8.55				2.30	60	15.5	LAKE	F V	₩ f 8	8.28	9.50	f 5.08
						s 9.80	No. of the latest of the lates			2.50	50	22.4 B	BD C	F 3	s	8.45 s 1	10.05	s 5.25
						A 9.45AN			L10.10PM	s 3.10	100	24.2 C	J WOODINVILLEDN C	F W	/Cs {	8.50 s 1	10.10	s 5.30
						See page 9			10.50	s 4.00	80	30.1 N	ABDN C	F	s !	9.10 1	10.80	s 5.50
					L 8.30AM			L 5.20PM	s 11.30PM	A 4.30AM	150	38.5	8.4 DMSNOHOMISHDN 0.6	F W	VC s S	9.30 9.40	10.50	s 6.10 ¶ 6.20
				:	s 8.55			s 5.40	12.01A	See page 9	4 5	43.7	MAD C	F V		9.55 s 1		s 6.38
					s 9.15			A 6.00PM	12.20		102	46.8 F	DHARTFORDD	F 7	s 10	0.05 s1	11.15	s 6.43
					s 9.35			See page 9	12.45 676		60	51.2	GETCHELL C	F	s 1(0.20 1	11.25	s 6.56
-					# s 9 . 57			page	1.00				EDGECOMB		W f 10	0.86 1	11.40	s 7.12
	Page State S				Secretary Street				s 1.25		CONTRACTOR OF THE PARTY OF	DESCRIPTION PRO	AARLINGTONDN	COURSE DISTRICT	DESCRIPTION OF THE PERSON NAMED IN	0.48 s 1	11.52AM	s 7.28
					s 10 30AM 12.05PM 343 928 341									1 710				
					s 12.30	-	100		1.88		40	64.2	BTM. & N. CROSSINGD	F	s I	1.00 1 928 1	12.01PM	s 7.84
					s 1.00		NO.		2.00		65	-	MUD C		W s 1 1	1.20 s 1	12.16	s 7.50
					s 1.30%				2.18		25	76.1	MONTBORNEC	F	s 1	1.34 1	12.30	s 8.06
					1.36∞ s 2.00				2.22		70	77.7 B	GBIG LAKED	07 F	s 1	1.40 f 1	12.35	s 8.12
		_			s 2.45	-			2.85		135	1 1_	5.5 CAD CLEAR LAKED 1 3.2	09	s 1	1.52AM f 1	12.50	s 8.25
			-	L 7.00A	A 8.00PM		L 6.80AM		s 8.05		290	86.4	WLSEDRO-WOOLLEYDN CTWO G. N. CROSSINGS	F W	/C s 1:	2.05PM s	1.05	s 8.40
							TORCON AND AND AND AND AND AND AND AND AND AN		-			87.0	P. S. & B. R. CROSSING					
				s 7.40			s 7.00		8.85		45		**************************************	F	f 15	2.22	1.20	f 8.55
25 ASS. PORTATION CONTINUES COMMISSION CONTINUES CONTINU				s 8.00		China China and China and China	A 7.25AM		s 4.05		75	97.8 V	VKWICKERSHAMD	F 28	Y A17 W s 9	2.35 PM s 030-342 9	1.35 930 684	A 9.10PM s 676
				s 8.15			See Page 10		4.15		Spur 50	100.5	SAXON	F 31		See f	1.42	See page 10
				s 8.25		<u> </u>			4.22		18	102.7			W.		1.49	page 10
				s 8.40			TOTAL CONTROL OF THE		4.28		-			35			1.56	
				s 9.00			Z I I Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z		4.50					41		-	2.15	
		_		s 9.10 s 10.00					4.52 5.25				ABBOTT	42			2.40	
								· · · · · · · · · · · · · · · · · · ·				'	5.4 B. B. & B. C. CROSSING	51				
				A10.45AM					A 5.55AM		110	126.4 S	USUMASD C	F W	/ <u>C</u>	A	2.55PM	
			Principal Street, Stre	Mon., Wed., Fri.	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY				7	The second second	AILY E	DAILY	DAILY
				3.45	6.30	2.15	.55	0.40	7.45	3.20			Time Over Subdivision Average Speed per Hour			4.55	5.50	4.50

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.

Bulletin Stations—Seattle Yard, King Street Station, Snohomish, 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. 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.
Passing track at Machias is located west of the station, and westward trains taking siding at that point will head in at cross-over just west of depot. Eastward trains taking siding will head in at extreme west switch.

			·						THIR	D SU	BDIVIS	SION—	Main	Line.	Eastware
FIRST	CLASS		ales. Wyes	, sa	Time Table No. 36F			N. C.	SECOND	CLASS			THIRD	CLASS	I STATE OF THE STA
348	342	344			October 27, 1912 Succeeding No. 36E	from	ity	688	684	676	566	924	928	930	
348 Passenger	Passenger	Passenger	r, Fu Tabi	no N	STATIONS.	nce f	Capacity ing of	Freight	Freight	Freight	Mixed	Way Freight	Way Freight	Way Freight	
	DAILY		Wate	Stati	Telegraph Offices and Calls	Distance Sumas	Car (EXCEPT	EXCEPT	DAILY	EXCEPT	EXCEPT MONDAY	EXCEPT	Tuesday, Thurs., Sat.	
		<u> </u>			YDSEATTLE YARDDN			A11.40PM			00.12.11	A 3.30PM			
A 9.10PM	A 5.10PM	A 1.00%	<u> </u>		UD.KING STREET STATION.DN							8.00			
9.05	.5.00	12.55			END DOUBLE TRACK	125.0				No. 675		2.50			
					G. N. CROSSING No Connection 1.9	123.8				has right over 676 Woodin-					
f 8.55	4.48	f 12.45	W		BAD		90	11.10		ville to Sumas.		s 2.30			
s 8.47	s 4.40	s 12.40	W		FRFREMONTD	120.0	20	11.00				s 2.15	-		
s 8.88		s 12.80	<u></u>		BKD						-	s 2.00		-	
f 8.28	4.28	f 12.20	_	C F	KEITH	114.8	50	10.40				s 1.45			
f 8.15	4.17	f 12.08PM	w	C.F	3.9 LAKE	110.9	60	10.20			-	s 1.80			
s 7.58	s 4.02	s 11.50AM		C.F	BD	104.0	50	9.40		See page 10)	s 1.00			
s 7.53	s 3.57	s 11.45	WC	CF	CJDN	102.2	100	s 9.30		A 3.05AN		L12.50PM			
s 7.88	3.42	s 11.30	Т	CF	5.9 MBDN	96.3	80	s 8.55	The state of the s	Secretary and Section	See 565, p 9		See 925, p.9		
7.15 s 7.05	s 3.20	111.05° s 10.50	WC OY	60 C F 69	OMSNOHOMISHDN 5.2	87.9	150	L 7.50PM	Telegraphic	1.55 s 1.25	A11.20AM		A 2.40PM		
s 6.58	s 3.06	s 10.38	W	C F 74	MA	82.7	45				s 11.03- 10.58%		s 2.25		
s 6.43	s 2.58	s 10.30		C F 77	FDHARTFORDD	79.6	102			1.00	L10.40AM		s 2.00		
s 6.80	2.47	s 10.20		C F 82	GETCHELL	75.2	60			12.45 675			s 1.30		
s 6.15	2.80	f 10.05	W 1 m r	C F 88	EDGECOMB	69.0	58			12.10A			s 12.50		
s 6.08	s 2.20	s 9.55	Ү 16 м в	C F 91	AARLINGTONDN	66.0	132			11.55PM	i		12.30PM s 11.25AM 341 927		
s 5.58	2.05	s 9.42		СF	M. & N. CROSSING	62.2	40			11.40	-		11.00 s 10.40		
		7			{M. & N. CROSSING} {BTBRYANTD} Track Connection 6.3					11.00			343		
		s 9.25		101	MUMcMURRAYD					11.20			s 9.45 &		
s 5.28	927	s 9.10	.	107	MONTBORNE	50.3				11.00			s 8.80		
s 5.28				109	BGBIG LAKED 5.5 CACLEAR LAKED		70 135			10.55	-		s 8.15 s 7.30		
s 5.00			W_C	114	3.2	-			A 2.50PM		-			A 2.30PM	G MAI
	341				Track Connection 0.6	40.0 39.4	290			s ø.00					
f 4.44	12.47	f 8.25		C F 122	Track Connection 4.9THORNWOOD 5.9	34.5	45		s 2.30	9.85	-			s 2.05	
L 4.30PM	s 12.35 343 930	L 8.10AN 929	Y W	C F 128	WKWICKERSHAMD	28.6	75		L 2.00PM 341	9.10° s 8.55°				s 1.35 12.10PM 341 342 343	
	f 12.26			C F 131		25.9	Spui 50			8.43			Supplies and the supplies of	s 11.55AM	
	s 12.19		W	C F 133	ACME	23.7	18			8.85				s 11.85	
	f 12.11PM s 11.55AM			C F 135 C F	STANDARD	21.7 15.8	12			8.29				s 11.20 s 10.55	
	11.58			C F	0.6 ABBOTT	15.2			-	8.05	-			s 10.45	
	s 11.85	·.		142 C F 151	8.9 NCNOOKSACKD	6.3	18			7.85	-			s 10.10	
			The state of the s		B. B. & B. C. CROSSING No Connection 0.9	0.9								1 0 60	
	L11.20AM		WC OT	C F 157	SUD	0.0	110		EXCEPT	L 7.15P	EXCEPT	EXCEPT	ЕХСЕРТ	L 9.30AM	
DAILY 4.35	DAILY 5.50	DAILY 4.50		, Sein i	Time Over Subdivision			SUNDAY 3.50	SUNDAY .50	DAILY 7.50	SUNDAY .30	MONDAY 2.40	SUNDAY 7.40	Thurs., Sat.	t
21.2	21.6	20.2			Average Speed per Hour			10.2	13.6	13.5	16.6	9.4	6.3	8.0	

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. 347, when meeting No. 348 at Hartford, will head in on Eighth Subdivision. No. 566 will register departure at Hartford. Noz. 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 truss bridges and high trestles is 20 miles per hour.

Pilehuck 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.

Nos. 344 and 347 will stop on flag at Forest Home Academy near M. P. 80.

See further special rules, page 12.

The color The	Transfer	77 575 578	77 575 576 578 \$\frac{3}{2} \begin{array}{c c c c c c c c c c c c c c c c c c c			577 575 57 Mixed Mixed Mixed Mixed Mixed EXCEPT EXCEPT SUNDAY SUNDAY SUNDAY 1.15pm L 9.20am L 7.0 1.20 s 9.25 s 7.0	273		1			FFEIDFA	ard.	AAG	stward	!			r		SUBDIVISION—IE							
March Marc	The column Name N	The color The	Part March March	March Marc	Married Marr	Mixed Mixed Mixed Mixed Mixed EXCEPT EXCEPT SUNDAY SUNDAY SUNDAY 1.15PM L 9.20AM L 7.0	les les	S	Time Table No. 36F		SEC	OND CL	ASS.			THIRD T	SECOND CLASS.	FIRST CLASS.	ales,		Time Table No. 36F		31.582.0984	FIRST CLASS.	SECOND CLASS.	THIRD CLASS.		
March Marc	The column Name N	The color The	Part March March	March Marc	Married Marr	EXCEPT EXCEPT SUNDAY SUNDAY 1.15M L 9.20M L 7.0		rom		rom	574	576	578		2007	935	675	345	el, Sc s and	rom		rom	ity	346	676	936		
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1.55 2.56 7.05	1.60 0.50 7.00 0.6 0.5 0	1.1. 1.1.	1.05 1.06 7.06	1.15 1.15	1.00 1.00 7.00	1.15PM L 9.20AM L 7.0	MACAL TO THE COLUMN A CAN THE	Static Dista Cle E	Telegraph Offices and Calls	Dista Lake	EXCEPT SUNDAY	EXCEPT	EXCEPT SUNDAY	-		EXCEPT	- Trings	DAILY	Wate Turn Wyes	Dista	Telegraph Offices and Calls	Dista	Car of Sid			EXCEPT		
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1.60 9.43 9.13 0.5 0.4 0.5	1.0 0 0 7 18 0 0 7 18 0 0 0 18 18 18 18	1.0 0.0 0.7 1.0 0.6 0.7 1.0 0.6 0.0	10	10.0 0.0 0.7 1.0 0.0 0.7 1.0 0.0	13 1.0		7.05	2.0		5.1	s 8.25	s 10.55	s 5.10		S	9.55	8.30	s 5 .00	B	2.1	RTRENTOND	22.0						
1.45 A 9 A 9 A 9 A 7 A 9 A 9 A 1	1.05 0.46 7.03 C4 5 ACMSAND. 1.0 0.0 1.0.00	1.05 0.40 7.00	1.65 0.46 7.83 C	1.8 0.44 7.38 7	1.05 2.44 7.38 C. 2.5	1.80 9.85 s 7.	7.15 O C	CA 3.5	RSD	3.6	5 8.15	s 10.45	s 5.00		i i i i i i i i i i i i i i i i i i i	346			in the state of th				- American			345		
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10 20 20 20 20 20 20 20	11.0 20 20 12.2 12.3 12.5	10 30 30 30 Time Over Reddicibles 10 50 50 50 50 50 50 50	23 23 24 10 10 10 10 10 10 10 1	20 20 20 20 20 20 20 20	11 12 13 13 13 13 13 13	1.45PW A 9.50AM A 7.3	7.80AM	6.1	BEEKMAN	1.0	L 8.00A	L10.30AM	L 4.45P#					f	В			_	September 1995	î				
13 13 13 13 13 13 13 13	12.3 12.3 12.5	12.3 13.5	The Control of Parties of Control of Same Case in the Same Case in Case Case Case Case Case Case Case Case	12 12 13 15 15 15 15 15 15 15	13 13 13 13 13 13 13 13			7.1	LAKEDALE	0.0					s	11.55AM	9.10	5 5.22	B	11.8	WILBURTON	12.3	20	s 9.85	4.20	s 8.50		
Part	Section Part	Second Control Programme	18.00 8.40	18.50 9.60 5.40 7.50	Part CLASS 1 1 1 1 1 1 1 1 1										S	12.10PM	9.20	f 5.27	B	13.4	NORTHRUP	10.7	50	f 9.80	4.10	s 8.40	<u> </u>	
Sepage S	No external of any class many one market the light on triple traceles on the Hophs For Company in traces in Reviews Start	No. Security Sec	No. captured say charge mays pass under the triple on telliple Parkers Separary	No. option from the row to transport to triple on tight froute on the Today Pad Consumpt and Bodisma. No. option State	No. Passenger Separate Se	Eastward trains are sup	uperior to train	ns of the sa	Average Speed per Hour ame class in the opposite direction.		12.2	12.2	12.2		Diameter S	12.30	9.85	f 5.40	W 5- B	A 17.5		6.6	65	f 9.18	3.55	s 8.25	-	
Sepage S	No external of any class many one market the light on triple traceles on the Hophs For Company in traces in Reviews Start	No. Security Sec	No. captured say charge mays pass under the triple on telliple Parkers Separary	No. option from the row to transport to triple on tight froute on the Today Pad Consumpt and Bodisma. No. option State	No. Passenger Separate Se	Maximum Grades.—Cle Derail Switch.—Cle Elum a full stop shove this switch	le Elum to Laked um, upper switch	dale. at the head itch on the	l of wye toward Roslyn, will be left set for	or west leg Roslyn. w	. Roslyn coal	train is requ o act as dera	ired to come il to prevent				NAME OF THE PROPERTY OF THE PR		IUME 7	23.9	R. R. CROSSING	0.2	TREATHER CHINAS					
Sepage S	No external of any class many one market the light on triple traceles on the Hophs For Company in traces in Reviews Start	No. Security Sec	No. captured say charge mays pass under the triple on telliple Parkers Separary	No. option from the row to transport to triple on tight froute on the Today Pad Consumpt and Bodisma. No. option State	No. Passenger Separate Se	ars running down main track to Extra trains must wait at I	ek toward Cle Elu at Roslyn until sec 576 Cle Elum to B	um. econd class (Beekman	trains clear at Cle Elum. No. 573 has right over 574 Cle Elum t	o Beekmai	n.				A A	A 1.00PM	A 9.55PM	A 5.55PM	CT C			1	100	L 8.55AM	L 8.15AM	L 2.45PM	<u> </u>	
Time Table No. 86F October 27, 1912 Succeeding No. 86F October 27, 1912 October 27	Passenger Pass	Passenger Pass	Start Class	Time Table No. 367	Passenger Pass	No. 577 will wait 20 minut No engines of any class mu	nutes at Cle Elum must pass under	for No. 27 the tipple	9s connection. on tipple tracks on the Roslyn Fuel Con	npany's tra	icks at Beekm	an.	a partie non-received				See page 7	s See page 9	W 5			9000 STATES			See page 8		_	-
Passenger Pass	23 345 3 4 3 4 3 4 4 4 4 4	Carbon C	Carbon 17, 1912 Carbon 17,	Passenger Pass	Passenger Pass	Westward.	SIX	KTH S	UBDIVISION—SHOQUALM	IE BRANC		Eastw					DAILY	DAILY						DAILY	DAILY	EXCEPT SUNDAY		
Passenge	Passenger Pass	Passenger Pass	Passenge Passenge	Passenger Pass		THIRD FIRST CLAS		ers			·	CLASS.	1				i						and the second					
See page 9 See page 9 See page 9 See page 10 See	See page 9 C C C C C C C C C	Page 7 See page 9	See page 9		Page 7 See page 9 C C C C C C C C C		45 Sign	from Ile		from	346		924			Factival	d trains :	are suner	rior to ti	ains of	the same class in the oppo	site dire	ctio	n.			· ·	
See page 9 See page 9 See page 9 See page 10 See	See page 9 C C C C C C C C C	Page 7 See page 9	See page 9		Page 7 See page 9 C C C C C C C C C	923 34				9 2	Passenger	-	Way			Registe	ring Stati	1995	oodinville works sni	and Bl	ack River. Nos. 345 and 346	will regis	ter b	by ticket a	t Black Ri	ver.		
See page 0 C See page 0 C C See page 0 C C C C C C C C C	See page 9	See page 9 See page 9 See page 1 See page 2 See page 1 See page 2 See page 1 See page 2 See page 2 See page 3 See page 2 See page 3 See	Separe	See page 9	Sepage S			ion lance	STATIONS.	E B			Freight			Engines	:11t o	asc grass i	noil for l	10 245	t Blook Divor							
Tolegraph Offices and Second Class Second Cla	T	T		1,15	1.05	Way Freight EXCEPT	es treet, regness	Station P Distance Woodiny	Telegraph Offices and	Distan Sallal Car Ca	2	<u> </u>	ЕХСЕРТ			No. 314 No. 935	will put of has right	ff pouch no over No.	nail for I	To. 345 No. 675	tt Black River. has right over No. 676, Blac tton Crossing	k River	to W	Voodenvil	le.			
1.15 1.15	1 15 16 16 17 18 18 18 18 18 18 18	1.15 S S S S S S S S S	1,15 1,15	1,15 1,15	1,15 1,15 1,16	Way Freight EXCEPT UNDAY Lee page 7 See page 7	AILY Mater Appendix A		Telegraph Offices and Calls	Sall Car	DAILY See page 10		EXCEPT MONDAY See page 8			Nos. 345	and 346 v	vill stop o	n signal a	t Houg	iton Crossing.				le.			
1.3 1.3	1	Solution	Solution Solution	1.3	1.3	Way Freight EXCEPT DAI: lee page 7 See page 7	AILY ALLY Dage 9 5.55PM CT C	C F 0.0	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	Sall Sall	DAILY See page 10		EXCEPT MONDAY See page 8	We	as umas secretar	Nos. 345 All train	and 346 v	vill stop o	n signal a ad to line	t Houg derail	nd flag across C. & P. S. cross	sings at l	Rent		le.	origonalis grando de constante d Grando de constante de c	astward.	
Freight Frei	## Second Residue Freight Freigh	Fright	F	Foreign Freight Freight G. N. Freight G. N. Freight Freigh	F B C S C C C C C C C C	Way Freight EXCEPT SUNDAY DAI lee page 7 10.25AM f	AILY XLX page 9 5.55PM CT C B	C F 0.0 55 3.9 4 3.9	Telegraph Offices and Calls CJWOODINVILLEDN 3.9 WILLOWS	39.2 100 35.3	DAILY See page 10 A 8.4844 f		EXCEPT MONDAY See page 8 A12.05PM		as umas secretar	Nos. 345 All train	and 346 v s will send	vill stop o	n signal a ad to line	t Houg derail	subdivision—EVE	sings at 1	Rent NCH					
F B C 11.2	F BC 11.2	F	F F F F F F F F F F	The color of the	Total Color	Way Freight EXCEPT SUNDAY DAI Lee page 7 10.25AM f	AILY XLX page 9 5.55PM CT C B	CF 0.0 55 3.9 4 3.7 7 6.7	Telegraph Offices and Calls CJWOODINVILLEDN 3.9WILLOWS	39.2 100 35.3 32.5 43	DAILY See page 10 A 8.4844 f		EXCEPT MONDAY See page 8 A12.05PM	THIRD CLASS	estward	Nos. 345 All train	and 346 vs will send	vill stop of man ahea	ad to line	t Houg derail	subdivision—EVE Time Table	REIT BRAI	Rent NCH F	on.	SECONI	CLASS.	THIRD CL	
F B C 11.2	F BC 11.2	F	F F F F F F F F F F	The color of the	Total Color	Way Freight EXCEPT SUNDAY DAI lee page 7 10.25AM f	AILY Dage 9 CT C W B B 6.16 B	CF 0.0 555 3.9 4 3.9 6.7 7 8.0	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	39.2 100 35.3 32.5 43	DAILY See page 10 A 8.4844 s f 3 s 8.26		EXCEPT MONDAY See page 8 A12.05PM	THIRD CLASS	estward	Nos. 345 All train	and 346 vs will send	vill stop of man ahea	seve	derail scales, les and	SUBDIVISION—EVE Time Table 1 October 27,	REIT BRAI No. 36 1912 0. 36E	Rent	on.	SECONI	CLASS.	THIRD CL	
2.15	2.15	S 6.41 BC 14.7	S 6.41 B C 14.7	S 6.41 B C 14.7	2.15 S 6.41 B C 14.7	Way Freight EXCEPT SUNDAY DAI lee page 7 10.25AM f	Seenger 1	CF 0.0 555 3.9 4 3.0 3.9 6.7 7 8.0 3.0 8.1	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	39.2 100 35.3 32.5 43 31.2	DAILY See page 10 A 8.48AM f 3 s 8.26		EXCEPT MONDAY See page 8 A12.05PM	THIRD CLASS 925 Way Freight	estward	Nos. 345 All train SEC 401 G. N. Freight	and 346 vs will send	ASS. Mixed	seve SEVE	t Hoel, Scales, may be deadles and mables and seasons.	SUBDIVISION—EVE Time Table 1 October 27,	REIT BRAI No. 36 1912 D. 36E	Rent	on.	SECONI 564 Mixed	CLASS. 688 Freight	THIRD CL	
2.50 s 6.52 W BC 19 18.8 GISSAQUAH	2.50 s 6.52 W BC 19 18.8 GISSAQUAH	2.50 S 6.52 W BC 18.8 GISSAQUAH	2.50 S 6.52 W BC 19 18.8 G	2.50 S 6.52 W BC 19 S 6.52 W BC 19 S 6.52 W BC 23.1	2.50 S 6.52 W BC 19 18.8 G	Way Freight EXCEPT SUNDAY DAI lee page 7 10.25AM f	Seenger Seen	CF 0.0 555 0.0 3 C 3.9 4 6.7 7 8.0 8.0 3 C 8.1 3 C 9.7	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	39.2 100 35.3 32.5 43 31.2 31.1 10 29.5 6 Spt	DAILY See page 10 A 8.4844 f 3 s 8.26		EXCEPT MONDAY See page 8 A12.05PM	THIRD CLASS 925 Way Freight EXCEPT SUNDAY	411 G. N. Freight	Nos. 345 All train SEC 401 G. N. Freight	OND CLA 715 G. N. Freight EXCEPT SUNDAY	ASS. Mixed EXCEPT SUNDAY	SEVE 687 Freight EXCEP MONDA	Water, Fuel, Scales, Turntables and Wyes	SUBDIVISION—EVE Time Table l October 27, Succeeding No STATION Telegraph Offic Calls	REIT BRAI No. 36 1912 D. 36E IS.	Rent NCH F	Distance from Smelter Car Capacity of Sidings	SECONI 564 Mixed EXCEPT SUNDAY	CLASS. 688 Freight EXCEPT SUNDAY	THIRD CL 926 Way, Freight EXCEPT SUNDAY	
f B C 23.1HIGH POINT	F	F	The color of the	f BC 23.1 Street Control of Con	t BC 23.1	Way Freight EXCEPT SUNDAY DAI dee page 7 10.25AM f 11.15AM 924 f f f	AILY	CF 0.0 555 0.0 4 3.9 4 8.0 8.0 8.1 3.0 8.1 3.0 9.7 11 3.1 9.7	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	39.2 100 35.3 32.5 42 31.2 31.1 10 29.5 6 spu 28.0 3 spu	DAILY See page 10 A 8.4844 f 3 s 8.26		EXCEPT MONDAY See page 8 A12.05PM s 11.15AM 923	THIRD CLASS 925 Way Freight EXCEPT SUNDAY	411 G. N. Freight	Nos. 345 All train SEC 401 G. N. Freight	OND CLA 715 G. N. Freight EXCEPT SUNDAY	ASS. Mixed EXCEPT SUNDAY	SEVE 687 Freight EXCEP MONDA	t Hough Water, Fuel, Scales, A.A. Wyes and Wyes	SUBDIVISION—EVE Time Table 1 October 27, Succeeding No. STATION Telegraph Offic Calls C.F. 0.0 OMSNOHOMI 69	REIT BRAINO. 36. 1912 Dr. 36E	Rent NCH F	Son. Smelter from Smelter Car Capacity of Sidings	SECONI 564 Mixed EXCEPT SUNDAY	CLASS. 688 Freight EXCEPT SUNDAY	THIRD CL 926 Way, Freight EXCEPT SUNDAY	
1.50 s 7.22 BC 26.0 RNPRESTON	1.50 s 7.22 BC 26.0 RNPRESTON	1.50 S 7.22 BC 26.0 RNPRESTON	1.50 s 7.22 BC 26.0 RNPRESTON	1.50 s 7.22 b C 26.0 RNPRESTON	1.50 S 7.22 B C 26.0 RNPRESTON	Way Freight EXCEPT SUNDAY DAI dee page 7 10.25AM f 11.15AM 924 f f f f f f f f f f f f f	Ssenger 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	CF 0.0 555 3.9 4 3.9 3 C 6.7 7 8.0 3 C 8.1 3 C 9.7 11 11 11 3 C 11.2 12 3 C 14.7	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	39.2 100 35.3 32.5 42 31.2 31.1 10 29.5 6 Spt 28.0 3 Spt 24.5 3.	DAILY See page 10 A 8.4844 f 3 s 8.26 f f 11 f 11 3 s 8.08		EXCEPT MONDAY See page 8 A12.05PM s 11.15AM 923	THIRD CLASS 925 Way Freight EXCEPT SUNDAY	411 G. N. Freight	Nos. 345 All train SEC 401 G. N. Freight	OND CLA 715 G. N. Freight EXCEPT SUNDAY	ASS. Mixed EXCEPT SUNDAY	SEVE 687 Freight EXCEP MONDA	t Hong Matter, Fuel, Scales, OM Watter, Fuel, Scales, AC Wyes	SUBDIVISION—EVE Time Table I October 27, Succeeding No STATION Telegraph Offic Calls C. F. O.O.O.MSNOHOMI 0.8 BB 1 0.8VARDEN 4.6	REIT BRAINO. 36. 1912 D. 36E IS. Ces and	Rent NCH F	on. Distance from Smelter Sugiter of Sidings 11.4 150 10.6 22 Capacity 10.6 22 Capacity	SECONI 564 Mixed EXCEPT SUNDAY	CLASS. 688 Freight EXCEPT SUNDAY	THIRD CL 926 Way, Freight EXCEPT SUNDAY	
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2.15 s 7.38 W BC 29.0 FYFALLS CITYD 10.2 12 s 7.20 s 7.50 pd 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	f BC 32.0SNOQUALMIE FALLS 7.2 4 f	f BC 32.0SNOQUALMIE FALLS 7.2 4 f Spuri	f B C 32.0 0.9 SNOQUALMIE FALLS	1 B C 32.0 32.0 32.0 0.9 SNOQUALMIE FALLS	F	Way Freight EXCEPT SUNDAY DAI Lee page 7 10.25AM f 11.15AM 924 f f 12.15PM s 6.	Seenger 1	CF 0.0 555 0.0 3 C 3.9 4 6.7 7 8.0 8.1 3 C 8.1 3 C 9.7 11 11.2 12 12.2 3 C 14.7 15 18.8 19 3 C 23.1	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	39.2 100 35.3 32.5 43 31.2 31.1 10 29.5 6 spu 28.0 3 spu 24.5 3 20.4 100 16.1 2	DAILY See page 10 A 8.48A f 3 s 8.26 f f f g 7		EXCEPT MONDAY See page 8 A12.05PM s 11.15AM 923	THIRD CLASS 925 Way Freight EXCEPT SUNDAY See 928, p8 L 3.15PM	411 G. N. Freight DAILY	Nos. 345 All train SEC 401 G. N. Freight DAILY	OND CLA 715 G. N. Freight EXCEPT SUNDAY	ASS. 565 Mixed EXCEPT SUNDAY See 566 p 8 L11.45AM	SEVE 687 Freight EXCEPMONDA L 5.80	t Hong derail OM Water, Fuel, Scales, OA Water, Fuel, Scales, Wyes and Wyes	SUBDIVISION - EVE	REIT BRAINO. 36 1912 0. 36E IS. ces and SH	Rent NCH F DN DN DN DN DN	mular Surgice from 11.4 150 10.6 22 Spur 6.0 50 50 5.2 16	SECONI 564 Mixed EXCEPT SUNDAY See 563, p 7 A 5.009M	CLASS. 688 Freight EXCEPT SUNDAY See page 8 A 7.00PM	THIRD CL 926 Way. Freight EXCEPT SUNDAY See 927, p 7 A 7.40AM	
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32 32 32 32 32 32 32 32	3.3 EXCEPT EXCEPT EXCEPT EXCEPT EXCEPT	S.OO. 1 O 36 00.0 SALLAL OO 2 924 EXCEPT		SUNDAY DAILY SUNDAY	CEPT .45 .20 .20 .30 .40 Time Over Subdivision .30 .30 .30	Way Freight EXCEPT SUNDAY DAI ee page 7 10.25AM f 11.15AM 924 f f f f 12.15PH S 6. 12.50 S 6. 2.40 S 7.	Seenger 1	CF 0.0 555 0.0 3 C 3.9 4 3 C 6.7 7 8.0 3 C 8.1 3 C 11.2 12 12 14.7 15 3 C 18.8 19 3 C 23.1 3 C 23.1 3 C 23.2 3 C 32.9 3 C 33.9	Telegraph Offices and Calls CJ	39.2 100 35.3 32.5 4: 31.2 31.1 10 29.5 6 spu 28.0 3 spu 24.5 3. 20.4 100 16.1 2. 13.2 1: 10.2 1: 7.2 Sp 6.3 3: 3.3 1:	DAILY See page 10 A 8.4844 f 3 s 8.26 f f 3 s 8.26 f 3 s 8.26 f 4 s 7.57 f 8 s 7.38 c 7.00 4 f 5 7.00 A 8.4844 f 1 s 8.26		EXCEPT MONDAY See page 8 A12.05PM s 11.15AM 923 s 10.10 s 9.80 s 7.80	THIRD CLASS 925 Way Freight EXCEPT SUNDAY See 928, p8 L 3.15PN 3.45 A 4.00P	411 G. N. Freight DAILY L11.55PM 1 12.05AM A12.15AM	Nos. 345 All train SEC 401 G. N. Freight DAILY L 5.30PM 5.40 A 5.50PM	OND CLA 715 G. N. Freight EXCEPT SUNDAY A 2.55PM EXCEPT	VIII stop of man aher ASS. 565 Mixed EXCEPT SUNDAY See 566 p 8 L11.45AM 12.10PM A12.15PM	SEVE 687 Freight EXCEPMONDA 6.00 A 6.10	derail Mater, Fuel, Scales, Color Materials and Color Mate	SUBDIVISION - EVE	REIT BRAI No. 36 1912 5. 36E IS. Ces and Tr. CROSSIN	Rent NCH F DN ON DN DN DN DN	on. Distance from Control Con	SECONI 564 Mixed EXCEPT SUNDAY See 563, p 7 A 5.00PM	CLASS. 688 Freight EXCEPT SUNDAY See page 8 A 7.00PM	THIRD CL 926 Way. Freight EXCEPT SUNDAY See 927, p7 A 7.40AM 7.15 L 7.10AM	
2.40 S 7.48 B C 32.9 SOSNOQUALMIE	3.3 346 EXCEPT SUNDAY DAILY DAILY DAILY SUNDAY SUND	3.3 346 EXCEPT SUNDAY DAILY DAILY DAILY SUNDAY SUND	39.2 SALLAL SUNDAY DAILY DAILY SUNDAY MONDAY SUNDAY	FXCEPT .45 .20 .20 .30 .40 Time Over Subdivision .30 .30 .30	DAILY DAIL	Way Freight EXCEPT SUNDAY DAI ee page 7 10.25AM f 11.15AM 924 f f f f 12.15PH S 6. 12.50 S 6. 2.40 S 7.	Seenger 1	CF 0.0 555 0.0 3 C 3.9 4 3 C 6.7 7 8.0 3 C 8.1 3 C 11.2 12 12 14.7 15 3 C 18.8 19 3 C 23.1 3 C 23.1 3 C 23.2 3 C 32.9 3 C 33.9	Telegraph Offices and Calls CJ	39.2 100 35.3 32.5 4: 31.2 31.1 10 29.5 6 spu 28.0 3 spu 24.5 3. 20.4 100 16.1 2. 13.2 1: 10.2 1: 7.2 Sp 6.3 3: 3.3 1:	DAILY See page 10 A 8.4844 f 3 s 8.26 f f 3 s 8.26 f 3 s 8.26 f 4 s 7.57 f 8 s 7.38 c 7.00 4 f 5 7.00 A 8.4844 f 1 s 8.26		EXCEPT MONDAY See page 8 A12.05PM s 11.15AM 923 s 10.10 s 9.80 s 7.50 L 7.10AM 346	THIRD CLASS 925 Way Freight EXCEPT SUNDAY See 928, p.8 L 3.15PM 3.45 A 4.00PM	G. N. Freight DAILY L11.55PM 1 12.05AM A12.15AM /	Nos. 345 All train SEC 401 G. N. Freight DAILY L 5.30PM 5.40 A 5.50PM	OND CLA 715 G. N. Freight EXCEPT SUNDAY EXCEPT SUNDAY	ASS. 565 Mixed EXCEPT SUNDAY See 566 p 8 L11.45AM 12.10PM A12.15PM	SEVE 687 Freight EXCEP MONDA 6.00 A 6.10	derail Mater, Fuel, Scales, Color Materials and Color Mate	SUBDIVISION - EVE	REIT BRAI No. 36 1912 0. 36E IS. Ces and SH Trion	Rent NCH F DN ON DN DN DN DN	on. Distance from Control Con	SECONI 564 Mixed EXCEPT SUNDAY See 563, p 7 A 5.00PM 4.35 L 4.80PM EXCEPT SUNDAY	CLASS. 638 Freight EXCEPT SUNDAY See page 8 A 7.00PM 6.35 L 6.30PM	THIRD CL 926 Way Freight EXCEPT SUNDAY See 927, p 7 A 7.40AM 7.15 L 7.10AM EXCEPT SUNDAY	
2.15 s 7.88 W BC 29.0 FY FALLS CITY	f BC 32.0SNOQUALMIE FALLS 7.2 4 f	f BC 32.0SNOQUALMIE FALLS 7.2 4 f Spuri	f B C 32.0 32.0 32.9 SNOQUALMIE FALLS	To a series of the series of t	F BC 32.0SNOQUALMIE FALLS 0.9	Way Freight EXCEPT SUNDAY DAI lee page 7 10.25AM f	AILY XLX page 9 5.55PM CT C B	CF 0.0 55 3.9 4 3.7 7 6.7	Telegraph Offices and Calls CJWOODINVILLEDN 3.9WILLOWS	39.2 100 35.3 32.5 43	DAILY See page 10 A 8.4844 f		EXCEPT MONDAY See page 8 A12.05PM	THIRD CLASS	estward	Nos. 345 All train	and 346 vs will send	vill stop of man ahea	ad to line	t Houg derail	SUBDIVISION—EVE Time Table 1 October 27,	REIT BRAI	Rent	on.	SECONI	CLASS.	TH	RD CI
	f BC 32.0SNOQUALMIE FALLS 7.2 4 f	f BC 32.0SNOQUALMIE FALLS 7.2 4 f Spuri	f B C 32.0 32.0 32.0 0.0 SNOQUALMIE FALLS 7.2 4 f Spur 30.0 g.40 B C 32.9 SOSNOQUALMIE	To the second se	The color of the	Way Preight XCEPT UNDAY DAI See page 7 L 5.44 f 11.15AM 92.4 f f f f f f f f f f f f f	Seenger 1	CF 0.0 555 0.0 3 C 3.9 4 6.7 7 8.0 8.1 3 C 8.1 3 C 9.7 11 11.2 12 12.2 3 C 14.7 15 18.8 19 3 C 23.1	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	39.2 100 35.3 32.5 43 31.2 31.1 10 29.5 6 spu 28.0 3 spu 24.5 3 20.4 100 16.1 2	DAILY See page 10 A 8.48A f 3 s 8.26 f f f g 7		EXCEPT MONDAY See page 8 A12.05PM s 11.15AM 923	THIRD CLASS 925 Way Freight EXCEPT SUNDAY See 928, p.8 L 3.15PM	411 G. N. Freight DAILY	Nos. 345 All train SEC 401 G. N. Freight DAILY	OND CLA 715 G. N. Freight EXCEPT SUNDAY	ASS. 565 Mixed EXCEPT SUNDAY See 566 p 8 L11.45AM	SEVE 687 Freight EXCEPMONDA L 5.80	t Hong derail OM Water, Fuel, Scales, OA Water, Fuel, Scales, Wyes and Wyes	SUBDIVISION - EVE	REIT BRAINO. 36 1912 0. 36E IS. ces and SH	Rent NCH F DN DN DN DN DN	mular Surgice from 11.4 150 10.6 22 Spur 6.0 50 50 5.2 16	SECONI 564 Mixed EXCEPT SUNDAY See 563, p 7 A 5.009M	CLASS. 688 Freight EXCEPT SUNDAY See page 8 A 7.00PM	THIRD CL 926 Way. Freight EXCEPT SUNDAY See 927, p 7 A 7.40AM	-
f BC 32 0 SNOQUALME FALLS 7.2 4 f			2.40 s 7.48 BC 32.9 SOSNOQUALMIED 6.3 36 s 7.08 s 7.25	2.40 s 7.48 BC 32.9 SOSNOQUALMIE	S 7.48 B 32.9 SO SNOQUALMIE D 6.3 36 5 7.08 S 7.25 SO SNOQUALMIE D 6.3 36 5 7.08 S 7.25 SO SNOQUALMIE D 6.3 36 5 7.08 S 7.25 SO SNOQUALMIE D 6.3 36 5 7.08 S 7.25 SO SNOQUALMIE D 6.3 36 5 7.08 S 7.25 SO SNOQUALMIE D SO SNOQUALMIE D SO SO SNOQUALMIE D SO SO SNOQUALMIE D SO SO SNOQUALMIE D SNOQUALMIE D SNOQUALMIE D SNO	Way reight CCEPT (CEPT (AILY ALLY ALLY ALLY ALLY ALLY ALLY ALLY	CF 0.0 3 C 3.9 4 6.7 7 8.0 8.0 8.1 3 C 9.7 11 9.7 12 12 12 12.2 3 C 14.7 15 18.8 19 3 C 23.1 3 C 26.0	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	39.2 100 35.3 32.5 42 31.2 31.1 10 29.5 6 spi 28.0 3 spi 24.5 3. 20.4 10 16.1 2.	DAILY See page 10 A 8.4844 f 3 s 8.26 o f f f graf f graf s 8.08 o s 7.57 f 8 s 7.33		EXCEPT MONDAY See page 8 A12.05PM s 11.15AW 923 s 10.10 s 9.30	THIRD CLASS 925 Way Freight EXCEPT SUNDAY See 928, p8 L 3.15PW 3.45 A 4.00PW	411 G. N. Freight DAILY	Nos. 345 All train SEC 401 G. N. Freight DAILY	OND CLA 715 G. N. Freight EXCEPT SUNDAY	ASS. 565 Mixed EXCEPT SUNDAY See 566 p 8 L11.45AM	SEVE 687 Freight EXCEPMONDA L 5.80	A Myes and Wyes and Wyes and Wyes	SUBDIVISION	REIT BRAI No. 36 1912 D. 36E IS. Ces and Trickossin	Rent NCH F DN DN DN	m Appendix A	SECONI 564 Mixed EXCEPT SUNDAY See 563, p 7 A 5.009M	CLASS. 688 Freight EXCEPT SUNDAY See page 8 A 7.00PM	THIRD CL 926 Way. Freight EXCEPT SUNDAY See 927, p 7 A 7.40AM	_
f BC 32.0 SNOOUALMIE FALLS 7.2 4 f	10.71d. N. CROSSING 0.77		33 3.0	3.00PM Y C B C 35.9 BNNORTH BENDD 3.3 18 L 7.00AM 924 L 7.10AM 924 RYCERT BYCERT BY	3 3 3 3 3 3 3 3 3 3	Way eight Passe CEPT NDAY DAI page 7 See page D.25AM L 5.3 f f 1.15AM s 6. g24 s 6. g250 s 6. g260 s 6. g27. s 7.	See a see	CF 0.0 555 0.0 3 C 3.9 4 3.0 3 C 8.1 3 C 8.1 3 C 9.7 11 1 2 3 C 11.2 3 C 14.7 15 3 C 23.1 23 C 26.0 26 0 29.0	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	39.2 100 35.3 32.5 42 31.1 10 29.5 6 spu 28.0 3 spu 24.5 3. 20.4 10 16.1 2. 13.2 1.	DAILY See page 10 A 8.4844 f 3 s 8.26 o f f f ar f 3 s 8.08 o s 7.57 f 8 s 7.83 2 s 7.20		EXCEPT MONDAY See page 8 A12.05PM s 11.15AW 923 s 10.10 s 9.30	THIRD CLASS 925 Way Freight EXCEPT SUNDAY See 928, p8 L 3.15PW 3.45 A 4.00PW	411 G. N. Freight DAILY	Nos. 345 All train SEC 401 G. N. Freight DAILY	OND CLA 715 G. N. Freight EXCEPT SUNDAY	ASS. 565 Mixed EXCEPT SUNDAY See 566 p 8 L11.45AM	SEVE 687 Freight EXCEPMONDA L 5.80	A Myes and Wyes and Wyes and Wyes	SUBDIVISION	REIT BRAI No. 36 1912 D. 36E IS. Ces and Trickossin	Rent NCH F DN DN DN	m Appendix A	SECONI 564 Mixed EXCEPT SUNDAY See 563, p 7 A 5.009M	CLASS. 688 Freight EXCEPT SUNDAY See page 8 A 7.00PM	THIRD CL 926 Way. Freight EXCEPT SUNDAY See 927, p 7 A 7.40AM	_
N	0.40	0.40 R.C. 22.0 SO. SNOOHALMIF D. 6.3 36 s. 7.08 s. 7.25	33 3.0	3.00PM Y C B C 35.9 BNNORTH BENDD 3.3 18 L 7.00AM 924 L 7.10AM 924 RYCERT BYCERT BY	3 3 3 3 3 3 3 3 3 3	Way eight Passe CEPT NDAY DAI page 7 See page D.25AM L 5.3 f f 1.15AM s 6. g24 s 6. g250 s 6. g260 s 6. g27. s 7.	See a see	CF 0.0 555 0.0 3 C 3.9 4 3.0 3 C 8.1 3 C 8.1 3 C 9.7 11 1 2 3 C 11.2 3 C 14.7 15 3 C 23.1 23 C 26.0 26 0 29.0	Telegraph Offices and Calls CJWOODINVILLEDN 3.9	39.2 100 35.3 32.5 42 31.1 10 29.5 6 spu 28.0 3 spu 24.5 3. 20.4 10 16.1 2. 13.2 1.	DAILY See page 10 A 8.4844 f 3 s 8.26 o f f f ar f 3 s 8.08 o s 7.57 f 8 s 7.83 2 s 7.20		EXCEPT MONDAY See page 8 A12.05PM s 11.15AW 923 s 10.10 s 9.30	THIRD CLASS 925 Way Freight EXCEPT SUNDAY See 928, p8 L 3.15PW 3.45 A 4.00PW	411 G. N. Freight DAILY	Nos. 345 All train SEC 401 G. N. Freight DAILY	OND CLA 715 G. N. Freight EXCEPT SUNDAY	ASS. 565 Mixed EXCEPT SUNDAY See 566 p 8 L11.45AM	SEVE 687 Freight EXCEPMONDA L 5.80	A Myes and Wyes and Wyes and Wyes	SUBDIVISION	REIT BRAI No. 36 1912 D. 36E IS. Ces and Trickossin	Rent NCH F DN DN DN	m Appendix A	SECONI 564 Mixed EXCEPT SUNDAY See 563, p 7 A 5.009M	CLASS. 688 Freight EXCEPT SUNDAY See page 8 A 7.00PM	THIRD CL 926 Way. Freight EXCEPT SUNDAY See 927, p 7 A 7.40AM	_

Westward.						EIGHTH SUBDIVISION MONTE CRISTO BRANCI	DN.	ı			Eastward.	W	estwar	d.			_	ENTH SUBDIVISION BELLINGHAM BRANCH				astwa	rd.
	SECONE	D CLASS	les,	b		Time Table No. 36F			SECON	D CLASS		SECOND CLASS.	FIRST	CLASS.	iles,	5		Time Table No. 36F		Section 2	FIRST	CLASS.	SECOND CLASS.
		563		Numbers	om	October 27, 1912 Succeeding No. 36E	to to	25.	566	568			347			Numbers	e e	October 27, 1912 Succeeding No. 86E	rom	ity	344	348	684
	Mixed	Mixed	Fue ables	n Z	nce fr	STATIONS.	ace fr	apaci	Mixed	Mixed		Freight	Passenger	Passenger	r, Fu	on Ng	ince f	STATIONS.	ince f	Capac	Passenger	Passenger	r Freight
	WEDNES-	EXCEPT SUNDAY	Water	Station	Distance from Hartford	Telegraph Offices and Calls	Distance from Monte Cristo	Car Capacity of Sidings	EXCEPT SUNDAY	WEDNES		FYCEDT	DAILY		ate	Station	Distance from Wickersham	Telegraph Offices and Calls	Distance from So. Bellingham	Car (EXCEPT SUNDAY
		L 6.45PN				FDD												WKWICKERSHAMD			See page 8		See page 8
4		s 6.55	g			LOCHLOY			- 1				L 9.10PM f 9.15		W	128		1.3			s	S	
11			The state of the s	B ₅ D	4.6	SOBEY	37.4	20 Spur						f 12.46	i i			MIRROR LAKE	ll_				<u></u>
	THE PERSON NAMED IN COLUMN NAM	s 7.80	₽	· · · · · · · · · · · · · · · · · · ·		GFGRANITE FALLSD			_			s 7.50% 7.59% s 8.10	f 9.25		<u> </u>			1.0BLUE CANYON					, 12.513 12.45
	THE STATE OF THE S		To MW	9		CUTOFF	<u></u>		.i				f	684 f				1.8 IDLEWILD	<u></u>	E-	f .	<u>r </u>	12.45°
			g			TUNNEL No. 2	l						î	f				TOWANDA			f	f .	
	L 5.00AM	A 8.15PM	-14	l I		ROBE		1	1	A 7.40A		8.40	f 9.47	f 1.11	1	-	1				f 7.84	f 8.54	s 12.20
	s 5.80		9			BOGARDUS				s 7.05		s 8.55	f 9.58	f 1.21		B M 15	15.1	SILVER BEACH	7.4	No s	s 7.24	s 3.44	s 12.05
	A 6.15AM		<u> </u>			GOLD BASIN	l		_	L 6.20A		s 9.00	10.00	1.23		B M 16	16.1	LARSON	6.4	30	7.22	8.42	s 12.01PM
						1.0 BONANZA QUEEN		_		2 0.20		A 9.80AM	A10.15PM	A 1.85PM	W Y C O	B M 20	20.1	WDBELLINGHAMD	2.4	50	L 7.10AM	L 3.30PM	L11.30AM
	SATION		Carlos Carlos	30		7.3BARLOW PASS		Spur 7 1	. And .								21.9	Track Connection 0.6	0.6				
			WC	B D		4.7MONTE CRISTO		Spur 100	_						Transfer of the last	B M 23	22.5	FNSO. BELLINGHAMD	0.0	50			
	WEDNES	ЕХСЕРТ	T	42			30000		EVCERT	WEDNES		EXCEPT SUNDAY	DAILY	DAILY							-	DAILY	EXCEPT SUNDAY
	DAY	SUNDAY	NEZGGIBS					_	SUNDAY	WEDNES- DAY		1.55	1.05	1.00				Time Over Subdivision			20.1	$\frac{1.00}{20.1}$	1.45
	1.15	9.1	CLESS ACCRETE			Time Over Subdivision Average Speed per Hour			$\frac{1.55}{7.2}$	1.20		10.4	18.7 East	20.1 Ward trai	ins ar	e su	perio	Average Speed per Hour r to trains of the same class	in the	e opp			10.7

Westward. NINTH SUBDIVISION. Eastward. **DARRINGTON BRANCH** SECOND CLASS FIRST CLASS. FIRST CLASS. SECOND CLASS Time Table No. 36F Numbers October 27, 1912 Distance from Darrington 327 Car Capacity of Sidings 569 328 **570** Succeeding No. 36E MIXED MIXED STATIONS. Station Passenger Passenger Telegraph Offices and Calls EXCEPT EXCEPT EXCEPT SUNDAY EXCEPT SUNDAYARLINGTON.....DN 28.6 132 L11.00A L 7.80PM] CY CF 0.0. A 9.40AM 1 5.30PM 5.4COOPER s 11.25 7.45 9.25 4.50 20.2 Spu s **11.45**AM s 7.53 BK 8.4 9.17 4.3012.00N 16.7 28 s 8.05 4.10 B K 14.0 HALTERMAN s 12.15PM 14.6 33 9.01 8.55 s 8.10 s 12.25 s 8.14 8.56 3.40 B K 17.9HAZEL......1.8 s 12.40 s 8.20 8.49 3.26 B K 19.7WELTON 30 s 12.50 s 8.25 8.43 3.20 B K 22.1FORTSON........... 6.5 14 s 1.00 s 8.30 8.35 3.13 BK 22.6 IRVING s 8.32 8.83 1.15 6.03.10 1.25 s 8.38 8.00 A 8.50PM CY BK 28.6 DARRINGTOND L 8.15AM 2.45P# A 2.00PM 1.20 Time Over Subdivision 1.25 2.45 3.00 9.5 21.4 Average Speed per Hour 10.4 Eastward trains are superior to trains of the same class in the opposite direction.

See Special Rules on this and Page 12.

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

Special Rules Eighth Subdivision MONTE CRISTO BRANCH

See Special Rules on this and Page 12.

Registering Station-Hartford.

Derail Switch-Siding at Tunnel No. 2.

Mountain Grades.—Descending Monte Cristo to Sauk River Bridge, Barlow pass to Bonanza Queen and from Robe to Cutoff. Eastward Trains must not exceed schedule time within above limits.

Trains must not exceed five miles per hour around 18 and 24 degree curves on Shoofly, two miles west of Gold Basin.

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

Nos. 563 will wait at Hartford for No. 347's and 348's connection, unless otherwise instructed.

No. 567 has right over No. 568, Robe to Silverton

No. 347, when meeting No. 348 at Hartford, will head in on Eighth Subdivision.

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.

Yard Limit—Bellingham.
Trains will not exceed eight miles per hour between M. P. 3 and 4, and not exceed 6 miles per hour over bridges 19 and 20.

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

Wye switch at Wickersham will be kept set for East Leg. All trains will come to full stop before crossing Holly street, Bellingham.

Flagman precede train with red flag or light. Reduce speed to eight (8) miles per hour over street car crossing at Kentucky Street, Bellingham; and not exceed this speed between Kentucky Street and Bellingham station.

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

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

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

COMMERCIAL SPURS.

FIRST SUBDIVISION.

Distance from Ellensburg.

STATIONS	Miles	How Connected	Car Capacity
Younger	22.4	1 E	10
Hubner	41.0		
Nagrom, F 279, 280, 3 & 42.	67.8	••••	••••
Garibaldi, F 279 & 280	75.6		

STATIONS	Miles	How Connected	Car Capacity
Luster	76.8		
Headworks, F 5, 279 & 280	81.6		7
Soos, F 279 & 280	98.3		

THIRD SUBDIVISION.

Distance from King Street Station.

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		
Lake Forest Park, F 343, 344, 347 & 348	18.1	1 W	8
Kenmore, F 343,344,347 &348	18.9	1 E	7
Wrenwood	20.6	1 W	
Wayne, F 343, 344, 347 & 348	21.5		
Hannan	22.3	1 E	14
Stockton	23.5	1 E	8
Bear Creek	25.4	1 E	17
Sand Spur	25.8	1 E	12
Grace, F 343, 344, 347 & 348	26.3	1 E	25
Brace	29.4	1 E	3
XL Spur	30.0	1 E	4
Cathcart, F343, 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

g Street Station.			
Kelly's Spur	59.5	1 W	4
Grantley	63.3	1 E	16
Milldale	65.5	1 E	20
Pilchuck, S 343, 344, 347 & 348	65.9	1 E	88
Day's F 341-343,344,347 &348	68.2	Siding	10
Ehrlich, S 343, 344, 347 & 348	73.6	1 W	20
Buxton	75.7	1 E	29
Chilco	77.2	1 W	7
Conway	78.7	1 E	
Nookechamp, F 343, 344, 347	PA 4		_
& 348	79.1	1 E	5
Tiloh	79.5	1 E	
Heather	81.5	1 E	5
Skagit Junction	84.5	1 E	7
Norlum	88.7	1 E	40
Cohone	92.6	1 E	18
Prairie, F 343, 344, 347 & 348	94.1	Siding	10
Lumans	95.2	1 W	16
Morgood	99.4	1 E	
Kogill	99.6	1 W	••••
Doran, F 341 & 342	99.8	1 W	4
Comar	103.9	1 E	
McDonald's, F 341 & 342	105.7	1 W	4
Coyne	107.5	1 E	7
Van Zant's, F 341 & 342	107.9	1 W	8
Case's Spur, F 341 & 342	108.8	1 E	5
Eliton	112.6	1 E	13
Lawrence, F 341 & 342	113.7	1 E	6
McKee's	117.8	1 W	14
Crescent	121.9	1 W	5

FIFTH SUBDIVISION.

Distance from Black River.

20.3	1 E	5
19.8	1 E	4
16.6	1 E	2
16.0	1 E	5
12.6	1 W	5
9.5	••••	
	19.8 16.6 16.0 12.6	19.8 1 E 16.6 1 E 16.0 1 E 12.6 1 W

Hazelwood, F 345 & 346	7.3		
Pines	6.9	1 E	6
May Creek, F 345 & 346	6.6	1 E	4
Quendall	6.0	Siding	8
Sanford, F 345 & 346	4.1	1 E	2

SIXTH SUBDIVISION.

Distance from Woodinville.

Miles	How Connected	Car Capacity
1.7	1 W	7
2.4	1 W	19
17.4	1 E	3
21.9	1 W	15
27.6	1 E	5
	1.7 2.4 17.4 21.9	Connected 1.7 1 W 2.4 1 W 17.4 1 E 21.9 1 W

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

SEVENTH SUBDIVISION.

Distance from Snohomish.

erwood	4.1	1 E	4	Madrona	8.4	1 E	80	
			!			1		

EIGHTH SUBDIVISION. Distance from Hartford.

Zahler	1.0	1 E	5
duernsey	2.0	1 E	65
Denmark	2.5	1 E	5
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		

NINTH SUBDIVISION. Distance from Arlington.

			1
Gravel Pit	0.7	1 E	4
Jenora	5.7	1 E	20
Cavano	9.0	Spur	

Gorlock	18.4	Siding	25
Lampson	20.2	1 E	5
Tupper	25.2	1 W	Spur

TENTH SUBDIVISION.

Distance from Wickersham.

Jale	1.7	1 E	5
Roxbury	3.6	1 W	7

Matson	14.5	1 W	7
Mogul Log Co	14.5	1 E	24

ELEVENTH SUBDIVISION. Distance from Interbay.

		ı	II
Ballard (Station No. B 5)	1.1	 50	

SPECIAL RULES—THIRD, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH AND TENTH SUBDIVISIONS

RAILROAD CROSSING AT GRADE

C. & P. S. crossing at Renton. C. & P. S. crossing two miles west of Renton. Campbell Lumber Co. crossing at Campton. M. & N. Ry. crossing at Bryant. Two G. N. crossings at Sedro Woolley. P. S. & B. R. crossing west end yard Sedro Woolley. Standard Ry. crossing mile post 104. G. N. crossing at E. K. Wood mill, Bellingham. B. B. & B. C. crossing just east of Sumas. C. M. & P. S. crossing 300 feet west of Ebey Jct.

Crossing Gate situated at G. N. crossing near E. K. Wood Mill at South Bellingham. Normal position blocks N. P. track. When N. P. trains or engines use this crossing, gate must be unlocked and swung to block G. N. main line and locked in that position while crossing is in use, after which gate will be locked to normal position across N. P. tracks.

Crossing Gate situated where Puget Sound & Raker River Railway company track crosses N. P. tracks at Sedro Woolley. Normal position blocks P. S. & B. R. Ry. Co. track; same procedure as at South Bellingham.

Crossing Gate situated where Marysville & Northern Ry. crosses N. P. tracks at Bryant. Normal position blocks M. & N. tracks. N. P. trains will not stop at this crossing unless gates are against them. Freight trains must not exceed speed of twelve (12) miles and passenger trains twenty (20) miles per hour over this crossing.

C. & P. S. crossing at Renton is protected by derails located 75 feet east and 75 feet west of the crossing and operated by switch stand between the C. & P. S. tracks. NORMAL POSITION OF DERAILS IS AGAINST N. P. TRAINS. All trains

will stop to clear derails, brakeman will go ahead and line up for N. P. track, cross to opposite side of track and remain there until train has cleared both derails; then line back to derail.

No power heavier than Class "C" engines coupled together may cross Skagit River bridge, No. 50, on Third Subdivision. Bridge No. 5 on Fifth Subdivision. Bridge No. 39 on Sixth Subdivision. Bridge Nos. 4 and 7 on Seventh Subdivision. Bridge No. 14 on Eighth Subdivision. Truss bridges Nos. 1, 4, 6, 7, 9 and 12 on Ninth Subdivision.

F-1 or heavier engines must not use Eclipse Log rollway at Everett.

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

LOCATION DRAW SPANS

Snohomish River bridge, just east of Snohomish. Skagit River bridge between Sedro Woolley and Clear Lake. Ebey Slough and Snohomish River bridges on Everett Branch between Snohomish and Lowell. All trains come to full stop before crossing, giving whistle signal before proceeding.

All Eastward freight trains will come to full stop at Public road crossing just east of Hartford station to clear Eighth Subdivision junction switch and ascertain that track is clear before proceeding.

SEATTLE TERMINAL

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 Street Line. C. & P. S. crossing at Atlantic Street, Seattle. G. N. crossing at Washington Street, Seattle. G. N. crossing at Bell Street, Seattle. G. N. crossing at Seattle Lumber Company, Seattle. G. N. crossing at Field Tracks just

No engine or train will go over Atlantic Street crossing, Seattle, unless they receive signal from crossing flagman. One motion of regular proceed signal is for the Northern Pacific, two motions of regular proceed signal is for Chicago, Milwaukee & Puget Sound and three motions of the regular proceed signal is for the C. & P. S. R. R. If flagman should be absent trains

trains or engines use this crossing, gate must be unlocked and swung to block P. S. E. tracks and locked in that position

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

All trains will reduce speed to 6 miles per hour at Public Road crossing leading to Great Northern dock at Smith Cove

The operation of Bascule Draw Bridge, West Seattle Line. It will be necessary for trains to get signal from Bridge Tender, green flag by day and green lantern by night, before entering on this draw.

On Second Avenue Line, yard limit board on eastward track, located 1,200 feet west of west leg of Spokane Avenue wye. All trains in both directions will respect this board as per book of rules.

King Street Station. G. N. and N. P. switch engines will work between Seattle and West leg of Spokane Avenue Wye without train orders, governing their movements by rules of switch engines working on main line in yards.

Track on West Seattle Line betwen O.-W. R. & N. connection and switch leading to the Fisher Flour Mill is joint with the O.-W. R. & N. and will be operated by both companies. O.-W. R. & N. has rights to this track between 12:00 Midnight and 12:00 Noon, and the N. P. between 12:00 Noon and 12:00 Midnight; either company has the right to switch on the hours assigned to the other but must move through the joint territory under full protection.

above on the following hours: O.-W. R. & N., 4:00 A. M. to 12:00 Noon; N. P. Ry., 12:00 Noon to 8:00 P. M.; C., M. & P. S., 8:00 P. M. to 4:00 A. M.

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."

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

east of Interbay. C., M. & P. S. crossing at Black River, interlocked.

Crossing Gate at Van Asselts Where N. P. Spur Crosses P. S. E. track. Normal position blocks N. P. track. When N. P. while crossing is in use, after which gate will be locked to normal position across N. P. tracks.

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

and engineman will keep vigilant lookout for teams and pedestrians at this point.

Track known as the "Fisher Mill Spur" is joint with O.-W R. & N., C., M. & P. S. and N. P., and operated the same as

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

Red indicates "Stop." Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

J. E. CAMPBELL Trainmaster, Seattle. O. F. OHLSON. Trainmaster, Seattle.

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

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

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:

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.

J. F. FITZSIMMONS. Trainmaster, Seattle. H. M. MORAN. Chief Dispatcher, Seattle.

TONNAGE RATINGS—FREIGHT ENGINES.

FIRST SUBDIVISION.—EASTWARD.

	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	
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 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						mum Cars		imum Cars	Max 60 (mum Cars	Maxi 60 C	mum Cars	Maxi 60 (mum Cars	Max 40 (imum Cars	Maxi 40 (Maxi 40 C	mum Cars

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

	TH	HIRD SU	IBDIVIS	SION—E	ASTWA	RD					THIRD SUBDIVISION—WESTWARD.														
DISTRICTS.	Class D 2 & E 3		Class	5 E 6	Class	; E 7	Class	s F 3	Class	F 5	Class	s F 1	DISTRICTS.	Class D 2 & E 3		Class E 6		Clas	s E 7	Clas	s F 3	Clas	s F 5	Clas	ss 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	Cara
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	7.00	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	-6
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	
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	(
lisco 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	7
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	:
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	
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	-
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	
Keith to Seattle	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Sedro-Woolley to Thornwood	425	14	440	14	525	17	510	17	560	18	660	
													Thornwood to Sumas	900	30	1000	31	1200	40	1200	40	1300	43	1500	
DISTRICTS.	Class D	Class D 2 & E 3		s E 6	Class E 7		Class F 3		Class F 5		Clas	ss F 1		Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
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	Ca
Fifth Subdivision— Eastward. Woodinville to Kirkland	800	27	825	27	975	32	960	32	1030	34	1150	38	Fifth Subdivision— Westward. Black River to Woodinville	1100	37	1200	40	1400	46	1400	46	1500	50	1800	
Kirkland to Black River	_	40	2000	40	2500	50	2500	50	2750	55	3000	60	Sixth Subdivision—					1400						1000	-
Sixth Subdivision— Eastward.													Westward Woodinville to Issaquah	1200	40	1200	40	1500	50	1500	50	1800	60	2200	
North Bend to Falls City	775	26	800	27	1250	41	1200	40	1350	45	1650	55	Issaquah to Preston	1	9	300	10	415	14	400	13	450	15	550	
alls City to Preston	260	9	300	10	415	14	400	13	450	15	550	18	Preston to North Bend	2000	40	2000	40	2500	50	2500	50	3000	60	3000	
Preston to Woodinville	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Seventh Subdivision-Westward Snohomish to Everett		27	850	28	1000	33	980	33	1100	37	2000	
eventh Subdivision-Eastward Everett to Snohomish	800	27	850	28	1000	33	980	33	1100	37	1400	46	Eighth Subdivision—			800		1000		980		1100	- 01	2000	
Eighth Subdivision—													Westward. Hartford to Granite Falls	500	17	525	18	850	28	825	27	900	30	1000	
Eastward Monte Cristo to Silverton	200	7	215	7	300	10	285	10	335	11	435	14	Granite Falls to Robe		10	315	10	350	12	325	11	375	13	475	-
ilverton to Hartford	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Robe to Silverton	325	11	350	12	450	15	425	14	475	16	575	-
linth Subdivision—Eastward and Westward.				• • •								-	Silverton to Monte Cristo	200	7	215	7	300	10	285	10	335	11	435	
	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	
enth Subdivision—		'	1	t 1	1	t .	1 .	Į.					" TOMORDIAN TO MINIOU DANC									1 210			
rlington and Darrington enth Subdivision— Eastward. ellingham to Larson	340	11	365	12	415	14	400	13	475	16	575	19	Mirror Lake to Larson	1040	35	1100	37	1300	43	1250	42	1500	50	1800	

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

CLINTON T. COOKE, Oculist, Seattle P. W. A. DORSEY, Sedro-Woolley, (S) E. M. ADAMS, Arlington, (S) E. M. ADAMS, Arlington, (S) N. S. McCREADY, Snohomish, (S) W. C. COX, Everett, (S) Woodinville (S)

E. S. CLARK, Sumas, (S)
A. M. SMITH, Bellingham, (S)

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

J. C. McCAULEY, Ellensburg, (S)

H. R. SMITH, Easton, (S)

B. E. HOYE, Auburn, (S) Lester, (S)

Puyallup, (S)

P. B. WING, Oculist, Tacoma W.G. CAMERON, Specialist, Tacoma N.P.B.A.Hospital, Tacoma, (S) Baggage Room, Tacoma, (S) Round House, Tacoma, (S)

Head-of-Bay Yard Office, Tacoma, (S) Half Moon Yard Office, Tacoma, (S)
Tool Car, Tacoma, (S)
Wharf, Tacoma, (S)

Note.

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

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

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

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

AUTHORIZED SURGEONS, G. N. RY.

DR. H. M. READ, Seattle

DR. J. A. LA GASA, Tacoma

