

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 38 TABLE

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

SUNDAY, April 27th, 1913.

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.

Westward.

FIRST SUBDIVISION (MAIN LINE)

Eastward.

Table with columns for Third Class, Second Class, First Class, and Freight. Includes station names like ELLENSBURG, SHOSKIN, THORP, DUDLEY, KOUNTZE, BRISTOL, TEANAWAY, CLE ELUM, BAKER, NELSON'S, TALMAGE, EASTON, UPHAM, MARTIN, STAMPEDE, BORUP, KENNEDY, WESTON, LESTER, HOT SPRINGS, MAYWOOD, HUMPHREY, EAGLE GORGE, LEMOLO, PALMER JCT, KANASKAT, BYRD, RAVENSDALE, COVINGTON, WYNACO, and EAST AUBURN. Includes times, distances, and freight rates.

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

SPECIAL RULES FOR FIRST SUBDIVISION (Main Line).

Manual Block.—Between East Auburn and Ellensburg.

Yard Limits.—Ellensburg, Cle Elum., Easton, Lester, West End Kanaskat and East Auburn.

Registering Stations.—Ellensburg and East Auburn. At East Auburn all trains register by ticket. Freight trains also register at Yard Office, 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 is registering station for trains using eighth Subdivision of Tacoma Division only, which will register by ticket.

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

Standard Clocks.—Ellensburg, Lester and Auburn Yard Office.

Mountain Grade.—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 $1\frac{1}{2}$ 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.	Easton.—East end of No. 2 track.
Bristol.—East end of loading track.	Eagle Gorge.—West end of eastward siding.
Cle Elum.—East end of extension and at east end house track.	Soos Creek.—Spur track.
Easton.—East end of yard.	Auburn.—East end gravel pit siding.

Interlocking Derails are Located as follows:

Kountz.—East end of siding.	Lester.—West end of roundhouse track.
Teanaway.—East end of eastward siding.	Lester.—West end of yard.
Cle Elum.—East end of yard.	Hot Springs.—West end of freight siding.
Cle Elum.—East end of extension to house track.	Maywood.—West end of westward siding.
Upham.—East end of eastward siding.	Eagle Gorge.—West end of westward siding.
Martin.—East end of westward siding.	Lemolo.—West end of siding.
Borup.—West end of westward siding.	Kanaskat.—West end of wye.
Borup.—West end of eastward siding.	Byrd.—West end of siding.
Kennedy.—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.

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.

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. Speed of trains through cross-over tracks or entering sidings 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.

Freight train conductors and enginemen will comply with the following, concerning the handling of trains through tunnel No. 3:

On whistling for either Martin or Stampede the engineman must place the handle of the brake valve in full release position and obtain 90 pounds train pipe pressure as promptly as possible. (Engineman must see that low pressure governor head does not exceed 90 pounds). Following this he must obtain "Proceed" signal before entering tunnel No. 3, to be passed from conductor to head engineman by helper engine whistle and head brakeman. Conductor will not give this signal until the train pipe pressure in the caboose has been increased to at least 80 pounds.

No retaining valves need be used with trains of all empties through tunnel No. 3, but such trains must be stopped and all retaining valves turned up before leaving either Stampede or Martin. With other freight trains, before entering tunnel No. 3 turn up all retaining valves Westward, and all but the rear one-third Eastward, turning all up before leaving Martin.

If for any reason the train breaks in two or more parts while in tunnel No. 3, train and enginemen should arrange

Speed westward will not exceed twenty (20) miles per hour around curves at old tunnel 5, between Stampede and Borup, 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.

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 at Kanaskat.

No. 280 will connect with No. 368 at Palmer Jct.

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.

Tacoma division No. 395 will connect with No. 257 at Kanaskat.

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

Track No. 3 at Stampede can not be used.

Eastward passenger trains must not exceed thirty (30) miles per hour between extreme west switch Ellensburg Yard and Ellensburg Station.

All toilets in trains must be kept locked while in the limits between Headworks and Humphrey and all employees are cautioned against throwing any refuse or articles, which might become unsanitary, off the train while passing through that territory.

to get engines out of tunnel promptly as possible. If necessary, take engines and cars out in either or both directions. When portion of train is left in tunnel, same should be made secure by blocking and not moved out until smoke and gas has cleared and it can be done safely. Blocking will be found on walls of tunnel on right hand side going east, about 50 feet apart and three feet above the rail.

Descending trains will carry 90 pounds train pipe pressure to Lester and to Easton. Following any stops during descent, the engineman must fully recharge the brakes before starting and the conductor must not give the "Proceed" signal until at least 80 pounds is shown by the caboose gauge.

Eastward freight trains will stop at Lester to make terminal test, and at Easton to make examination of wheels and brakes. Westward freight trains will stop at Easton to make terminal test, and at Weston to make examination of wheels and brakes.

Westward

SECOND SUBDIVISION—Main Line.

				THIRD CLASS.				SECOND CLASS			Car Capacity of Sidings	Distance from Keith	Time Table No. 38 April 27, 1913 Succeeding No. 37A			Station Numbers	Water, Fuel, Scales, Turntables and Wyes	FIRST CLASS.		
				931	929	927	923	563	675	687			343	341	347					
				Way Freight	Way Freight	Way Freight	Way Freight	Mixed	Freight	Freight			Passenger	Passenger	Passenger					
				Mon., Wed., Fri.	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY			DAILY	DAILY	DAILY					
							L 7.50AM 343				0.0	UD. KING STREET STATION. DN			L 7.40AM 923	L 9.05AM	L 4.20PM			

BETWEEN KEITH AND SEATTLE TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS

												50	0.0	..... KEITH 3.9	CF 42		f 8.18AM	L 9.40AM	f 5.08PM
												60	3.9	..... LAKE 6.9	CF 46		f 8.28	9.50	f 5.14
												50	10.8	B..... BOTHELL D 1.8	CF 53		s 8.45	s 10.05	s 5.30
												100	12.6	CJ..... WOODINVILLE DN 5.9	CF 55	WC T	s 8.50	s 10.10	s 5.35
												80	18.5	MB..... MALTBY DN 8.4	CF 60		s 9.10	10.30	s 5.55
												150	26.9	OM..... SNOHOMISH DN 5.2	CF 69	WC O Y	s 9.30 9.40	s 10.53 344	s 6.15 6.25
												45	32.1	MA..... MACHIAS D 3.1	CF 74	W	s 9.58	s 11.08	s 6.42
														RUCKER BROS. LOGGING CO. OVERHEAD CROSSING..... 0.2 M B..... Connection at Hartford					
												102	35.2	FD..... HARTFORD D 4.4	CF 77		s 10.05	s 11.18	s 7.00 348
												60	39.6	..... GETCHELL 6.2	CF 82		s 10.26 344	11.25	s 7.10
												53	45.8	..... EDGECOMB 3.0	CF 88	W 1 M B	f 10.38 927	11.37	s 7.22
														M. & A. OVERHEAD CROSSING 1.4 M B					
												132	48.8	A..... ARLINGTON DN 3.8	CF 91	Y 10 M B	s 10.50	s 11.47 927	s 7.35
												40	52.6	{BT... M. & N. CROSSING... D} {..... BRYANT } Track Connection. 6.3	CF 95		s 11.00	11.57AM 928	s 7.45
												65	58.9	MU..... McMURRAY D 5.6	CF 101	W	s 11.18 928	s 12.15PM	s 8.03
												25	64.5	..... MONTBORNE 1.6	CF 107		s 11.36	12.38	s 8.21
												70	66.1	BG..... BIG LAKE D 5.5	CF 109		s 11.41	f 12.38	s 8.26
												135	71.6	CA..... CLEAR LAKE D 3.2	CF 114		s 11.56AM	f 12.55	s 8.41
												290	74.8	{WL... SEDRO-WOOLLEY... DN} {..... TWO G. N. CROSSINGS... } Track Connection. 0.6	CF 117	WC T	s 12.10PM	s 1.10 342	s 8.55
												45	75.4	..... P. S. & B. R. CROSSING... Track Connection. 4.9					
												80.3	80.3	..... THORNWOOD 5.9	CF 122		f 12.28	1.25	f 9.13
												75	86.2	WK..... WICKERSHAM DN 2.7	CF 128	Y W	A 12.42PM 932-342	s 1.37 930 932	A 9.25PM 876
												Spur 50	88.9	..... SAXON 2.2	CF 131		See page 6	f 1.42	See page 6
												18	91.1	MC..... ACME D 2.0	CF 133	W		s 1.49	
												20	93.1	..... STANDARD 5.9	CF 135			f 1.56	
												12	99.0	DM..... DEMING D 0.6	CF 141			s 2.15	
												9	99.6	..... ABBOTT 8.9	CF 142			2.17	
												18	108.5	NC..... NOOKSACK D 5.4	CF 151			s 2.40	
												113.9	113.9	..... B. B. & B. C. CROSSING... No Connection. 0.9					
												110	114.8	SU..... SUMAS D	CF 157	WC O T		A 2.55PM	
																	DAILY	DAILY	DAILY
																	5.02	5.50	5.05
																	19.3	21.6	19.2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

Registering Stations—Woodinville, Snohomish, Sedro-Woolley, Wickersham and Sumas.
Yard Limits—West end Keith, Woodinville, Maltby, Snohomish, Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas.
Maximum Grades—Snohomish to Woodinville. Helper District—Snohomish to Woodinville.
Bulletin Stations—Snohomish, Sedro-Woolley and Sumas.
Standard Clocks—Everett and Sedro-Woolley.

No. 675 has right over No. 676 Woodinville to Sumas.
No. 929 has right over No. 930 Sedro Woolley to Wickersham.
No. 344 will take siding when meeting No. 341.
No. 563 will register arrival at Hartford.
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.

Westward THIRD SUBDIVISION—ROSLYN BRANCH Eastward

Table for Third Subdivision—Roslyn Branch, Time Table No. 38, April 27, 1913. Includes columns for Second Class (577, 575, 573) and stations like Cle Elum, Minedale, Roslyn, Beekman, Lakedale.

Eastward trains are superior to trains of the same class in the opposite direction. Bulletin and Registering Station.—Cle Elum. Maximum Grades.—Cle Elum to Lakedale.

Westward. FIFTH SUBDIVISION—SNOQUALMIE BRANCH Eastward.

Table for Fifth Subdivision—Snoqualmie Branch, Time Table No. 38, April 27, 1913. Includes columns for Third Class (923), First Class (345), and Third Class (924) and stations like Woodinville, Willows, Redmond, Campton, Samamish, Inglewood, Monohon, Issaquah, High Point, Preston, Falls City, Snoqualmie Falls, North Bend, Sallal.

Eastward trains are superior to trains of the same class in the opposite direction. Registering Stations.—Woodinville and North Bend. Bulletin Station.—Everett.

Westward FOURTH SUBDIVISION—BELT LINE Eastward

Table for Fourth Subdivision—Belt Line, Time Table No. 38, April 27, 1913. Includes columns for Third Class (935), Second Class (675, 687), First Class (345), and Third Class (346, 676, 688, 936) and stations like Black River, Renton, Northrup, Kirkland, Woodinville.

Eastward trains are superior to trains of the same class in the opposite direction. Registering Stations.—Woodinville and Black River. Nos. 345 and 346 will register by ticket at Black River.

Westward. SIXTH SUBDIVISION—EVERETT BRANCH Eastward.

Table for Sixth Subdivision—Everett Branch, Time Table No. 38, April 27, 1913. Includes columns for Third Class (925), Second Class (411, 401, 715, 565, 687), and Third Class (564, 688, 926) and stations like Snohomish, Varden, Ebey Jct., Lowell, Everett, G. N. Junction, Smelter.

Eastward trains are superior to trains of the same class in the opposite direction. Registering Stations.—Snohomish and Everett. Bulletin Station.—Everett.

Westward.			SEVENTH SUBDIVISION. MONTE CRISTO BRANCH										Eastward.		
SECOND CLASS			Time Table No. 38 April 27, 1913 Succeeding No. 37A										SECOND CLASS		
571	567	563	STATIONS.										566	568	572
Mixed	Mixed	Mixed	Telegraph Offices and Calls										Mixed	Mixed	Mixed
WEDNESDAY	MONDAY AND FRIDAY	TUESDAY THURSDAY AND SAT.											TUESDAY THURSDAY AND SAT.	MONDAY AND FRIDAY	WEDNESDAY
L 10.40AM	L 10.40AM	L 10.40AM	CF 77	0.0	FD.....HARTFORD.....D	42.0	102	A 2.00PM	A 8.00PM	A 4.50PM					
s 10.50	s 10.50	s 10.50	BD 3	2.5	.....LOCHLOY.....	39.5	No Sdg.	s 1.40	s 2.40	s 4.85				
s 11.05AM 12.15PM	s 11.05AM 12.15PM	s 11.05AM 12.15PM	BD 6	6.3	GF.....GRANITE FALLS.....D	35.7	70 Spur	s 1.15	s 2.15	s 4.10					
		A 12.80PM	BD 9	9.5	.....CUTOFF.....	32.5	20	L 12.40PM						
			BD 12	11.9	.....TUNNEL No. 2.....	30.1	10							
s 1.00	A 1.00PM		BD 14	13.6	.....ROBE.....	28.4	10		L 1.15PM	s 3.20				
			BD 19	19.0	.....BOGARDUS.....	23.0	5 Spur							
s 1.25			BD 20	20.0	.....GOLD BASIN.....	22.0	6 Spur			s 3.05				
A 2.15PM			BD 29	29.0	.....SILVERTON.....	13.0	16			L 2.20PM				
			BD 30	30.0	.....BONANZA QUEEN.....	12.0	3 Spur							
			BD 37	37.3	.....BARLOW PASS.....	4.7	1 Spur							
			BD 42	42.0	.....MONTE CRISTO.....	0.0	100							
WEDNESDAY	MONDAY AND FRIDAY	TUESDAY THURSDAY AND SAT.											TUESDAY THURSDAY AND SAT.	MONDAY AND FRIDAY	WEDNESDAY
3.35	2.20	1.50													
8.5	5.8	5.2													
Time Over Subdivision													1.20	1.45	2.30
Average Speed per Hour													7.1	7.8	11.6

Westward.			NINTH SUBDIVISION. BELLINGHAM BRANCH										Eastward.					
THIRD CLASS.			Time Table No. 38 April 27, 1913 Succeeding No. 37A										FIRST CLASS.			THIRD CLASS.		
929	347	343	STATIONS.										344	348	930			
Way Freight	Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger	Way Freight			
EXCEPT SUNDAY	DAILY	DAILY											DAILY	DAILY	EXCEPT SUNDAY			
L 7.35AM	L 9.25PM	L 12.45PM	CF 128	0.0	WK.....WICKERSHAM.....D	22.5	75											
s 7.40	f 9.30	f 12.50	BM 1	1.3	.....MIRROR LAKE.....	21.2	15										
s 7.50 7.58	f 9.37	f 12.57	BM 4	3.8	.....PARK.....	18.7	15										
s 8.10	f 9.48	f 1.03 930	BM 5	4.8	.....BLUE CANYON.....	17.7	20										
			BM 7	6.6	.....IDLEWILD.....	15.9	No Sdg.										
			BM 9	9.0	.....TOWANDA.....	13.5	No Sdg.										
8.40	f 10.05	f 1.25	BM 11	11.4	.....AGATE BAY.....	11.1	20										
s 8.55	f 10.16	f 1.36	BM 15	15.1	.....SILVER BEACH.....	7.4	No Sdg.										
s 9.00	10.19	1.39	BM 16	16.1	.....LARSON.....	6.4	30										
A 9.30AM	A 10.30PM	A 1.50PM	BM 20	20.1	WD.....BELLINGHAM.....D	2.4	50											
				21.9	.....G. N. CROSSING.....	0.6											
			BM 23	22.5	FN.....SO. BELLINGHAM.....D	0.0	50											
EXCEPT SUNDAY	DAILY	DAILY											DAILY	DAILY	EXCEPT SUNDAY			
1.55	1.05	1.05											1.05	1.05	2.00			
10.4	18.7	18.7											18.7	18.7	10.1			
Time Over Subdivision																		
Average Speed per Hour																		

Eastward trains are superior to trains of the same class in the opposite direction. See Special Rules on this and Page 8.

Eastward trains are superior to trains of the same class in the opposite direction. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour. See Special Rules on this and Page 8.

Westward.			EIGHTH SUBDIVISION. DARRINGTON BRANCH										Eastward.					
SECOND CLASS			Time Table No. 38 April 27, 1913 Succeeding No. 37A										FIRST CLASS.			SECOND CLASS		
569	327		STATIONS.										328	570				
MIXED	Passenger		Telegraph Offices and Calls										Passenger	MIXED				
EXCEPT SUNDAY	EXCEPT SUNDAY												EXCEPT SUNDAY	EXCEPT SUNDAY				
L 11.00AM	L 7.45PM	CF 91	0.0	.....ARLINGTON.....DN	28.6	132	A 9.40AM	A 5.30PM									
s 11.25	8.00	BK 4	5.4	.....COOPER.....	23.2	4 Spur	s 9.25	s 4.50									
s 11.45AM	s 8.08	BK 7	8.4	.....CICERO.....	20.2	7 Spur	s 9.17	s 4.30									
s 12.00N	s 8.20	BK 11	11.9	.....OSO.....	16.7	28	s 9.07	s 4.10									
s 12.15PM	s 8.25	BK 13	14.0	.....HALTERMAN.....	14.6	33	s 9.01	s 3.55									
s 12.25	s 8.29	BK 15	15.7	.....ROWAN.....	12.9		s 8.56	s 3.40									
s 12.40	s 8.35	BK 17	17.9	.....HAZEL.....D	10.7	80	s 8.49	s 3.26									
s 12.50	s 8.40	BK 19	19.7	.....WELTON.....	8.9	30	s 8.43	s 3.20									
s 1.00	s 8.45	BK 21	22.1	.....FORTSON.....	6.5	14	s 8.35	s 3.13									
s 1.15	s 8.47	BK 22	22.6	.....IRVING.....	6.0	4 Spur	s 8.33	s 3.10									
s 1.25	s 8.53	BK 24	24.7	.....GEBBOTT.....	3.9	10 Spur	s 8.27	s 3.00									
A 2.00PM	A 9.05PM	CF BK 28	28.6	.....DARRINGTON.....D	0.0	24	L 8.15AM	L 2.45PM									
3.00	1.20											1.25	2.45					
9.5	21.4											20.2	10.4					
Time Over Subdivision																		
Average Speed per Hour																		

Eastward trains are superior to trains of the same class in the opposite direction. See Special Rules on this and Page 8.

Special Rules Seventh Subdivision MONTE CRISTO BRANCH
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, 567 and 571 will wait at Hartford for No. 343's and 344's connection, unless otherwise instructed.
 No. 563 has right over No. 566, Hartford to Cutoff.
 No. 567 has right over No. 568, Hartford to Robe.
 No. 571 has right over No. 572, Hartford to Silvertown.
 No. 347, when meeting No. 348 at Hartford, will head in on Seventh Subdivision.
 Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

Special Rules Eighth 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.
 No. 570 has right over 327 Darrington to Arlington.
 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.
 Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

Special Rules Ninth Subdivision. (BELLINGHAM BRANCH)
Registering Stations—Wickersham and Bellingham.
Bulletin Station—Bellingham.
Yard Limit—Bellingham.
 Trains will not exceed eight miles per hour between M. P. 3 and 4, 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. 929 has right over No. 930, Wickersham to Bellingham.

COMMERCIAL SPURS.

FIRST SUBDIVISION.
Distance from Ellensburg.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Younger.....	22.4	1 E	10	Sandberg.....	76.8	1 W	20
Nagrom, F 279, 280, 3 & 42.	67.8	1 W	20	Headworks, F 5, 279 & 280...	81.6	1 W	7
Garibaldi, F 279 & 280.....	75.6	1 E	8	Sooe, F 279 & 280.....	98.3	1 E	7

SECOND SUBDIVISION.
Distance from King Street Station.

Pontiac, F 343, 344, 347 & 348	13.2	1 E	4	Kelly's Spur.....	59.5	1 W	4
Lavilla, F 343, 344, 347 & 348	14.5	1 E	....	Grantley.....	63.3	1 E	16
Belden.....	14.7	1 E	8	Milldale.....	65.5	1 E	20
Briarcrest, F 343, 344, 347 & 348	17.5	....	....	Pilchuck, S 343, 344, 347 & 348	65.9	1 E	88
Lake Forest Park, F 343, 344, 347 & 348.....	18.1	1 W	8	Day's F 341-343, 344, 347 & 348	68.2	Siding	10
Kenmore, F 343, 344, 347 & 348	18.9	1 E	7	Ehrlich, S 343, 344, 347 & 348	73.6	1 W	20
Wrenwood.....	20.6	1 W	....	Buxton.....	75.7	1 E	29
Wayne, F 343, 344, 347 & 348	21.5	....	....	Chileo.....	77.2	1 W	7
Hannan.....	22.3	1 E	14	Conway.....	78.7	1 E	....
Stockton.....	23.5	1 E	8	Nookechamp, F 343, 344, 347 & 348.....	79.1	1 E	5
Bear Creek.....	25.4	1 E	17	Tiloh.....	79.5	1 E	12
Sand Spur.....	25.8	1 E	12	Heather.....	81.5	1 E	5
Grace, F 343, 344, 347 & 348..	26.3	....	....	Skagit Junction.....	84.5	1 E	7
Brace.....	29.4	1 E	3	Norlum.....	88.7	1 E	40
Cathcart, F 343, 344, 347 & 348	33.5	1 W	12	Cohone.....	92.6	1 E	18
Cobbner.....	36.0	1 W	....	Prairie, F 343, 344, 347 & 348	94.1	Siding	10
Bromart.....	37.2	1 E	32	Lumans.....	95.2	1 W	16
Bartlett.....	44.5	1 E	4	Morgood.....	99.4	1 E	....
Lake Cassidy.....	50.0	1 E	3	Doran, F 341 & 342.....	99.8	1 W	4
Kelmire.....	50.5	1 W	6	Comar.....	103.9	1 E	....
Ryton.....	51.7	1 E	3	McDonald's, F 341 & 342...	105.7	1 W	4
Harvey.....	54.9	1 E	4	Coyne.....	107.5	1 E	7
Sisco, F 343, 344, 347 & 348.	55.8	1 E	15	Van Zant's, F 341 & 342....	107.9	1 W	8
M. & A. Tfr.....	58.8	1 E	6	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

FOURTH SUBDIVISION.
Distance from Black River.

Firloch, F 345 & 346.....	19.8	1 E	4	Hazelwood, F 345 & 346....	7.3	....	....
Feriton.....	16.6	1 E	2	May Creek, F 345 & 346....	6.6	1 E	4
Kincaid.....	16.0	1 E	5	Quendall.....	6.0	Siding	8
Midlakes, F 345 & 346.....	12.6	1 W	5	Sanford, F 345 & 346.....	4.1	1 E	2
Factoria, F 345 & 346.....	9.5	....	....		

FIFTH SUBDIVISION.

Distance from Woodinville.

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

SIXTH SUBDIVISION.

Distance from Snohomish.

Sherwood.....	4.1	1 E	4	Madrona.....	8.4	1 E	80
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SEVENTH SUBDIVISION.

Distance from Hartford.

Zahler.....	1.0	1 E	5	Enos Quarry.....	7.3	1 E	30
Denmark.....	2.0	1 E	2	Atlas.....	8.3	1 E	5
Beechwood.....	2.7	1 E	7	Hemple.....	20.2	1 E	5
Sulbro.....	3.7	1 E	4	Tyree.....	23.2	1 E	21
				Waldheim.....	26.7	....	....
				Weiden Creek.....	39.0	....	....

EIGHTH SUBDIVISION.

Distance from Arlington.

Gravel Pit.....	0.7	1 E	4	Gorlock.....	18.4	Siding	25
Jenora.....	5.7	1 E	20	Lampson.....	20.2	1 E	5
Cavano, S. 569 & 570.....	9.0	Spur	....			

NINTH SUBDIVISION.

Distance from Wickersham.

Gale.....	1.7	1 E	5	Matson.....	14.5	1 W	7
Roxbury.....	3.6	1 W	7	Mogul Log Co.....	14.5	1 E	24

SPECIAL RULES—SECOND, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH AND NINTH 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 & Baker 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 Second Subdivision. Bridge No. 5 on Fourth Subdivision. Bridge No. 39 on Fifth Subdivision. Bridge Nos. 4 and 7 on Sixth Subdivision. Bridge No. 14 on Seventh Subdivision. Truss bridges Nos. 1, 4, 6, 7, 9 and 12 on Eighth Subdivision.

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

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

No engine heavier than Class F-1 can be run between Sedro-Woolley and Clear Lake and between Keith and Woodinville, and no engine heavier than Class Y-5 can be run over balance territory on Second Subdivision. No engine heavier than Class Y-5 can be run over Fourth Subdivision.

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 Seventh Subdivision junction switch and ascertain that track is clear before proceeding.

J. E. CAMPBELL,
Trainmaster, Seattle

O. F. OHLSON,
Trainmaster, Seattle

J. F. FITZSIMMONS,
Trainmaster, Seattle

H. M. MORAN,
Chief Dispatcher Seattle

TONNAGE RATINGS—FREIGHT ENGINES.

FIRST SUBDIVISION.—EASTWARD.

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

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

FIRST SUBDIVISION.—WESTWARD.

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

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

SECOND SUBDIVISION—EASTWARD

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Sumas to Wickersham.....	800	27	850	28	950	31	925	31	1100	36	1300	43
Wickersham to Thornwood.....	425	14	450	15	550	18	535	18	600	20	700	23
Thornwood to Clear Lake.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Clear Lake to McMurray.....	425	14	450	15	540	18	525	18	575	19	675	22
McMurray to Sisco.....	850	28	900	30	1080	36	1050	35	1150	38	1350	45
Sisco to Getchell.....	425	14	450	15	540	18	525	18	575	19	675	22
Getchell to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Snohomish to Maltby.....	340	11	365	12	430	14	415	14	475	16	625	20
Maltby to Bothell.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Bothell to Keith.....	800	27	850	28	975	32	960	32	1025	34	1150	38
Keith to Seattle.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60

SECOND SUBDIVISION—WESTWARD.

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Seattle to Fremont.....	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60
Fremont to Keith.....	525	18	550	18	615	20	600	20	650	21	750	25
Keith to Woodinville.....	1200	40	1200	40	1500	50	1500	50	1650	55	1800	60
Woodinville to Maltby.....	320	11	340	11	415	14	400	14	450	15	600	19
Maltby to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Snohomish to Machias.....	820	28	900	30	980	32	950	32	1000	33	1100	37
Machias to Getchell.....	425	14	450	15	530	17	515	17	565	19	675	22
Getchell to Arlington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Arlington to McMurray.....	660	22	685	23	765	26	750	25	800	27	900	30
McMurray to Sedro-Woolley.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Sedro-Woolley to Thornwood.....	425	14	440	14	525	17	510	17	560	18	660	22
Thornwood to Sumas.....	900	30	1000	31	1200	40	1200	40	1300	43	1500	50

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Fourth Subdivision—Eastward.												
Woodinville to Kirkland.....	800	27	825	27	975	32	960	32	1030	34	1150	38
Kirkland to Black River.....	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60
Fifth Subdivision—Eastward.												
North Bend to Falls City.....	775	26	800	27	1250	41	1200	40	1350	45	1650	55
Falls City to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18
Preston to Woodinville.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Sixth Subdivision—Eastward—												
Everett to Snohomish.....	800	27	850	28	1000	33	980	33	1100	37	1400	46
Seventh Subdivision—Eastward												
Monte Cristo to Silverton.....	200	7	215	7	300	10	285	10	335	11	435	14
Silverton to Hartford.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Eighth Subdivision—Eastward and Westward.												
Arlington and Darrington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Ninth Subdivision—Eastward.												
Bellingham to Larson.....	340	11	365	12	415	14	400	13	475	16	575	19
Larson to Wickersham.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Fourth Subdivision—Westward.												
Black River to Woodinville.....	1100	37	1200	40	1400	46	1400	46	1500	50	1800	60
Fifth Subdivision—Westward												
Woodinville to Issaquah.....	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60
Issaquah 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	60
Sixth Subdivision—Westward—												
Snohomish to Everett.....	800	27	850	28	1000	33	980	33	1100	37	2000	50
Seventh Subdivision—Westward.												
Hartford to Granite Falls.....	500	17	525	18	850	28	825	27	900	30	1000	33
Granite Falls to Robe.....	310	10	315	10	350	12	325	11	375	13	475	16
Robe to Silverton.....	325	11	350	12	450	15	425	14	475	16	575	19
Silverton to Monte Cristo.....	200	7	215	7	300	10	285	10	335	11	435	14
Ninth Subdivision—Westward.												
Wickersham to Mirror Lake.....	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	60
Larson to Bellingham.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

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

CLINTON T. COOKE, Oculist, Seattle. P. W. WILLIS, King St. Sta. (S). F. S. BOURNS, Seattle Yd. Office (S). Seattle Tool Car (S).	E. M. ADAMS, Arlington (S). N. S. McCREADY, Snohomish (S). W. C. COX, Everett (S). C. C. HARBOUGH, Sedro-Woolley (S).	W. E. GIBSON, Issaquah, (S). E. S. CLARK, Sumas (S). A. M. SMITH, Bellingham (S). Woodinville (S).	J. C. McCAULEY, Ellensburg (S). R. R. PINKARD, Ellensburg (S). H. R. SMITH, Easton (S). Lester (S).	D. O. KEARBY, Cle Elum (S). B. E. HOYE, Auburn (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).
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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.

