

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 40A TABLE

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

SUNDAY, September 27th, 1914

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

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.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.					Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Ellensburg	Time Table 40A September 27, 1914 Succeeding No. 40					Distance from East Auburn	Car Capacity of Sidings	FIRST CLASS.					SECOND CLASS.		THIRD CLASS.			
939	937	603			1	335	3	317				41															602	938	940
Way Freight	Way Freight	Freight			Passenger	Passenger	Passenger	Passenger				Passenger															Freight	Way Freight	Way Freight
Mon., Wed. and Friday	Tues., Thurs. and Saturday	DAILY			DAILY	DAILY	DAILY	DAILY				DAILY															DAILY	Mon., Wed. and Friday	Tues., Thurs. and Saturday
L 8.00AM		L 6.00PM			L 8.15PM	L 12.25PM	L 5.40AM	L 8.40AM	L 2.45AM	WCOT	1848	0.0	EB..ELLENSBURG..DN	104.5			A 5.15AM	A 12.40PM	A 1.25PM	A 9.00PM	A 11.55PM		A 9.30AM		A 4.00PM				
s 8.45 602		6.10			3.21 940	12.31 336	5.47	8.46	2.52		1851	3.6	SHOSKIN....P	100.9	80		5.07	12.31 335	1.17	8.48	11.46		8.45 939		s 3.21 1				
s 9.10		6.22			8.30	s 12.40	s 5.55	f 8.54	8.00		1855	7.6	TP.....THORP.....D	96.9	E 80 W 80		5.00	s 12.24	1.11	s 8.42	11.40		8.80		s 2.55				
s 9.22		6.30			8.35	12.47	6.02	4.00	8.05	W	1858	10.4	DUDLEY....P	94.1	E 80 W 80		4.56	12.18	1.06	8.35	11.36		8.15		s 2.40				
s 9.40		6.42			8.48	12.59 4	6.10	4.08	8.13		1862	14.5	KOUNTZE...P	90.0	70		4.49	12.12	12.59 335	8.27	11.29		7.58		s 2.28				
s 9.55		6.50			8.48	f 1.04	6.16	4.13	8.13	W 1 1/2 m w	1865	17.2	BR.....BRISTOL....DN	87.3	E 80 W 80		4.44	f 12.07PM	12.54	8.21	11.24		7.45		s 2.08				
s 10.15		7.00			8.55	1.12	6.24	4.20	8.24		1869	21.0	TEANAWAY...P	83.5	E 80 W 80		4.36	12.00N	12.46	8.13	11.16		7.80		s 1.52				
s 11.10		7.25			f 4.03	s 1.22 940	s 6.35	s 4.30 318	s 8.35	WCY	1873	24.8	CL.....CLE ELUM...DN	79.7	500		4.30 317	s 11.52AM	s 12.40	s 8.05	f 11.10		7.15		s 1.35 12.55				
s 11.43AM 336		7.50 42			4.13	1.30	6.45 602	4.38	8.48		1877	29.1	BAKER.....P	75.4	70		4.19	11.43 939	12.28 940	7.50 603	11.02		6.45 3		s 12.40 12.15				
s 12.23PM 4		8.10			4.19	f 1.37	6.51	4.44	8.49		1880	31.7	NS.....NELSON'S....P	72.8	E 80 W 60		4.14	f 11.38	12.23 939	7.45	10.58		6.25		s 12.05PM				
s 12.45		8.20			4.28	1.45	6.56	4.50	8.54		1883	34.5	TALMAGE....P	70.0	80		4.08	11.32	12.19	7.39	10.54		6.15		s 11.50AM				
s 1.05 2.25 335		8.45			s 4.35	s 1.55 939	s 7.10	s 5.00	s 4.02 318	WCY	1886	38.1	ES.....EASTON....DN	66.4	295		4.02 41	s 11.25	s 12.14	s 7.32	s 10.49		6.00		s 11.38 10.40 336				
s 2.45		9.05			4.45	f 2.06	7.20	5.10	4.18	W	1890	42.1	UP.....UPHAM....DN	62.4	E 75 W 75		3.50	f 11.15	12.06PM	7.22	10.41		5.37		s 10.25				
s 3.10		9.30			4.58	f 2.18	7.31	5.22 602	4.23	W	1894	45.6	RT.....MARTIN....DN	58.9	E 60 W 90		3.40	f 11.05	11.58AM	7.12	10.38		5.22 4.55		s 10.10				
s 3.35		9.50 10.21 2			5.10	f 2.30	7.43	5.34	4.35 602	W	1897	49.2	SI.....STAMPEDE...DN	55.3	E 54 W 60		3.28	f 10.53	11.46	7.00	10.21 603		4.35 41		s 9.50				
s 3.50		10.33			5.18	f 2.39	7.51	5.42	4.44	W	1901	52.0	BO.....BORUP.....DN	52.5	E 78 W 68		3.17	f 10.42	11.36	6.50	10.10		4.00		s 9.30				
s 4.05		10.45			5.25	f 2.46	7.59	5.49	4.51		1904	54.8	KENNEDY....P	49.7	70		3.08	f 10.30	11.28	6.42	10.00		3.45		s 9.12				
s 4.20		10.55			5.31	2.51	8.05	5.56	4.56	W	1906	57.4	WN.....WESTON....DN	47.1	E 60 W 55		3.01	10.24	11.21	6.36	9.53		3.30		s 9.00				
A 4.40PM	L 7.00AM	11.10			s 5.44 938	s 3.01	s 8.15 940	6.10	5.10	WCT	1911	62.0	DM.....LESTER....DN	42.5	400		2.50 602	s 10.18	11.10	s 6.25	s 9.42		3.05 2.35	A 4.10PM 1	L 8.30AM 3				
	s 7.10	11.18			5.49	f 3.06	8.20	6.15	5.15		1913	64.1	HOT SPRINGS...P	40.4	F 80 P 22		2.39	f 10.08	11.02	6.14	9.31		2.27	s 8.55					
	s 7.30	11.40PM			6.02 42	f 3.17 938	8.30	6.27	5.28		1917	69.3	MY...MAYWOOD...D	35.2	E 80 W 80		2.27	f 9.49	10.51	6.02 1	9.20		2.07	s 3.17 335					
	s 7.50	12.13AM			6.10	f 3.26	f 8.39	6.37	5.40	W	1921	73.2	HUMPHREY....N	31.3	E 80 W 80		2.18	f 9.39	10.43	5.51	9.11		1.53	s 2.50					
	s 8.20	12.40			6.19	s 3.36	f 8.43	s 6.45	f 5.49	W	1925	76.7	EG.EAGLE GORGE.D	27.8	E 60 W 80		2.09	s 9.30	10.37	f 5.42	9.03		1.40	s 2.30					
s 8.35 39.22		1.00			6.25	f 3.41	8.54 937	6.51	5.55		1928	78.9	LEMOLO....P	25.6	80		2.03	f 9.22 937	10.32	5.35	8.58		1.32	s 2.10					
s 9.45		1.15 602			6.35	f 3.51	9.10 336	7.03	6.05		1932	83.6	JC...PALMER JCT...DN	20.9	60		1.53	f 9.10 9.00 3	10.22	5.25	8.48		1.15 603	s 1.50					
	s 9.55 410.30	1.20			6.38	s 3.55	s 9.12 9.20	s 7.05	s 6.10	WY	A 1	84.8	GV...KANASKAT...DN	19.7	E 75 W 80		1.50	s 8.58	10.20 937	s 5.23	8.46		1.05	s 1.45					
	s 10.45	1.40 318			6.44	f 4.02	9.26	7.11	6.17		A 4	88.0	BYRD.....P	16.5	80		1.40 603	f 8.48	10.08	5.11	8.40		12.40	s 12.55					
	s 11.40AM	1.50			6.48	s 4.08	s 9.30	7.15	s 6.23		A 7	90.1	AR...RAVENSDALE..DN	14.4	E 80 W 80 Ext 120		1.35	s 8.43	9.57	s 5.06	8.35		12.30AM	s 12.45PM					
s 12.05PM		2.10			7.00	f 4.20	f 9.43 4	7.27	f 6.38	W	A 14	96.9	CO...COVINGTON...D	7.6	E 80 W 80		1.20	f 8.27	9.43 3	4.51	8.20		11.59PM	s 11.10AM					
s 12.20		2.20			7.07	f 4.26	f 9.51	7.32	f 6.45	W 1 1/2 M's W	A 17	99.9	WYNACO....P	4.6	80		1.12	f 8.20	9.35	f 4.46	8.12		11.45	s 10.50					
A 12.40PM	A 2.35AM				A 7.20PM 2	A 4.35PM 42	A 10.05AM 938	A 7.45AM 336	A 6.55AM 3	Y W 0.3 m w	A 22	104.5	GR.EAST AUBURN.DN	0.0			L 1.00AM	L 8.10AM 317	L 9.25AM	L 4.35PM 335	L 8.00PM 1		L 11.30PM	L 10.30AM 3					
Mon., Wed. and Friday	Tues., Thurs. and Saturday	DAILY			DAILY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	Mon., Wed. and Friday	Tues., Thurs. and Saturday				
8.40	5.40	8.35			4.05	4.10	4.25	4.05	4.10								4.15	4.30	4.00	4.25	3.55		10.00	5.40	7.30				
7.1	7.6	12.0			25.8	25.2	24.3	25.8	25.2								24.8	24.1	26.4	24.3	26.7		10.4	7.6	8.3				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SEE SPECIAL RULES, PAGE 2, 3, 4, 5, 6 and 8

SPECIAL RULES FOR FIRST SUBDIVISION (Main Line).

Automatic Block.—Between East Auburn and west switch Lester and between extreme east switch Cle Elum and extreme west switch Ellensburg.

Manual Block.—Between Lester and Cle Elum.

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 Auburn Transfer. 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 Transfer. (Lester and Easton are bulletin stations for enginemen on helper engines).

Standard Clocks.—Ellensburg, Lester and Auburn Transfer.

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.)

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.

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 are train order signals and govern movement of trains via first Subdivision; middle arms are also train order signals and govern movement to and from eighth Subdivision of Tacoma Division; lower arm is Automatic Block (west home signal).

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 extends westward 18-10 miles connected with C. & P. S. at Henrys.

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.
Ellensburg—Caboose track.
Kountz—East end of siding.
Cle Elum—East end of east extension.
Easton—East end of eastward siding.
Easton—East end of No. 2 track.
Upham—East end of eastward siding.
Borup—West end of westward siding.
Lester—West end of roundhouse track.
Lester—West end of No. 1 track.

Hot Springs—West end of freight passing track.
Nagrom—Spur track.
Eagle Gorge—West end of westward siding.
Eagle Gorge—West end of eastward siding.
Kanaskat—West end of wye.
Byrd—West end of siding.
Covington—West end of westward siding.
Soos Spur—Spur track.
Wynaco—West end of siding.

Switch lamps will not be maintained on above switches.

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

Special rules governing operation of trains and yard engines between East Auburn and Auburn and between East Auburn and Auburn Transfer:

No train or engine in either direction will occupy main track or wye between East Auburn and Auburn, or between East Auburn and Auburn Transfer, regardless whether such train or engine holds rights conferred either by time table or train orders (except switch engines going around wye upon authority of work order) without first procuring a card

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.

Hereafter when any slow boards are erected, they will be of the new standard pattern reading in the following form:

SLOW

25.....	35
1/2.....	Mile

The first figures being the speed for freight and the second the speed for passenger trains, and the distance given indicating the distance that the slow speed should be maintained commencing at the sign. If only one rate of speed given under the word slow this will be the limit for all trains.

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.

Trains must be so controlled in Tunnel 3 (between Stampede and Martin) that they can be stopped on emerging.

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.

Electric coal bunker, located on west extension, Cle Elum, will not clear man on side of car or engine.

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

Speed of Z-3 engines must not exceed 25 miles per hour at any time; this does not abrogate the 20 miles per hour speed restriction of freight trains on Cascade Mountain.

Mallet 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, 335 and 336 will stop on signal at Nagrom, and Nos. 335 and 336 will stop on signal at Headworks and Soos Spur.

Nos. 335 and 336 stop on signal at Pages Spur, just west of Eagle Gorge.

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 Lakedale 10:40 a. m. and 6:40 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. 596 at Kanaskat.

No. 336 will connect with No. 568 at Palmer Jct.

No. 3 will connect with No. 567 at Kanaskat.

Nos. 413 and 423 will connect with No. 335 at Auburn.

Tacoma division No. 595 will connect with No. 317 at Kanaskat.

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

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.

Automatic Block Signals.

It is possible for light engine and train using Crossover in automatic Signal Territory to stand between the switches in such a manner as to release the signals when switches are closed.

Light engine and train using Crossovers in Automatic Signal Territory must have at least one switch open while engine or train is on any part of the Crossover.

Note following amendment to Automatic Block rule 504:

"504-C. When a train is stopped by block signal having two lights (called the home signal) on single track, Auto-

matic Block Signal territory, it may proceed when signal goes to caution or clear position, or if not immediately changed, by obtaining authority from the train dispatcher, or if unable to communicate with the train dispatcher, the train may proceed under protection of flag, to the next signal that indicates clear or caution."

"504-D. When a train is stopped by a block signal on single track, it may proceed when the signal goes to caution or clear position, or if it is not immediately changed, it may proceed at once under caution, except when train is proceeding under flag from the last home signal as provided in rule 504-C."

Westward

SECOND SUBDIVISION—Main Line.

										THIRD CLASS.				SECOND CLASS			Car Capacity of Sidings	Distance from King St. Station	Time Table No. 40A September 27, 1914 Succeeding No. 40		Station Numbers	Water, Fuel, Scales, Turntables and Wyes	FIRST CLASS.			
										931	929	927	923						687	481			675	443	441	447
										Way Freight	Way Freight	Way Freight	Way Freight						Freight	Mixed			Freight	Passenger	Passenger	Passenger
										Mon., Wed., Fri.	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY						EXCEPT MONDAY	EXCEPT SUNDAY			DAILY	DAILY	DAILY	DAILY
																	0.0	UD. KING STREET STATION. DN				L 7.40AM	L 1.45PM	L 4.20PM		
BETWEEN KEITH AND SEATTLE TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS																										
																		Spur 13	11.6	 KEITH	CF 42			f 8.18AM	L 2.21PM	f 5.02PM
																		60	15.5	 LAKE	CF 46			f 8.28	2.28 924	f 5.12
																		40	22.4	B..... BOTHELL..... D	CF 53			s 8.43	s 2.41	s 5.27
																		175	24.1	CJ..... WOODINVILLE..... DN	CF 55	WC T		s 8.50 923	s 2.46 442	s 5.32
																		80	29.9	MB..... MALTBY..... DN	CF 60			s 9.08	s 3.09	s 5.52
																		150	38.5	OM..... SNOHOMISH..... DN	CF 69	WC OY		s 9.30	s 3.28 482	s 6.15 1 6.25
																		56	43.6	MA..... MACHIAS..... D	CF 74	W		s 9.52	s 3.39	s 6.36
																				RUCKER BROS. LOGGING CO. OVERHEAD CROSSING..... 0.2 M E..... Connection at Hartford						
																		102	46.7	FD..... HARTFORD..... D	CF 77			s 10.00 481	s 3.49	s 6.46 448
																		60	51.2	 GETCHELL.....	CF 82			s 10.10	s 3.59	s 6.53
																		15	55.8	 SISCO.....	CF 86			f 10.20 444	s 4.08	f 7.08
																		53	57.4	 EDGEComb.....	CF 88	W 1 M E		f 10.23 927	s 4.11	s 7.11
																				M. & A. OVERHEAD CROSSING 1.4 M E						
																		132	60.4	A..... ARLINGTON..... DN	CF 91	Y 10 M E		s 10.35 928	s 4.21	s 7.22
																		30	64.2	{ BT... M. & N. CROSSING... D } BRYANT..... } Track Connection. 6.3	CF 95			s 10.45	s 4.31	s 7.32
																		65	70.5	MU..... McMURRAY..... D	CF 101	W		s 11.02	s 4.44	s 7.50
																		25	76.0	 MONTBORNE.....	CF 107			s 11.17	s 4.57	s 8.06
																		70	77.7	BQ..... BIG LAKE..... D	CF 109			s 11.22	f 5.00	s 8.11
																		195	83.1	CA..... CLEAR LAKE..... D	CF 114			s 11.34	f 5.15 443	s 8.23
																		290	86.3	{ WL... SEDRO-WOOLLEY... DN } TWO G. N. CROSSINGS... } Track Connection. 0.6	CF 117	WC T		s 11.45AM	s 5.25	s 8.35
																		86.9	86.9	 P. S. & B. R. CROSSING..... Track Connection. 5.0						
																		45	91.9	 THORNWOOD.....	CF 122			f 12.02PM 442	s 5.43	f 8.53 676
																		75	97.7	WK..... WICKERSHAM..... DN	CF 128	Y W		A 12.22PM 932	s 6.00	A 9.10PM
																		100.5	100.5	 SAXON.....	CF 131			See page 6	f 6.06	See page 6
																		18	102.6	MC..... ACME..... D	CF 133	W		s 6.12		
																		20	104.6	 STANDARD.....	CF 135			f 6.18		
																		45	110.5	DM..... DEMING..... D	CF 141			s 6.35		
																		18	120.0	NC..... NOOKSACK..... D	CF 151			s 6.54		
																		125.5	125.5	 B. & N. CROSSING..... No Connection. 0.9						
																		110	126.4	SU..... SUMAS..... D	CF 157	WC O T		A 7.15PM 676		
																				Time Over Subdivision				DAILY	DAILY	DAILY
																				Average Speed per Hour				4.04	4.54	4.08
																								21.0	21.4	21.0

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.
Bulletin Stations—Snohomish, Sedro-Woolley and Sumas.
Standard Clocks—Everett and Sedro-Woolley.
Helper District—Between Snohomish and Arlington, limit 30 cars.
Helper District—Snohomish to Woodinville.

No. 675 has right over No. 676 Woodinville to Sumas.
No. 929 has right over No. 930 Sedro Woolley to Wickersham.
No. 431 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.
Trains need not obtain clearance at Wickersham from 11.00 p. m. to 7.00 a. m. unless stop signal is displayed.
Sisco spur must not be blocked with cars account meeting point for passenger trains.

SECOND SUBDIVISION—Main Line.

Eastward

FIRST CLASS				Water, Fule, Scales, Turn Tables & Wyes	Station Numbers	Time Table No. 40A September 27, 1914 Succeeding No. 40	Distance from Sumas	Car Capacity of Siding	SECOND CLASS.			THIRD CLASS													
	448	442	444						676	482	686	924	928	932	930										
	Passenger	Passenger	Passenger						Freight	Mixed	Freight	Way Freight	Way Freight	Way Freight	Way Freight										
	DAILY	DAILY	DAILY						DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	Tuesday, Thurs., Sat.	EXCEPT SUNDAY										
	A 9.10PM	A 4.00PM	A 1.00PM									A 8.45PM													
UD. KING STREET STATION .DN									126.4																

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

f A 8.24PM	A 8.18PM	f 12.18PM		C F 42	KEITH.....	114.7	Spur 13					A 10.55PM	s A 2.50PM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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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.

No. 441 will head in on Snoqualmie branch when meeting No. 442 at Woodinville.
 No. 444 will take siding when meeting No. 441.
 No. 443 will wait at Woodinville 15 minutes for No. 446's connection.
 No. 447, when meeting No. 448 at Hartford, will head in on Seventh Subdivision.
 No. 482 will register departure at Hartford.
 Nos. 441, 442, 443, 444, 447 and 448 will wait 15 minutes at Snohomish for motor connection from Everett.

Nos. 447 and 448 connect with No. 470 at Arlington.
 Maximum speed of passenger trains is one minute, or sixty seconds, per mile.
 This limit must never be exceeded.
 Elchuck and Ehrlich regular stop for Nos. 443, 444, 447 and 448.
 All trains keep under control where view of switches is obstructed, and within yard limits at Woodinville, Snohomish, Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas expecting to find main line occupied.
 See further special rules, page 3.

Hereafter when any slow boards are erected, they will be of the new standard, reading in the following form:

25 35
 1/2 Mile
 The first figures being the speed for freight and the second for passenger trains, and the distance given indicating the distance that the slow speed should be maintained commencing at the sign. If only one rate of speed given under the word "slow" this will be the limit for all trains.

Westward			THIRD SUBDIVISION—ROSLYN BRANCH										Eastward		
SECOND CLASS.			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Cle Elum	Time Table No. 40A September 27, 1914 Succeeding No. 40			Distance from Lakedale	SECOND CLASS.					
477	475	473				STATIONS.				474	476	478			
Mixed	Mixed	Mixed				Telegraph Offices and Calls				Mixed	Mixed	Mixed			
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY								EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY			
L 1.15PM	L 9.20AM	L 7.00AM				W C Y	1873	0.0		CL.....CLE ELUM.....DN 2.0	7.1	A 8.30AM	A 11.00AM	A 5.15PM	
s 1.20	s 9.25	s 7.05						2.0		MINE 5 1.5	5.1	s 8.25	s 10.55	s 5.10	
s 1.80	s 9.35	s 7.15				O	CA 4	3.5		RS.....ROSLYN. ....D 1.9	3.6	s 8.15	s 10.45	s 5.00	
s 1.88	s 9.43	s 7.28					CA 6	5.4		RONALD..... 0.7	1.7	s 8.05	s 10.35	s 4.50	
A 1.45PM	A 9.50AM	A 7.30AM						6.1		BEEKMAN 1.0	1.0	L 8.00AM	L 10.30AM	L 4.45PM	
								7.1		LAKEDALE 0.0	0.0				
.30	.30	.30				Time Over Subdivision		.30	.30	.30					
12.2	12.2	12.2				Average Speed per Hour		12.2	12.2	12.2					

Eastward trains are superior to trains of the same class in the opposite direction.
Registering Stations.—Cle Elum.
Bulletin Station.—Cle Elum.
Maximum Grades.—Cle Elum to Lakeland.
Derail Switch.—Cle Elum, upper switch at the head of wye toward Roslyn, will be left set for west leg. Roslyn coal train is required to come to a full stop above this switch. The stub switch on the main line, nearly in front of scale house at Roslyn, will be left set to act as derail to prevent cars running down main track toward Cle Elum.
 Extra trains must wait at Roslyn until second class trains clear at Cle Elum.
 No. 475 has right over 476 Cle Elum to Beekman. No. 473 has right over 474 Cle Elum to Beekman.
 No engines of any class must pass under the tipple on tipple tracks on the Roslyn Fuel Company's tracks at Beekman.

Westward.				FIFTH SUBDIVISION—SNOQUALMIE BRANCH										Eastward.			
THIRD CLASS	FIRST CLASS.		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Woodinville	Time Table No. 40A September 27, 1914 Succeeding No. 40			Distance from Sallal	Car Capacity of Sidings	FIRST CLASS.		THIRD CLASS				
923		445					924										
Way Freight	Passenger					Way Freight											
EXCEPT SUNDAY	DAILY					EXCEPT MONDAY											
L 9.20AM	L 5.35PM	CT W	C F 55	0.0	CJ.....WOODINVILLE.....DN	39.2	100	A 8.48AM		A 12.45PM							
	f		B C 4	3.9	WILLOWS.....	35.3	4 Spur	f									
s 10.00	s 5.52		B C 7	6.7	RM.....REDMOND.....D	32.5	43	s 8.25		s 12.15PM							
				8.0	..PARADISE LOGG. RY. CRSQ..	31.2											
	f		B C 8½	8.1	CAMPTON.....	31.1	10	f									
	f		B C 11	9.7	SAMAMISH.....	29.5	6 Spur	f									
	f		B C 12	11.2	INGLEWOOD.....	28.0	3 Spur	f									
s 10.45	s 6.15		B C 15	14.7	MONOHON.....	24.5	33	s 8.10		s 11.35AM							
s 11.05AM 12.15PM 924	s 6.25	½ M West	B C 19	18.8	G.....ISSAQUAH.....D	20.4	100	s 8.00		s 11.05 923							
	f		B C 23	23.1	HIGH POINT.....	16.1	22	f									
s 1.15	s 6.55		B C 26	26.0	RN.....PRESTON.....D	13.2	18	s 7.37		s 8.40							
s 1.40	s 7.06	W	B C 29	29.0	FALLS CITY.....	10.2	12	s 7.25		s 8.10							
	f		B C 32	32.0	SNOQUALMIE FALLS.....	7.2	4 Spur	f									
s 2.05	s 7.20		B C 33	32.9	SO.....SNOQUALMIE.....D	6.3	36	s 7.16		s 7.35							
A 2.30PM	A 7.30PM	Y C	B C 36	35.9	BN.....NORTH BEND.....D	3.3	18	L 7.10AM 924		L 7.20AM 446							
				39.2	SALLAL.....	0.0	3 Spur										
EXCEPT SUNDAY	DAILY							DAILY		EXCEPT MONDAY							
5.10	1.55				Time Over Subdivision			1.38		5.25							
6.6	18.7				Average Speed per Hour			22.2		5.5							

Eastward trains are superior to trains of the same class in the opposite direction.
Registering Stations.—Woodinville and North Bend.
Maximum Grades.—Issaquah to Preston.
Yard Limits.—Issaquah and North Bend. North Bend yard limits extend to Sallal.
 The maximum rate of speed over trestle bridges and high trestles must not exceed 20 miles per hour. Trains must not exceed schedule time descending Preston and Fall City grades.
 All trains leaving Preston must keep fifteen minutes apart.
 Siding located one-half mile east of Preston telegraph office is time table station for that point.
 All trains will reduce speed to 10 miles per hour crossing Raging River Bridge 39 and 4 miles per hour between Bridge 49 and Snoqualmie Falls. West "Y" switch at North Bend will be lined for "Y".
 Nos. 923 and 924 will carry adult male passengers holding proper transportation between Woodinville and North Bend. Women and children must not be carried on these trains.
 No. 445 has right over No. 446 Woodinville to North Bend.
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

Westward				FOURTH SUBDIVISION—BELT LINE										Eastward				
THIRD CLASS		SECOND CLASS.		FIRST CLASS.	Water, Fuel, Scales, Turntables and Wyes.	Station Numbers	Distance from Black River	Time Table No. 40A September 27, 1914 Succeeding No. 40				Distance from Woodinville	Car Capacity of Sidings	FIRST CLASS.	SECOND CLASS.		THIRD CLASS.	
935	675		445	STATIONS.				446		676	936							
Way Freight	Freight		Passenger	Telegraph Offices and Calls				Passenger		Freight	Way Freight							
EXCEPT SUNDAY	DAILY		DAILY					DAILY		DAILY	EXCEPT SUNDAY							
L 8.40AM	L 8.10PM		L 4.20PM	W Y	C F 21	0.0	BI.....BLACK RIVER.....DN	24.1	20			See Puget Sound T. T. A 10.05AM		See Puget Sound T. T. A 5.05AM	See Puget Sound T. T. A 4.40PM			
s 8.50 10.00 446	8.18		s 4.25 936		B A 22	2.2	{ RT.....RENTON.....D }C. & P. S. CROSSING..... No Connection 0.1	21.9	50	s 10.00 935		4.55	s 4.30 4.20 445					
						2.3	S. R. & S. CROSSING..... Track Connection 1.7	21.8										
						4.0	C. & P. S. CROSSING..... Track Connection 1.4	20.1										
					B A 19	5.4	KENNYDALE..... 6.4	18.7		f								
s 11.15	8.55		s 4.50		B A 12	11.8	WB....WILBURTON.....D 1.6	12.3	26	s 9.35		4.20	s 3.25					
s 11.30AM	9.02		f 4.55		B A 10	13.4	NORTHUP..... 4.3	10.7	50	f 9.30		4.10	s 3.20					
s 12.01PM	9.15		f 5.10	W ½ MB	B A 7	17.7	KIRKLAND..... 6.1	6.4	65	s 9.18		3.55	s 3.00					
						23.8	R. R. CROSSING..... No Connection 0.3	0.3										
A 1.00PM	A 9.35PM		A 5.30PM	C T W	C F 55	24.1	CJ.....WOODINVILLE.....DN	0.0	100	L 8.55AM		L 3.20AM	L 2.30PM					
EXCEPT SUNDAY	DAILY		DAILY							DAILY		DAILY	EXCEPT SUNDAY					
4.20	1.25		1.10				Time Over Subdivision			1.10		1.45	2.10					
5.7	16.0		20.1				Average Speed per Hour			20.1		13.7	10.2					

Eastward trains are superior to trains of the same class in the opposite direction.
Registering Stations.—Woodinville and Black River. Nos. 445 and 446 will register by ticket at Black River.
 Engines must not use glass works spur at Renton.
 No. 935 has right over No. 936 and No. 675 has right over No. 676, Black River to Woodinville.
 Nos. 445 and 446 will stop on signal at Houghton Crossing.
 All trains will send man ahead to line derail and flag across C. & P. S. crossings at Renton.
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.
 Station at Kirkland is located 2250 feet east of siding.
 Siding located 600 feet east of Wilburton telegraph office is time table station for that point.

Westward.			SIXTH SUBDIVISION—EVERETT BRANCH										Eastward.			
THIRD CLASS.	SECOND CLASS.					Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Snohomish	Time Table No. 40A September 27, 1914 Succeeding No. 40		Distance from Smelter	Car Capacity of Sidings	SECOND CLASS.		THIRD CLASS.	
925	401	483	687	715	411				480	686			926			
Way Freight	G. N. Freight	Mixed	Freight	G. N. Freight	G. N. Freight				Mixed	Freight			Way Freight			
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY				EXCEPT SUNDAY	EXCEPT SUNDAY			EXCEPT SUNDAY			
928, p 4 2.45PM		See 482 p 4 L 3.45PM	L 6.00AM			WY OC	C F 69	0.0	OM.....SNOHOMISH.....DN 0.8	11.4	150	See 481, p 3 A 8.45AM	See page 4 A 7.00PM	See 927, p 3 A 7.40AM		
							BB 1	0.8	VARDEN..... 4.6	10.6	22 Spur					
							BB 5	5.4	EBEY JCT..... C. M. & St. P. RY. CROSSING No Connection 0.8	6.0	50					
8.15	L 7.00PM	4.10	6.45	L 8.10PM	L12.25AM		BB 6	6.2	W.....LOWELL.....DN 1.5	5.2	16	8.20	6.35	7.15		
8.30PM	7.10	A 4.20PM	A 7.00AM 926	8.20	12.35	WC OY	BB 8	7.7	EV.....EVERETT.....DN 1.2	3.7	100	L 8.15AM	L 6.30PM	L 7.10AM 687		
	A 7.20PM			A 8.30PM	A12.45AM		BB 9	8.9	PG.....G. N. JUNCTION.....DN 1.8	2.5	40					
								10.7	G. N. CROSSING..... No Connection 0.7	0.7	.....					
							BB12	11.4	SMELTER.....	0.0	175					
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY							EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY		
.45	.20	.35	1.00	.20	.20				Time Over Subdivision			.30	.30	.30		
10.2	8.1	12.2	7.7	8.1	8.1				Average Speed per Hour			15.4	15.4	11.5		

Eastward trains are superior to trains of the same class in the opposite direction.
Registering Stations.—Snohomish and Everett.
Bulletin Station.—Everett.
Lowell Yard Limits.—Snohomish river draw to yard limit board 1000 feet west high line switch.
Everett Yard Limits.—Yard limit board 2050 feet east of east switch to overhead bridge at Everett Avenue. Speed over draw bridges must not exceed six (6) miles per hour.
 No steam or electric trains will occupy main track in either direction between Snohomish and Lowell, Everett and Lowell, or between Everett and G. N. Junction without first procuring **Card Order** from operator at Snohomish, Lowell, Everett or G. N. Junction properly filled out. Cards will not be issued for steam trains to follow electric trains, until electric trains have cleared block.
 Cards must be surrendered to operator at end of block immediately upon arrival.
 Look out for trolley wires between tell tales at Snohomish and Ebey Slough bridges. Wires will not clear man on top of box car.
 Engines must not go in beyond 50 feet from frog on Weyerhaeuser spur Everett, account of 16-degree curve.
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

SEVENTH SUBDIVISION. MONTE CRISTO BRANCH										NINTH SUBDIVISION. BELLINGHAM BRANCH									
Westward.					Eastward.					Westward.					Eastward.				
SECOND CLASS					SECOND CLASS					THIRD CLASS.					FIRST CLASS.				
487 485 481					482 486 488					929 447 443					444 448 930				
Mixed Mixed Mixed					Mixed Mixed Mixed					Way Freight Passenger Passenger					Passenger Passenger Way Freight				
WEDNESDAY MONDAY AND FRIDAY TUESDAY THURSDAY AND SAT.					TUESDAY THURSDAY AND SAT. MONDAY AND FRIDAY WEDNESDAY					EXCEPT SUNDAY DAILY DAILY					DAILY DAILY EXCEPT SUNDAY				
L10.40AM L10.40AM L10.40AM					A 2.00PM A 8.00PM A 6.15PM					L 7.10AM L 9.10PM L12.25PM					WK.....WICKERSHAM.....D				
s 10.50 s 10.50 s 10.50					s 1.40 s 2.40 s 5.55					s 7.15 f 9.15 f 12.30					A 8.15AM A 4.30PM A 1.20PM				
s 11.40AM s 11.05AM 12.15PM s 11.05AM 12.15PM					s 1.15 s 2.15 s 5.35					s 7.80 f 9.21 f 12.37					f 8.08 f 4.24 s 1.10				
A12.30PM					L12.40PM					s 7.56 f 9.24 f 12.43					f 7.56 f 4.15 s 12.43				
s 12.20PM A 1.00PM					L 1.15PM s 4.50					s 8.25 f 9.45 f 1.06					f 7.87 f 3.56 s 12.20				
s 12.55					s 4.15					s 8.40 f 9.57 f 1.17					s 7.28 s 3.48 s 12.05				
s 1.35					s 3.35					s 8.45 10.00 1.20					7.25 8.45 s 12.01PM				
A 2.25PM					L 2.40PM					A 9.15AM A10.15PM A 1.35PM					L 7.10AM L 8.30PM L11.30AM				
WEDNESDAY MONDAY AND FRIDAY TUESDAY THURSDAY AND SAT.					TUESDAY THURSDAY AND SAT. MONDAY AND FRIDAY WEDNESDAY					EXCEPT SUNDAY DAILY DAILY					DAILY DAILY EXCEPT SUNDAY				
3.45 2.20 1.50					1.20 1.45 3.35					2.05 1.05 1.10					1.05 1.00 1.50				
11.6 5.8 5.2					7.1 7.8 12.0					9.6 18.0 17.4					18.0 20.1 10.8				

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.
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.

EIGHTH SUBDIVISION. DARRINGTON BRANCH										Special Rules Seventh Subdivision (MONTE CRISTO BRANCH)									
Westward.					Eastward.					Special Rules Eighth Subdivision. (DARRINGTON BRANCH)									
SECOND CLASS					SECOND CLASS					Special Rules Ninth Subdivision. (BELLINGHAM BRANCH)									
469					470					Registering Stations.—Wickersham and Bellingham.									
MIXED					MIXED					Bulletin Station.—Bellingham.									
EXCEPT SUNDAY					EXCEPT SUNDAY					Yard Limit.—Bellingham.									
L11.30AM					A 9.30AM					Trains will not exceed 6 miles per hour over bridge 20.									
s 11.59AM					s 8.50					Maximum Grades.—Larson to Bellingham and Mirror Lake to Wickersham.									
s 12.20PM					s 8.35					Wye switch at Wickersham will be kept set for East Leg. All trains will come to full stop before crossing Holly street, Bellingham.									
s 12.35					s 8.18					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.									
s 12.50					s 8.02					Reduce speed to six miles per hour over street car crossing between Silver Beach and Larson.									
s 1.02					s 7.52					No. 443 has right over No. 448, Wickersham to Bellingham.									
s 1.18					s 7.40					No. 929 has right over No. 930, Wickersham to Bellingham.									
s 1.35					s 7.30					Trains will not exceed speed of eight miles per hour between MP. 5 and 714 feet west and between MP. 8 and 900 feet west.									
s 1.50					s 7.20														
s 2.00					s 7.13														
s 2.15					s 7.00														
A 2.30PM					L 6.45AM														
3.00					2.45														
9.2					10.0														

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

COMMERCIAL SPURS.**FIRST SUBDIVISION.**
Distance from Ellensburg.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Swauk.....	13.4	1 E	18	Sandberg.....	76.8	1 W	20
Younger.....	22.4	1 E	10	Headworks, F 5, 335 & 336...	81.6	1 W	7
Nagrom, F 335, 336, 3 & 42.	67.8	1 W	20	Soos, F 335 & 336.....	98.3	1 E	7
Garibaldi, F 335 & 336.....	75.6	1 E	8				

SECOND SUBDIVISION.
Distance from King Street Station.

Pontiac, F 443, 444, 447 & 448	13.2	1 E	4	Milldale.....	65.5	1 E	20
Lavilla, F 443, 444, 447 & 448	14.5	1 E	....	Pilchuck, S 443, 444, 447 & 448	65.9	Siding	20
Belden.....	14.7	1 E	8	Day's F 443, 444, 447 & 448 ..	68.2	Siding	10
Briarcrest, F 443, 444, 447 & 448	17.5	....	....	Buxton.....	75.7	1 E	29
Lake Forest Park, F 443, 444, 447 & 448	18.1	1 W	8	Chileo	77.2	1 W	7
Kenmore, F 443, 444, 447 & 448	18.9	1 E	7	Conway.....	78.7	1 E	....
Wrenwood.....	20.6	1 W	....	Nookecham, F 443, 444, 447 & 448.....	79.1	1 E	5
Wayne, F 443, 444, 447 & 448	21.5	....	....	Tiloh.....	79.5	1 E	12
Hannan.....	22.3	1 E	14	Forrest Home, F 444 & 447..	80.0	....	....
Stockton.....	23.5	1 E	8	Heather.....	81.5	1 E	5
Bear Creek.....	25.4	1 E	17	Skagit Junction.....	84.5	1 E	7
Sand Spur.....	25.8	1 E	12	Norlum.....	88.7	1 E	40
Grace, F 443, 444, 447 & 448..	26.3			Cohone	92.6	1 E	18
Cathcart, F 443, 444, 447 & 448	33.5	1 W	12	Prairie, F 443, 444, 447 & 448	94.1	Siding	10
Cobbner.....	36.0	1 W	....	Lumans.....	95.2	1 W	16
Bromart.....	37.2	1 E	32	Patham.....	95.6	1 W	20
Bartlett.....	44.5	1 E	4	Morgood.....	99.4	1 E	....
Lake Cassidy.....	50.0	1 E	3	Doran, F 441 & 442.....	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 441 & 442...	105.7	1 W	4
Harvey.....	54.9	1 E	4	Coyne.....	107.5	1 E	7
M. & A. Tfr.....	58.8	1 E	6	Van Zant's, F 441 & 442.	107.9	1 W	8
				Case's Spur, F 441 & 442....	108.8	1 E	5
				Eliton.....	112.6	1 E	13
				Lawrence, F 441 & 442.....	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 445 & 446.....	19.8	1 E	4	Hazelwood, F 445 & 446....	7.3	....	....
Feriton.....	16.6	1 E	2	May Creek, F 445 & 446....	6.6	1 E	4
Kincaid.....	16.0	1 E	5	Quendall.....	6.0	Siding	8
Midlakes, F 445 & 446.....	12.6	1 W	5	Sanford, F 445 & 446.....	4.1	1 E	2
Factoria, F 445 & 446.....	9.5	....	....				
Factoria	9.2	1 E	6				

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 445 & 446	2.4	1 W	19	Niblock.....	32.4	1 W	100
Pickering, F 445 & 446.....	17.4	1 E	3	Quariton.....	34.6	1 E	....
Grand Ridge, F 446.....	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	Turlo.....	17.0	1 E	4
Denmark.....	2.0	1 E	2	Verlot.....	18.0	1 E	7
Beechwood.....	2.7	1 E	7	Hemple.....	20.2	1 E	5
Sulbro.....	3.7	1 E	4	Libony	20.8	1 E	5
Enos Quarry.....	7.3	1 E	30	Tyree.....	23.2	1 E	21
Atlas	8.3	1 E	5	Waldheim.....	26.7	....	....
Stead.....	15.1	1 E	3	Weiden Creek.....	39.0	....	....

EIGHTH SUBDIVISION.
Distance from Arlington.

Gravel Pit.....	0.7	1 E	4	Jenfred.....	13.1	1 W	20
Jenora	4.8	1 E	20	Gorlock.....	17.5	Siding	25
Cavano, S. 469 & 470.....	8.1	Sid'g No. 1 Sid'g No. 2 Sid'g No. 3	31 29 29	Lampson.....	19.3	1 E	5
				Giles.....	27.4	1 W	12

NINTH SUBDIVISION.
Distance from Wickersham.

Gale.....	1.7	1 E	5	Matson.....	14.5	1 W	7
Sloman	2.8	1 W	29	Mogul Log Co.....	14.5	1 E	24
Roxbury.....	3.6	1 W	7				

SPECIAL RULES—FIRST, 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. G. N. crossing at E. K. Wood mill, Bellingham. B. & N. crossing just east of Sumas. C. M. & St. P. crossing 300 feet west of Ebey Jct. G. N. crossing 5,000 feet west of Lowell on new Everett freight house track.

Crossing Gate situated on new Everett freight house track at crossing of G. N. track located (5,000) feet west of Lowell. Normal position blocks Northern Pacific track. When N. P. trains or engines use this crossing, gate must be unlocked and swung to block G. N. track and locked in that position while crossing is in use, after which gate will be locked in normal position across N. P. tracks.

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 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 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 S-4 can be run between Sedro Woolley and Wickersham, and no engine heavier than Class W can be run over balance territory on Second Subdivision. No engine heavier than Class W 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.

Hereafter when any slow boards are erected, they will be of the new standard reading in the following form:

SLOW

25 35
1/2 Mile

The first figure being the speed for freight and the second the speed for passenger trains, and the distance given indicating the distance that the slow speed should be maintained commencing at the sign. If only one rate of speed given under the word "slow" this will be the limit for all trains.

SLOW BOARDS

FIRST SUBDIVISION

35 miles for 8100 feet between 1175 feet west of Mile Post 13 to 1645 feet east of Mile Post 12.
35 miles for 4900 feet between 542 feet west of Mile Post 19 to 922 feet west of Mile Post 18.
35 miles for 3600 feet between 517 feet west of Mile Post 28 to 2197 feet west of Mile Post 27.
10 miles for 2150 feet between 350 feet west of Mile Post 41 to 1700 feet east of Mile Post 41.
15 miles for 10500 feet between 2800 feet east of Mile Post 49 to 2540 feet west of Mile Post 46.
35 miles for 4000 feet between 4488 feet west of Mile Post 65 to 3208 feet west of Mile Post 66.
35 miles for 13890 feet between 1950 feet west of Mile Post 69 to Mile Post 72.
35 miles for 2000 feet between 2000 feet east of Mile Post 73 to Mile Post 73.
35 miles for 4876 feet between 2376 feet east of Mile Post 74 to 2500 feet west of Mile Post 74.
35 miles for 2000 feet between 1000 feet east of Mile Post 76 to 1000 feet west of Mile Post 76.
35 miles for 22620 feet between Mile Post 78 to 1500 feet west of Mile Post 82.
35 miles for 2640 feet between 1254 feet west of Mile Post 99 to 3894 feet west of Mile Post 99.
35 miles for 3600 feet between Mile Post 102 to 1680 feet east of Mile Post 103.
35 miles for 2400 feet between 2000 feet west of Mile Post 103 to 880 feet east of Mile Post 104.

FOURTH SUBDIVISION

25 miles for 3090 feet between 2490 feet east of Mile Post 6 to 600 feet east of Mile Post 5.

NINTH SUBDIVISION

8 miles for 3 miles between 714 feet west of Mile Post 5 to 900 feet west of Mile Post 8.

J. E. CAMPBELL,
Trainmaster, Seattle

O. F. OHLSON,
Trainmaster, Seattle

J. F. FITZSIMMONS,
Trainmaster, Seattle

P. R. LEO,
Chief Dispatcher Seattle

TONNAGE RATINGS—FREIGHT ENGINES.

FIRST SUBDIVISION.—EASTWARD.

GRADES.	Class Z 3		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.....	2400	80	1700	60	1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to Easton.....	1250	60	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Easton to Ellensburg.....	Maximum 100 Cars		Maximum 100 Cars			80		80		60		60		50		50		50		40

Between Lester and Easton maximum 60 cars.

FIRST SUBDIVISION.—WESTWARD.

Ellensburg to Easton.....	3500	100	2100	60	1700	53	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester.....	1250	60	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Auburn.....	Maximum 100 Cars		Maximum 100 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars		Maximum 40 Cars		Maximum 40 Cars	

Between Easton and Lester maximum 60 cars

DISTRICTS.	SECOND SUBDIVISION—EASTWARD												DISTRICTS.	SECOND SUBDIVISION—WESTWARD.											
	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1			Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Sumas to Wickersham.....	1200	32	1250	33	1350	38	1325	38	1500	43	1700	50	Seattle to Fremont.....	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60
Wickersham to Thornwood.....	425	14	450	15	550	18	535	18	600	20	700	23	Fremont to Keith.....	525	18	550	18	615	20	600	20	650	21	750	25
Thornwood to Clear Lake.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Keith to Woodinville.....	1200	40	1200	40	1500	50	1500	50	1650	55	1800	60
Clear Lake to McMurray.....	425	14	450	15	540	18	525	18	575	19	675	22	Woodinville to Maltby.....	320	11	340	11	415	14	400	14	450	15	600	19
McMurray to Sisco.....	850	28	900	30	1080	36	1050	35	1150	38	1350	45	Maltby to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Sisco to Getchell.....	425	14	450	15	540	18	525	18	575	19	675	22	Snohomish to Machias.....	820	28	900	30	980	32	950	32	1000	33	1100	37
Getchell to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Machias to Getchell.....	425	14	450	15	530	17	515	17	565	19	675	22
Snohomish to Maltby.....	340	11	365	12	430	14	415	14	475	16	625	20	Getchell to Arlington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Maltby to Woodinville.....	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
Woodinville to Kenmore.....	940	30	990	33	1115	37	1100	37	1275	40	1400	43	McMurray to Sedro-Woolley.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Kenmore to Keith.....	800	27	850	28	975	32	960	32	1025	34	1150	38	Sedro-Woolley to Thornwood.....	425	14	440	14	525	17	510	17	560	18	660	22
Keith to Seattle.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Thornwood to Sumas.....	1200	40	1300	41	1500	50	1500	50	1600	53	1800	60

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1		DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Fourth Subdivision—Eastward. Woodinville to Kirkland.....	800	27	825	27	975	32	960	32	1030	34	1150	38	Fourth Subdivision—Westward. Black River to Woodinville.....	700	37	800	40	1000	46	1000	46	1100	50	1400	60
Kirkland to Black River.....	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60	Fifth Subdivision—Westward Woodinville to Issaquah.....	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60
Fifth Subdivision—Eastward. North Bend to Falls City.....	775	26	800	27	1250	41	1200	40	1350	45	1650	55	Issaquah to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18
Falls 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	60
Preston to Woodinville.....	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
Sixth Subdivision—Eastward— Everett to Snohomish.....	800	27	850	28	1000	33	980	33	1100	37	1400	46	Seventh Subdivision— Westward. Hartford to Granite Falls.....	475	17	500	18	600	28	575	27	....	..	....	..
Seventh Subdivision— Eastward Monte Cristo to Silverton.....	200	7	215	7	300	10	285	10	335	11	435	14	Granite Falls to Robe.....	185	10	200	10	275	12	250	11	....	..	....	..
Silverton to Hartford.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Robe to Silverton.....	275	11	300	12	400	15	375	14	....	..	....	..
Eighth Subdivision— Eastward and Westward. Arlington and Darrington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60	Silverton to Monte Cristo.....	175	7	200	7	240	10	225	10	....	..	....	..
Ninth Subdivision— Eastward. Bellingham to Larson.....	300	11	300	12	425	14	375	13	425	16	525	19	Ninth Subdivision— Westward. Wickersham to Mirror Lake.....	315	11	340	12	390	14	400	13	450	16	550	19
Larson to Wickersham.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60	Mirror Lake to Agate Bay.....	1300	35	1300	37	1600	43	1550	42	1600	50	1800	60
													Agate Bay to Silver Beach.....	950	28	1000	30	1300	32	1250	32	1300	32	1500	35
													Silver Beach to Bellingham.....	700	20	700	20	900	28	850	26	900	28	1100	30

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

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

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

