

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 41 TABLE

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

SUNDAY, NOVEMBER 22, 1914.

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

THIRD CLASS				SECOND CLASS		FIRST CLASS				Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from Ellensburg	STATIONS				Distance from East Auburn	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS	
939	937	603		1	3	317	41	318	4				42	2	602	938			940							
Way Freight	Way Freight	Freight		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Freight	Way Freight			Way Freight							
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mo., We., and Fri.	Tu., Thu., and Sat.												
L 8.00AM		L 6.00PM		L 3.30PM	L 5.40AM	L 3.40AM	L 2.45AM						A 9.30AM	A 3.25PM												
s 8.45		6.10		3.37	5.47	3.46	2.52					8.45	s 3.10													
s 9.10		6.22		f 3.47	s 5.55	f 3.54	3.00					8.30	s 2.55													
s 9.22		6.30		3.54	6.02	4.00	3.05					8.15	s 2.40													
s 9.40		6.42		4.02	6.10	4.08	3.13					7.58	s 2.23													
s 9.55		6.50		f 4.09	6.16	4.13	3.18					7.45	s 2.08													
s 10.15		7.00		4.16	6.24	4.20	3.24					7.30	s 1.52													
s 10.30AM		7.30		f 4.26	s 6.35	s 4.30	s 3.35					7.15	s 1.35													
s 12.23PM		7.45		4.35	6.45	4.38	3.43					6.10	s 12.45													
s 12.45		7.58		f 4.42	6.51	4.44	3.49					6.00	s 12.35													
s 1.05		8.10		4.48	6.56	4.50	3.54					5.52	s 12.20													
s 1.20		8.22		s 4.58	s 7.10	s 5.00	s 4.02					5.40	s 12.05PM													
s 2.25		8.45		5.09	7.20	5.10	4.13					5.12	s 10.25													
s 2.45		9.05		f 5.23	7.32	5.22	4.25					5.00	s 10.10													
s 3.10		9.30		f 5.35	7.44	5.34	4.37					4.37	s 9.50													
s 3.35		10.00		5.42	7.51	5.42	4.44					4.00	s 9.30													
s 3.50		10.12		5.49	7.59	5.49	4.51					3.45	s 9.12													
s 4.05		10.25		5.55	8.05	5.56	4.56					3.30	s 9.00													
s 4.20		10.40		s 6.07	s 8.15	6.10	5.10					3.05	A 4.10PM													
A 4.40PM	L 7.00AM	11.10		6.12	f 8.20	6.15	5.15					2.27	s 3.55													
	s 7.10	11.18		6.26	f 8.30	6.27	5.28					2.07	s 3.15													
	s 7.30	11.40		6.36	f 8.39	6.37	5.40					1.53	s 2.50													
	s 7.50	11.59PM		f 6.50	f 8.48	s 6.45	f 5.49					1.40	s 2.30													
	s 8.20	12.20AM		6.56	8.54	6.51	5.55					1.32	s 2.10													
	s 8.35	12.30		7.06	9.05	7.03	6.05					1.15	s 1.50													
	s 9.05	12.45		s 7.11	s 9.15	s 7.05	s 6.10					1.05	s 1.45													
	s 9.30	1.05		7.18	9.21	7.11	6.17					12.40	s 12.55													
	s 10.10	1.20		s 7.25	s 9.30	7.15	s 6.23					12.30AM	s 12.45PM													
	s 10.25	1.35		7.40	f 9.43	7.27	f 6.38					11.59PM	s 11.10AM													
	s 11.40AM	1.35		7.47	f 9.51	7.32	f 6.45					11.45	s 10.50													
	s 12.05PM	2.05		A 8.00PM	A 10.05AM	A 7.45AM	A 6.55AM					L 11.30PM	L 10.30AM													
	s 12.20	2.15										Daily	Mo., We., and Fri.													
	A 12.40PM	A 2.35AM										Daily	Tu., Thu., and Sat.													
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily		Daily	Daily	Daily	Daily					Daily	Mo., We., and Fri.													
8.40	5.40	8.35		4.30	4.25	4.05	4.10					10.00	5.40													
7.1	7.6	12.0		24.1	24.3	25.8	25.2					10.4	7.6													
													9.5													

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 SEE SPECIAL RULES, PAGES 2, 6, 7 and 8.

SPECIAL RULES FOR FIRST SUBDIVISION (Main Line).

Automatic Block.—Between East Auburn and west switch Lester and between double track switch Easton and extreme west switch Ellensburg.

Manual Block.—Between Lester and Easton.

Yard Limits.—Indicated by signs at proper location.

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, 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.

When trains by train order, or trains of same class by time table, meet at 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 Kennedy, will be required to be stopped above double track crossover at Kennedy before passenger train due to leave Lester.

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

All sidings between Tunnel No. 3 and westward switches of new passing tracks west of Tunnel No. 4 will be considered in Stampede station limits, but the old sidings between tunnels Nos. 3 and 4 must not be used for the meeting or passing of trains.

Normal position of double track switches at Easton, Stampede and Kennedy will be for westward trains.

Normal position of double track switch at Martin will be for eastward trains.

All trains must approach double track switches under full control.

New track between upper viaduct and crossover at Kennedy will be used for siding for eastward trains. Telephone located near viaduct switch to enable trains to report when into clear.

When block for eastward trains is not clear, operator at Martin will head such trains in on eastward siding to enable them to clear Tunnel No. 3.

Eastward trains leave register ticket at Kennedy and Martin and procure register check at Stampede and Easton. Westward trains leave register ticket at Easton and Stampede and procure register check at Martin and Kennedy.

Ascending passenger trains on the Cascade Mountain must not exceed a speed of 20 miles per hour and ascending freight trains speed of 12 miles per hour, as that is the maximum speed that curves are put up for. In case current of traffic is reversed, eastward trains using westward track Martin to Easton and westward trains using Eastward track Stampede to Kennedy must particularly observe these restrictions.

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 15 miles per hour and must be so controlled in Tunnel 3 (between Stampede and Martin) that they can be stopped on emerging. Speed of trains through crossover 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 form "K," "L," "M" or "N" from operator at

In tunnel section, between double track switch at Martin and double track switch at Stampede, (A) westward trains will not pass Martin or eastward trains Stampede without receiving block clearance. (B) Flagging is not required. (C) Head light and lighted markers 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.

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 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.

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.

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. 1, 3, 4 and 42 will stop on signal at Nagrom.

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

Leave Cle Elum 10:00 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. 3 will connect with No. 595 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.

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 the 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.

Auburn, East Auburn or Auburn Transfer properly filled out. Automatic block rules must also be observed. Cards must be surrendered to operator at end of block immediately upon arrival.

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, automatic 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)

EASTWARD

THIRD CLASS			SECOND CLASS			FIRST CLASS		Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from King St. Station	Time Table No. 41 November 22, 1914 Succeeding No. 40A			Distance from Sumas	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS			THIRD CLASS		
927	923		687	481	675	441	443				STATIONS					444	442		676	482	686	924	928
Way Freight	Way Freight		Freight	Mixed	Freight	Passenger	Passenger				Telegraph Offices and Calls					Passenger	Passenger		Freight	Mixed	Freight	Way Freight	Way Freight
Mo., We., Fri.	Ex. Sun.		Ex. Mon.	Ex. Sun.	Daily	Daily	Daily				Daily	KING STREET STATION... DN				Daily	Daily		Daily	Ex. Sun.	Ex. Sun.	Ex. Mon.	Tu., Thu., Sat.
						L 2.15PM	L 7.40AM			0.0						A 12.30PM	A 3.50PM			A 3.15PM			

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

Ls 7.35AM		L 2.30AM		L 2.50PM		L 8.18AM		CF 42		11.6		..... KEITH.....		114.7		Spur 13		A 11.50AM		A 3.10PM		A 1.45AM		A 10.55PM		As 2.10PM	
	s 7.50		2.45			2.58	f 8.28		CF 46		15.5		..... LAKE.....		110.8		60		f 11.42	2.58		1.30		10.35		s 1.50	
	s 8.20		s 3.05			s 3.11	s 8.42		CF 53		22.4	B..... BOTHELL..... D		103.9		40			s 11.29	s 2.41		1.05		10.00		s 1.25	
	A 8.30AM		s 3.25		L 9.50PM	s 3.16	s 8.47	WCT	CF 55		24.1	CJ..... WOODINVILLE..... DN		102.2		175			s 11.25	s 2.36		1.00		s 9.50		L 1.15PM	
	See page 4		4.25		10.30	F 3.34	s 9.05		CF 60		29.9	MB..... MALTBY..... DN		96.4		80			s 11.12	2.24		12.30AM	See 483, p. 4	s 8.55			
	L 8.30AM		A 4.55AM	L 9.10AM	s 11.10	s 3.55	s 9.25	WCOY	CF 69		38.5	OM..... SNOHOMISH..... DN		87.8		150			s 10.50	s 2.02		s 11.30PM	As 2.30PM	L 7.50PM		A 1.20PM	
	s 8.55		See page 4	s 9.35	11.35	s 4.05	s 9.47	W	CF 74		43.6	MA..... MACHIAS..... D		82.7		56			s 10.28	s 1.50		10.10	s 2.10			s 12.55	
	s 9.15		As 9.45AM	11.50PM		s 4.13	s 9.55		CF 77		46.7	FD..... HARTFORD..... D		79.6		102			s 10.19	s 1.42		9.55	L 1.50PM			s 12.30PM	
	s 10.40		See page 5	12.10AM		4.23	s 10.05		CF 82		51.2	..... GETCHELL.....		75.2		60			s 10.05	1.33		9.40				s 11.35AM	
	s 10.55			12.20		4.32	f 10.15		CF 86		55.8	..... SISCO.....		70.6		Spur 1E15			f 9.51	1.23		9.20				s 11.10	
	s 11.00			12.25		4.35	f 10.18	W 1M E	CF 88		57.4	..... EDGEComb.....		69.0		53			f 9.48	1.20		9.15				s 11.00	
	s 11.15AM			s 12.50		s 4.43	s 10.30	Y 1/2 M E	CF 91		60.4	A..... ARLINGTON..... DN		66.0		132			s 9.40	s 1.12		9.00				s 10.45	
	s 1.35			1.05		F 4.52	s 10.40		CF 95		64.2	{BT...M. & N. CROSSING... D} {..... BRYANT.....}		62.2		30			s 9.28	F 1.03		8.40				s 9.00	
	s 2.15			1.20		s 5.05	s 10.56	W	CF 101		70.5	MU..... McMURRAY..... D		55.9		65			s 9.13	s 12.51		8.22				s 8.30	
	s 2.45			1.40		F 5.16	s 11.10		CF 107		76.0	..... MONTBORNE.....		50.4		25			s 8.59	f 12.38		8.05				s 7.45	
	s 2.55			1.45		f 5.19	s 11.15		CF 109		77.7	BG..... BIG LAKE..... D		48.7		70			s 8.54	s 12.35		8.00				s 7.30	
	s 3.15			2.02		f 5.30	s 11.27		CF 114		83.1	CA..... CLEAR LAKE..... D		43.3		195			s 8.42	s 12.23		7.43				s 6.45	
	A 3.30PM			s 2.35		s 5.40	s 11.38	WCT	CF 117		86.3	{WL... SEDRO-WOOLLEY... DN} {..... TWO G. N. CROSSINGS...}		40.1		290			s 8.30	s 12.10PM		s 7.30				L 6.30AM	
				3.05		5.55	11.55AM		CF 122		91.9	..... THORNWOOD.....		34.5		45			f 8.14	11.55AM		6.35					
				s 3.30		s 6.10	A 12.10PM	Y W	CF 128		97.7	WK..... WICKERSHAM..... DN		28.7		75			L 8.00AM	s 11.40		s 6.10					
				3.42		f 6.16	See page 5		CF 131		100.5	..... SAXON.....		25.9		Spur 50				f 11.33		5.45					
				3.50		s 6.21		W	CF 133		102.6	MC..... ACME..... D		23.8		18			s 11.27		5.30						
				3.58		f 6.26			CF 135		104.6	..... STANDARD.....		21.8		20			f 11.22		5.20						
				4.23		s 6.43			CF 141		110.5	DM..... DEMING..... D		15.9		45			s 11.06		4.55						
				4.53		s 7.02			CF 151		120.0	NC..... NOOKSACK..... D		6.4		18			s 10.47		4.25						
				A 5.30AM		A 7.20PM		WCOT	CF 157		126.4	SU..... SUMAS..... D		0.0		110				L 10.30AM		L 4.00PM					
	Mo., We., Fri.	Ex. Sun.		Ex. Mon.	Ex. Sun.	Daily	Daily	Daily											Daily	Daily	Daily	Ex. Sun.	Ex. Sun.		Ex. Mon.	Tu., Thu., Sat.	
	7.00	0.55		2.25	.35	7.40	4.30	3.52											3.50	4.40	9.45	.40	3.05		.55	6.50	
	6.8	13.8		11.2	13.1	13.2	25.4	22.0											22.2	24.6	11.6	12.4	9.6		13.2	5.3	

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—Indicated by signs at proper locations.
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. 443 will wait at Woodinville 15 minutes for No. 446's connection.
No. 482 will register departure at Hartford.
Nos. 441, 442, 443, and 444 will wait 15 minutes at Snohomish for motor connection from Everett.
No. 481 will register arrival at Hartford.
No. 675 has right over No. 676 Woodinville to Sumas.

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

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 p. m. to 7.00 a. m. unless stop signal is displayed.
See further Rules, pages 5, 6 and 7.

WESTWARD			THIRD SUBDIVISION (ROSLYN BRANCH)			EASTWARD		
SECOND CLASS			Time Table No. 41 November 22, 1914 Succeeding No. 40A			SECOND CLASS		
477	475	473	STATIONS			474	476	478
Mixed	Mixed	Mixed	Telegraph Offices and Calls			Mixed	Mixed	Mixed
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
L 1.15PM	L 9.20AM	L 7.00AM	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	.....MINE 5.....	1.5	5.1	s 8.25	s 10.55	s 5.10
s 1.30	s 9.35	s 7.15	RS.....ROSLYN.....D	1.9	3.6	s 8.15	s 10.45	s 5.00
1.38	s 9.43	s 7.23	.....RONALD.....	0.7	1.7	s 8.05	s 10.35	s 4.50
A 1.45PM	A 9.50AM	A 7.30AM	.....BEEKMAN.....	1.0	1.0	L 8.00AM	L 10.30AM	L 4.45PM
.30	.30	.30	.....LAKEDALE.....	0.0	0.0			
12.2	12.2	12.2	Time Over Subdivision			.30	.30	.30
			Average Speed Per Hour			12.2	12.2	12.2

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.
Deraill 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 deraill 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 tippie on tippie tracks on the Roslyn Fuel Company's tracks at Beekman.

WESTWARD FIFTH SUBDIVISION (SNOQUALMIE BRANCH) EASTWARD

3d Class		FIRST CLASS		Time Table No. 41 November 22, 1914 Succeeding No. 40A		FIRST CLASS		3d Class	
923	445	STATIONS		446	924	Telegraph Offices and Calls		446	924
Way Freight	Passenger			Passenger	Way Freight			Way Freight	Way Freight
Ex. Sun.	Daily			Daily	Ex. Mon.			Ex. Sun.	Ex. Mon.
L 9.20AM	L 5.35PM	CJ.....WOODINVILLE.....DN	3.9	39.2	100	A 8.48AM	A 12.45PM	s 8.48AM	A 12.45PM
f	f	.....WILLOWS.....	2.8	35.3	Spur 4	f			
s 10.00	s 5.52	RM.....REDMOND.....D	1.3	32.5	43	s 8.25	s 12.15PM		
		8.0 PARADISE LOGG. RY. CRSG. Track Connection 0.1	31.2						
	f	.....CAMPTON.....	1.6	31.1	10	f			
	f	.....SAMAMISH.....	1.5	29.5	Spur 6	f			
	f	.....INGLEWOOD.....	3.5	28.0	Spur 3	f			
s 10.45	s 6.15	.....MONOHON.....	4.1	24.5	33	s 8.10	s 11.35AM		
s 11.05AM 12.15PM 924	s 6.25	G.....ISSAQUAH.....D	4.3	20.4	100	s 8.00	s 11.05 923		
	f	.....HIGH POINT.....	2.9	16.1	22	f			
1.15	s 6.55	RN.....PRESTON.....D	3.0	13.2	18	s 7.37	s 8.40		
s 1.40	s 7.06	.....FALLS CITY.....	3.0	10.2	12	s 7.25	s 8.10		
	f	.....SNOQUALMIE FALLS.....	0.9	7.2	Spur 4	f			
s 2.05	s 7.20	SO.....SNOQUALMIE.....D	3.0	6.3	36	s 7.16	s 7.35		
A 2.30PM	A 7.30PM	BN.....NORTH BEND.....D	3.3	3.3	18	L 7.10AM 924	L 7.20AM 446		
Ex. Sun.	Daily	.....SALLAL.....	0.0	0.0	Spur 3	Daily	Ex. Mon.		
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.—Indicated by signs at proper locations.
 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			Time Table No. 41 November 22, 1914 Succeeding No. 40A			THIRD CLASS		
935	675	445	STATIONS			446	936	
Way Freight	Freight	Passenger	Telegraph Offices and Calls			Passenger	Way Freight	
Ex. Sun.	Daily	Daily				Daily	Ex. Sun.	
L 8.40AM	L 8.10PM	L 4.20PM	BI.....BLACK RIVER.....DN	2.2	24.1	20	See Puget Sound T.T. A 4.40PM	
s 8.50 10.00 446	8.18	s 4.25 936	RT.....RENTON.....D	0.1	21.9	50	s 10.00 935	s 4.30 4.20 445
			.....C. & P. S. CROSSING.....	0.1				
			.....S. R. & S. CROSSING.....	1.7	21.8			
			.....C. & P. S. CROSSING.....	1.4	20.1			
		f	.....KENNYDALE.....	6.4	18.7	f		
s 11.15	8.55	s 4.50	WB.....WILBURTON.....D	1.6	12.3	26	s 9.35	s 3.25
s 11.30AM	9.02	f 4.55	.....NORTHURP.....	4.3	10.7	50	f 9.30	s 3.20
s 12.01PM	9.15	f 5.10	.....KIRKLAND.....	6.1	6.4	65	s 9.18	s 3.00
			.....R. R. CROSSING.....	0.3				
A 1.00PM	A 9.35PM	A 5.30PM	CJ.....WOODINVILLE.....DN	0.0	0.0	100	L 8.55AM	L 2.30PM
Ex. Sun.	Daily	Daily	Time Over Subdivision				Daily	Ex. Sun.
4.20	1.25	1.10	Average Speed Per Hour			20.1	1.10	2.10
5.7	16.0	20.1						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, Black River to Woodinville.
 Nos. 445 and 446 will stop on signal at Houghton Crossing.
 All trains will send man ahead to line deraill and flag across C. & P. S. crossing 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

WESTWARD					SIXTH SUBDIVISION (EVERETT BRANCH)					EASTWARD				
SECOND CLASS					Time Table No. 41 November 22, 1914 Succeeding No. 40A					SECOND CLASS				
401	483	715	687	411	STATIONS					480	686			
G. N. Freight	Mixed	G. N. Freight	Freight	G. N. Freight	Telegraph Offices and Calls					Mixed	Freight			
Daily	Ex. Sun.	Ex. Sun.	Ex. Mon.	Daily						Ex. Sun.	Ex. Sun.			
					OM.....SNOHOMISH.....DN	0.8	11.4	150	See 481, p 3	See page 3	A 8.45AM	A 7.00PM		
					.....VARDEN.....	4.6	10.6	Spur 24						
					.....EBEY JCT.....	0.8	6.0	50						
					.....C. M. & St. P. Ry. CROSSING.....	0.8								
L 7.00PM	3.25	L 3.10PM	6.45	L 12.25AM	W.....LOWELL.....DN	1.5	5.2	16			8.20	6.35		
7.10	A 3.35PM	3.20	A 7.00AM	12.35	EV.....EVERETT.....DN	1.2	3.7	100			L 8.15AM	L 6.30PM		
A 7.20PM		A 3.30PM		A 12.45AM	PG.....G. N. JUNCTION.....DN	1.8	2.5	40						
					.....G. N. CROSSING.....	0.7	0.7							
					.....SMELTER.....	0.0	0.0	175						
Daily	Ex. Sun.	Ex. Sun.	Ex. Mon.	Daily	Time Over Subdivision						Ex. Sun.	Ex. Sun.		
.20	.35	.20	1.00	.20	Average Speed Per Hour						.30	.30		
8.1	13.2	8.1	7.7	8.1							15.4	15.4		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Stations.—Snohomish and Everett.
Bulletin Station.—Everett.
Yard Limits.—Indicated by sign at proper locations.
 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.
 Speed over drawbridges must not exceed six (6) miles per hour.
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.
 Engines must not go in beyond 50 feet from frog on Weyerhaeuser Spur, Everett, account 16° curve.

WESTWARD			SEVENTH SUBDIVISION (MONTE CRISTO BRANCH)										EASTWARD		
SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Hartford	Time Table No. 41 November 22, 1914 Succeeding No. 40A			Distance from Monte Cristo	Car Capacity of Sidings	SECOND CLASS				
487	485	481				482	486	488							
Mixed	Mixed	Mixed				Mixed	Mixed	Mixed							
Wed.	Mon., Fri.	Tu., Thu., and Sat.				Tu., Thu., and Sat.	Mon., Fri.	Wed.							
L 10.25AM	L 10.25AM	L 10.25AM		CF 77	0.0	FD.....HARTFORD.....D	42.0	102	A 1.30PM	A 2.25PM	A 6.15PM				
s 10.35	s 10.35	s 10.35		BD 3	2.5	.....LOCHLOY.....	39.5	No Sdg.	s 1.15	s 2.05	s 5.55			
s 11.40AM	s 11.40AM	s 11.40AM	Y	BD 6	6.3	GF...GRANITE FALLS....D	35.7	Spur 70	s 12.55	s 1.40	s 5.35				
		A 12.10PM	W 5-10MW	BD 9	9.5	.....CUTOFF.....	32.5	20	L 12.20PM					
				BD 12	11.9	.....TUNNEL No. 2.....	30.1	10						
s 12.20PM	A 12.25PM		WY	BD 14	13.6	.....ROBE.....	28.4	10		L 12.40PM	s 4.50			
				BD 19	19.0	.....BOGARDUS.....	23.0	Spur 5						
s 12.55				BD 20	20.0	.....GOLD BASIN.....	22.0	Spur 6			s 4.15			
1.35			W	BD 29	29.0	.....SILVERTON.....	13.0	16			s 3.35			
				BD 30	30.0	.....BONANZA QUEEN.....	12.0	Spur 3						
				BD 37	37.3	.....BARLOW PASS.....	4.7	Spur 1						
A 2.25PM			WCT	BD 42	42.0	.....MONTE CRISTO.....	0.0	100			L 2.40PM			
Wed.	Mon. Fri.	Tu., Thu., and Sat.							Tu., Thu., and Sat.	Mon., Fri.	Wed.				
4.00	2.00	1.45							1.10	1.45	3.35				
10.5	6.8	7.3							8.4	7.8	12.0				
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 Pages 6, 7 and 8.

WESTWARD			NINTH SUBDIVISION (BELLINGHAM BRANCH)										EASTWARD		
SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wickersham	Time Table No. 41 November 22, 1914 Succeeding No. 40A			Distance from So. Bellingham	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS		
411		443				444	412								
Mixed		Passenger				Passenger	Mixed								
Ex. Sun.		Daily				Daily	Ex. Sun.								
L 7.00AM		L 12.10PM	Y W	CF 128	0.0	WK.....WICKERSHAM.....D	22.5	75	See page 3 As 8.00AM		A 5.20PM				
s 7.05		f 12.14		BM 1	1.3	.....MIRROR LAKE.....	21.2	15	f 7.54		s 5.10			
s 7.20		f 12.20		BM 4	3.8	.....PARK.....	18.7	15	f 7.47		s 5.00			
s 7.43		f 12.23	W 2 1/2 M W	BM 5	4.8	.....BLUE CANYON.....	17.7	20	f 7.43 411		s 4.50			
		f		BM 9	9.0	.....TOWANDA.....	13.5	No Sdg.	f					
8.00		f 12.42		BM 11	11.4	.....AGATE BAY.....	11.1	35	f 7.26		s 4.15			
s 8.15		f 12.51		BM 15	15.1	.....SILVER BEACH.....	7.4	No Sdg.	s 7.17		s 4.00			
s 8.20		12.55		BM 16	16.1	.....LARSON.....	6.4	30	7.14		s 3.55			
9.00		A 1.10PM	WYCO	BM 20	20.1	WD.....BELLINGHAM.....D	2.4	50	L 7.00AM		3.30				
					21.9	.....G. N. CROSSING.....	0.6							
A 9.30AM				BM 23	22.5	FN...SO. BELLINGHAM...D	0.0	50			L 3.00PM				
Ex. Sun.		Daily							Daily		Ex. Sun.				
2.30		1.00							1.00		2.20				
8.5		20.1							20.1		9.1				
Time Over Subdivision															
Average Speed Per Hour															

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 Pages 6, 7 and 8.

WESTWARD			EIGHTH SUBDIVISION (DARRINGTON BRANCH)										EASTWARD		
SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Arlington	Time Table No. 41 November 22, 1914 Succeeding No. 40A			Distance from Darrington	Car Capacity of Sidings	SECOND CLASS				
469		470				470									
Mixed		Mixed				Mixed									
Ex. Sun.		Ex. Sun.				Ex. Sun.									
L 11.30AM	C Y	CF 91	0.0	.....ARLINGTON.....DN	27.7	132	A 9.15AM							
s 11.59AM	W	BK 4	4.5	.....COOPER.....	23.2	Spur 6	s 8.26							
s 12.20PM		BK 7	7.4	.....CICERO.....	20.3	Spur 2	s 8.14							
s 12.35		BK 11	11.1	.....OSO.....	16.6	28	s 8.00							
s 12.50		BK 13	13.1	.....HALTERMAN.....	14.6	33	s 7.50							
s 1.02		BK 15	14.8	.....ROWAN.....	12.9		s 7.42							
s 1.18	W	BK 17	17.0	.....HAZEL.....D	10.7	80	s 7.32							
s 1.35		BK 19	18.8	.....WELTON.....	8.9	30	s 7.24							
s 1.50		BK 21	20.5	.....FORTSON.....	7.2	Spur 12	s 7.16							
s 2.00		BK 22	21.7	.....SHEOMET.....	6.0	Spur 4	s 7.09							
s 2.15		BK 24	24.7	.....GEBBOTT.....	3.0	Spur 10	s 6.57							
A 2.30PM	C Y	BK 28	27.7	.....DARRINGTON.....D	0.0	24	L 6.45AM							
3.00							2.30								
9.2							11.1								
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 Pages 6, 7 and 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, and not exceed (3) three miles per hour over Bridge 36, located three miles east of Silverton.
Trains will approach all bluffs, where slides are liable to occur, under full control.
Nos. 481, 485 and 487 will wait at Hartford for No. 443's and 444's connection, unless otherwise instructed.
No. 481 has right over No. 482, Hartford to Cutoff.
No. 485 has right over No. 486, Hartford to Robe.
No. 487 has right over No. 488, Hartford to Monte Cristo.
Trains or engines must not use switch back west of Monte Cristo depot.
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.—Indicated by sign at proper location.
Trains keep under control where landslides or washouts are liable to occur.
West wye switch at Darrington will be kept set for the wye. This is a stub switch.
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.—Indicated by sign at proper location.
Maximum Grades.—Larson to Bellingham and Mirror Lake to Wickersham.
No. 411 has right over No. 412, Wickersham to Bellingham.
Trains will not exceed 6 miles per hour over bridge 20.
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.
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.
Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.
Normal position wye switch at Wickersham be set and locked for east leg.

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.....	81.6	1 W	7
Nagrom, F 1, 3, 4 & 42.....	67.8	1 W	20	Soos.....	98.3	1 E	7
Garibaldi.....	75.6	1 E	8				

SECOND SUBDIVISION.

Distance from King Street Station.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Pontiac, F 443 & 444.....	13.2	1 E	4	Milldale.....	65.5	1 E	20
Lavilla, F 443 & 444.....	14.5	1 E	....	Pilchuck, S 443 & 444.....	65.9	Siding	20
Belden.....	14.7	1 E	8	Day's F 443 & 444.....	68.2	Siding	10
Briarcrest, F 443 & 444.....	17.5	....	....	Buxton.....	75.7	1 E	29
Lake Forest Park, F 443 & 444.....	18.1	1 W	8	Chilco.....	77.2	1 W	7
Kenmore, F 443 & 444.....	18.9	1 E	7	Conway.....	78.7	1 E	....
Wrenwood.....	20.6	1 W	....	Nookechamp, F 443 & 444.....	79.1	1 E	5
Wayne, F 443 & 444.....	21.5	....	....	Tiloh.....	79.5	1 E	12
Hannan.....	22.3	1 E	14	Forrest Home, F 444.....	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.....	26.3	....	....	Cohone.....	92.6	1 E	18
Cathcart, F 443 & 444.....	33.5	1 W	12	Prairie, F 443 & 444.....	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.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
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
Kineaid.....	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.

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

SEVENTH SUBDIVISION.

Distance from Hartford.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
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.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
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.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
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				

**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 99 Cars		Maximum 99 Cars			80		80		60		60		50		50		50		40

Between Lester and Easton maximum 70 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 99 Cars		Maximum 99 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 70 cars.

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.....	1200	32	1250	33	1350	38	1325	38	1500	43	1700	50
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 Matlby.....	340	11	365	12	430	14	415	14	475	16	625	20
Matlby to Woodinville.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Woodinville to Kenmore.....	940	30	990	33	1115	37	1100	37	1275	40	1400	43
Kenmore 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 Matlby.....	320	11	340	11	415	14	400	14	450	15	600	19
Matlby 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.....	1200	40	1300	41	1500	50	1500	50	1600	53	1800	60

DISTRICTS.

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.....	300	11	300	12	425	14	375	13	425	16	525	19
Larson to Wickersham.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60

DISTRICTS.

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.....	700	37	800	40	1000	46	1000	46	1100	50	1400	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.....	475	17	500	18	600	28	575	27	....	....	....	....
Granite Falls to Robe.....	185	10	200	10	275	12	250	11	....	....	....	....
Robe to Silverton.....	275	11	300	12	400	15	375	14	....	....	....	....
Silverton to Monte Cristo.....	175	7	200	7	240	10	225	10	....	....	....	....
Ninth Subdivision— Westward.												
Wickersham to Mirror Lake.....	315	11	340	12	390	14	400	13	450	16	550	19
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

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 Jet. 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 Subdivision.

No engine heavier than Class W can be run over Second and Fourth Subdivisions.

LOCATION DRAW SPANS.

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

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

AUTHORIZED SURGEONS, SEATTLE DIVISION.

LOCATION OF STRETCHERS (S).

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

CLINTON T. COOKE, Oculist, Seattle.
P. W. WILLIS, Seattle.
F. S. BOURNS, Seattle.
King St. Station, Seattle (S).
Yard Office, Seattle (S).
Tool Car, Seattle (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).
Easton (S).
Lester (S).

D. O. KEARBY, Cle Elum (S).
B. E. HOYE, Auburn.
WM. H. BRANDT, Auburn.
Auburn Yard Office (S).
Auburn Station (S).
Puyallup (S).

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

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

NOTE.

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

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

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

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

J. E. CAMPBELL,
Trainmaster, Seattle.

O. F. OHLSON,
Trainmaster, Seattle.

J. F. FITZSIMMONS,
Trainmaster, Seattle.

P. R. LEO,
Chief Dispatcher, Seattle.

