# NORTHERN PAGIFIC RALWAY GOMPANY.

SEATTLE DIVISION

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

SUNDAY, FEBRUARY 21, 1915

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.

WESTV	MAR	<u> </u>											(MAIN LINE)										STWARI
HIRD C	LASS	<u> </u>	SECOND (	CLASS		FIR	ST CLAS	s		wyes	_		Time Table No. 41A		-			FIRST	CLASS		SECOND CLASS	TH	IRD CLAS
939	9   9	937	603		.   1	1	3	317	41	el, Scal	Numbers	rom	February 21, 1915 Succeeding No. 41		burn acity of	318	4	42	2		602	938	940
Way Freigh	ht F	Way reight	Freight		Passe	enger	Passenger	Passenger	Passenger	er, Fuel, Tables	on Nu	Distance fr Ellensburg	STATIONS		Distance from East Auburn Car Capacity c Sidings	Passenger	Passenger	Passenger	Passenger	1	Freight	Way Freight	Way Freight
Mo., W	Ve., Tu	., Thu., nd Sat.	Daily		Da	ily	Daily	Daily	Daily	Wate	Stati	Dist	Telegraph Offices and Calls		Distr East Car Sidir	Daily	Daily	Daily	Daily		Daily	Mo., We., and Fri.	Tu., Thu., and Sat.
L 8.00	OAM		L 6.00PM		L 3,	30PM 40	L 5.40AM L	. 3.40AM	L 2.45AM	WCOT	1848	0.0	EBELLENSBURGDN	10	02.5	A 5.15AM	A 1.10PM	A10.00PM	11.55PM		<b>A</b> 9.30AM		A 3.25PM
s 8.45	5		6.10		3.	.37	5.47	3.46	2.52		1851	3.6	SHOSKINP		98.9 80	5.07	1.01	9.48	11.46		8.45 939		s 3.10
s 9.10	0		6.22		f 3.	47	s 5.55	3.54	3.00		1855	7.6	TPD	-	94.9 E 80 W 80	5.00	f12.55	s 9.42	11.40		8.30		s 2.55
s 9.22	2	l	6.30		3.	.54	6.02	4.00	3.05	w	1858	10.4	DUDLEYP	1-	92.1 E 80 W 80	4.56	12.49	9.35	11.36		8.15		s 2.40
s 9.40	0		6.42		4.0	.02	6.10	4.08	3.13		1862	14.5	KOUNTZEP	:  -	88.0 80	4.49	12.42	9.27	11.29	_	7.58		s 2.23
s 9.55	5		6.50		f 4.	.09	6.16	4.13	3.18	W 1 s m w			BRBRISTOLDN	_	85.3 E 80 W 80	4.44	f12.37	9.22	11.24		7.45		s 2.08
s10.18	5		7.00		4.	.16	6.24	4.20	3.24				TEANAWAYP	;  _	81.5 E 80 W 80	4.36	12.29	9.14	11.16		7.30		s 1.52
s 1 0.30	OAM 3PM		7.30		f 4.	.26	s <b>6.35</b>	<b>4.30</b>	s 3.35	WCY	1873	24.8	CLDN 4.3	-  _	77.7 500	s <b>4.30</b>	s12.23	s 9.08	f11.10	,	7.15 6.30		s 1.35
s 12.45			7.45		<u>4.</u>	.35	6.45	4.38	3.43		1877	29.1	BAKERP	-	73.4 80	4.19	12.12	8.55	11.00		6.10		s12.45
s 1.08	5		7.58		f 4.	.42	6.51	4.44	3.49		1880	31.7	NELSON'SP	-	70.8 E 80 W 80	4.14	f12.07	8.50	10.56		6.00		s12.35
s 1.20	0		8.10		4.	.48	6.56	4.50	3.54				TALMAGEP	-	68.0 80	4.08	12.02PM	8.45	10.52	-	5.52		s12.20
s 2.26	5		8.22 8.45		s 4.	.58	s 7.10	5.00	s <b>4.02</b>	WCTY	1886	38.1	ESEASTON DN	- -	64.4 180	4.02 41	s1 1.57AM	s <b>8.38</b>	s10.47		5.40		12.05PM s 10.40AM
s 2.48	5		9.05		5.	.09	7.20	5.10	4.13	w	1890	42.1	4.0 100 100 100 100 100 100 100 1	-	60.4 W 70	3.48	11.48	8.28	10.38	_	5.12		s10.25
s 3.10	0		9.30		f 5.	.23	7.33	<b>5.23</b>	4.26	w	1894	46.8	RTDN		55.7 E 70 W 90	.i. 3.36	11.38	8.17	10.28		5.00		s10.10
s 3.38	5		10.00		f 5.	.35	7.45	5.35	<b>4.38</b> 602	 W	1897	50.0	SISTAMPEDEDN		52.5 E 70 W 70	3.24	11.26	8.05	10.16		4.38 41		s 9.50
s 3.50	0		10.12		5.	.41	7.51	5.41	4.44		1901	52.3	BORUPP		50.2 E 70	3.15	11.17	7.55	10.07		4.00		s 9.30
s 4.08	5		10.25		5.	.48	7.58	5.48	4.51		1904	55.1	KDKENNEDYDN	-	47.4 E 70	3.05	11.07	7.45	9.57		3.45		s 9.12
A 4.40	OPM L	7.00AM	11.10		s 6.	.05	s 8.13	6.03	5.06	WCT	1911	60.0	DMDN	- -	42.5 400	s 2.50	s10.52	s 7.30	s 9.42		3.05∞	A 4.10PM	L 8.30AM
	s	7.10	11.18		<del>-</del> 6.	.10	f 8.18	6.08	5.11		1913	62.1	HOT SPRINGSP	-	40.4 F 80 P 22	2.39	10.42	f 7.19	9.31		2.27	s <b>3</b> .55	9
	s	7.30	11.40		<del></del>	.24	f 8.29	6.20	5.24				MAYWOODP	1-	35.2 E 80 W 80	<u> </u>	f10.30	7.08	9.20		2.07	s 3.15	
	s	7.50	11.59PM			.36	f 8.39	6.32	5.36	w	-	<u> </u>	CUN	-	31.3 E 80 W 80	2.18	10.22	6.59	9.11		1.53	s 2.50	
	s	8.20	12.20AM		f 6.	. <b>50</b>	f 8.48	s 6.40	f 5.45	W		.	EGEAGLE GORGED	I_	27.8 E 60 W 80		f10.14	f <b>6.50</b>	9.03	_	1.40	s 2.30	
	s	8.35 9.05	12.30		6.	.56	<b>8.54</b>	6.46	5.51					>  _	25.6 80	2.03	10.07	6.39	8.58		1.32	s 2.10	
	s	9.25	12.45		f 7.	.06	9.05	6.57	6.02		1932	81.6	JCPALMER JCTD		20.9 80	1.53	9.57	6.28	8.48		1.15	s 1.50	
	s	9.30 10.10 4	1.05	1	s 7.	.11	s 9.15	s 7.02	s 6.07	W Y O	A 1	82.8	GVKANASKATDN		19.7 E 75 W 80	1.50	s <b>9.55</b>	s 6.25	8.46	_	1.05	s 1.45	
		10.25	1.20		7.	.18	9.21	7.08	6.13		A 4	_	BYRDP			1.40	9.35	6.13	8.40	_	12.40	s12.55	
	s	11.40AM	1.35 318		s 7.	.25	s 9.30	7.13	s 6.20		A 7	88.1	ARRAVENSDALEDN	-	14.4 E 80 W 80 W Ext	f 1.35	s 9.30	s 6.08	8.35		12.30AM	s12.45PM	
	s	12.05PM	2.05			· <b>4</b> 0	f 9.43	7.25	f 6.35	w	A 14	94.9	cocovingtonD	-	7.6 E 80 W 80	f 1.20	9.13	5.52	f 8.20		11.595	s11.10AM	
	s	12.20	2.15		<del></del> -	.47	f 9.51	7.32	f 6.42	W 1½	A 17	97.9	WYNACOP	-	4.6 80	1.12	9.06	f 5.47	8.12	_	11.45	s10.50	
	A:	12.40PM	A 2.35AM		 A 8.	3. <b>00</b> PM	A10.054M					_	GREAST AUBURNDN	-	0 0	l	L 8.55AM		L 8.00PM	_	L11.30PM	L10.30AM	
Mo., W	We., T	u., Thu., ınd Sat.	Daily		Da	aily	Daily	Daily	Daily					-		Daily	Daily	Daily	Daily		Daily	Mo., We., and Fri.	Tu., Thu., and Sat.
8.4		5.40	8.35			4.30	4.25	4.05	4.10	l		-	Time Over Subdivision	-		4.15	4.15	4.25	3.55		10.00	5.40	6.55

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).

#### SPEED RESTRICTIONS.

- 1. Eastward passenger trains 30 miles per hour between extreme west switch Ellensburg yard and Ellensburg station.
- 2. Ten miles per hour through incorporated city limits of Cle Elum.
- Maximum speed of descending passenger trains 30 miles per hour, and descending freight trains 20 miles per hour between Martin and Easton and between Stampede and Lester.
- 4. Maximum speed of ascending passenger trains 20 miles per hour and ascending freight trains 12 miles per hour between Easton and Martin and between Lester and Stampede 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 Lester must particularly observe these restrictions.
- 5. Speed of Z-3 engines must not exceed 25 miles per hour at any time; this does not abrogate the 20 miles per hour descending and 12 miles per hour ascending speed restriction of freight trains on Cascade Mountain.
- 6. Speed of all trains through Stampede tunnel No. 3 must not exceed 15 miles per hour and must be so controlled that they can be stopped on emerging.
- 7. Twenty miles per hour over Tenth Subdivision of Tacoma Division switches at Palmer Junction.
- 8. Fifteen miles per hour through cross-overs and entering sidings.
- 9. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
- 10. Yard Limits.—Indicated by sign at proper location.
- 11. 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.
- 12. Eastward trains leave register ticket at Lester 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 Lester.
- 13. Bulletin Stations.—Ellensburg and Auburn Transfer. (Lester and Easton are bulletin stations for enginemen on
- 14. Standard Clocks.-Ellensburg, Lester and Auburn Transfer.
- 15. Mountain Grade.—Easton to Lester.
- 16. Helper District.—Between Auburn and Easton.
- 17. Lap Sidings are located at Thorp, Bristol, Tenaway, Nelsons, Maywood, Eagle Gorge, Kanaskat and Covington. (Trains taking siding will head in at lap.)
- 18. At Dudley 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.
- 19. 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
- 20. 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.
- 21. Rule 316 is modified as follows: When the telephone is used, signalmen will transmit the words, represented by

- 22. 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.
- 23. Normal position of double track switches at Easton and Stampede will be for westward trains.
- 24. Normal position of double track switches at Martin and Lester will be for eastward trains.
- 25. All trains must approach double track switches under full control.
- 26. 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.
- 27. 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.

Nagrom—Spur track.

Kanaskat—West end of wve.

Byrd-West end of siding.

Soos Spur—Spur track.

Eagle Gorge—West end of westward siding. Eagle Gorge—West end of eastward siding.

Covington-West end of westward siding.

- 28. Engines must not run on Page Lumber Co.'s spur.
- 29. Derail switches are located as follows, and must be kept set in derailing position when not in use:

Ellensburg—East end of east vard. 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.

Switch lamps will not be maintained on above switches.

30. 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

- Electric coal bunker, located on west extension, Cle Elum, will not clear man on side of car or engine.
- Mallet power must not be double-headed over bridges except between Easton and Lester.
- 33. Dead freight trains will fill to tonnage at Cle Elum.
- 34. 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.
- 36. No. 4 will connect with No. 596 at Kanasket.
- 37. No. 3 will connect with No. 595 at Kanasket.
- 38. When making back-up movement, running test of air brakes must be made from rear of train.
- 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.

#### 40. 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

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

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 100 feet apart and six 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 Lester to make examination of wheels and brakes.

#### 41. 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

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.

- 42. It is possible for light engine and train using cross-over in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed.
- 43. Light engine and train using cross-overs in automatic signal territory must have at least one switch open while engine or train is on any part of the cross-over.
- 44. 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."
- 45. "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."

THINN	CLASS	í	SECOND	CIACC	1	FIRST CL	ACC	yes			Time Total No.			l .	RST CLASS	1	CECONID	OL ACC	<u> </u>	IDD ALLS
INIKU	1						1	ales, id Wy	rs	п	Time Table No. 41A February 21, 1915		<b>L</b>		1		SECOND		IH	IRD CLASS
	927	923	687	481	675	441	443	el, Scal os and	Number	from	Succeeding No. 41	rom	sity of	444	442	676	482	686	924	928
	Way Freight	Way Freight	Freight	Mixed	Freight	Passenge	Passenger	r, Fu Tabl	on N	St. S	STATIONS	nce f	<b>d</b>	Passenger	Passenger	Freight	Mixed	Freight	Way Freight	Way Freight
	Mo., We., Fri.	Ex. Sun.	Ex. Mon.	Ex. Sun.	Daily	Daily	Daily	Wate Turn	Station	Distance King St.	Telegraph Offices and Calls	Dista Sum	Car Cap Sidings	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Mon.	Tu., Thu., Sat.
			-			L 2.15	4 7.40A			-1	KING STREET STATION			A12.30PM	A 3.50PM				A 3.15PM	l
		en e		BETWEE	N KEITH	AND SEATTLE	TRAINS V	VILL B	E GOV		BY PUGET SOUND DIVIS			ABLE RU	LES AND REG	ULATIONS				
		Ls 7.35AM	L 2.30AM			L 2.50	Lf 8.18A		CF 42	12.2	KEITH	115.0	Spur 13	A11.50AM	A 3.10PM	A 1.45M	4	A10.55PM	As 2.10PM	
		s 7.50	2.45			2.58	f 8.28	1	C F 46	15.8	LAKE	111.4	60	f11.42	2.58	1.30		10.35	s 1.50	
		s 8.20	s 3.05			s 3.11	s 8.42	1	C F 58	22.6	BD	104.6	40	s11.29	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	24.3	CJWOODINVILLEDN	102.9	175	\$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	ļ	_		5.8 MBDN			s11.12	2.24		See 483, p. 4	675		
	L 8.30AM		A 4.55AM	LOIOM				WCOY			8.6 OMSNOHOMISHDN					I .				A 1.00M
	-, O.SUAM		M 7.00AM	■ Ø·IUAM	676	3.00	s 9.25 ¶ 9.35			55.7	5.1		100	\$10.50 110.40	s 2.02	1 0.25 T	# 0 2.3UM	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	43.8	MAD	83.4	56	\$10.28	s 1.50	10.10	s 2.10			\$12.55
	s 9.1 5443			As 9.45AM	11.50PM	s 4.13	s 9.55 927 481	<b> </b>	CF 77	46.9	FDB	80.3	102	s10.19 927 481	s 1.42	9.55	L 1.50PM	<u> </u>		s12.30PM
	s 9.15443 10.20444 s10.40				12.10AM		927 481 s10.05				4.5	75.8		927 481 s10.05	1.33	9.40				s11.35AM
	s10.55				12.20		f10.15	<u> </u>	_		4.4			443	1.23	9.20				
								Wilver			SISCO1.7									s11.10
	s11.00				12.25				_		3.1	69.7		f 9.48	1.20	9.15				s11.00
	s11.15AM 1.15PM				s12.50	s 4.43	s10.30 928	YME	CF 91	60.6	ADN 3.7	66.6	132	s 9.40	s 1.12	9.00				1 0.45 s 9.20 444 443
	s 1.35				1.05	F 4.52	s10.40	<b>-</b>	C F 95	64.3	BTM. & N. CROSSINGD BRYANT	62.9	30	s 9.28	F 1.03	8.40		<u> </u>		s 9.00
	- 0.15				1.00	- 505	10.56	w			Track Conn. 6.3  MUMcMURRAYD			- 012	-10.51					
	s 2.15			-	1.20	\$ 5.05	\$10.56	"	CF 101	70.0	5.8	30.0	65	s 9.13	812.01	8.22				s 8.30
	s 2.45			,	1.40	F 5.16	s11.10		C F 107	76.4	MONTBORNE	50.8	25	s 8.59	f12.38	8.05				s 7.45
	s 2.55				1.45	f 5.19	s11.15		C F 109	78.1	BGBIG_LAKED	49.1	70	s 8.54	s12.35	8.00				s 7.30
	s 3.15				2.02	f 5.30	s11.27		C F 114	83.5	CACLEAR LAKED	43.7	195	s 8.42	s12.23	7.43				s 6.45
	A 3.30PM				s 2.35	s 5.40	s11.38	WCT						s 8.30	s12.10PM	s 7.30				L 6.30AM
									_		WLSEDRO-WOOLLEYDN TWO G. N. CROSSINGS Track Conn. 7.5									
	b			-	3.05	. 1	s 1 1.55AA	L		l	THORNWOOD			s 8.14	1 1.55AM 443	6.35				,
					s 3.30	s 6.10	A12.10P	ΥW	C F 128	98.5	WKD	28.7	75	L 8.00AM	s11.40	s <b>6.10</b>	-			
					3.42	f 6.16	See page 5		C F 131	101.3	SAXON	25.9	Spur 50		f11.33	5.45				
					3.50	s 6.21		w	C F 133	103.4	MCACMED	23.8	18		s11.27	5.30	-			
			-		3.58	f 6.26	_		C F 135	105.5	STANDARD	21.7	20		f11.22	5.20				-
					4.23	s 6.43	_	<del>                                     </del>	_		DMDEMINGD				s11.06	4.55	-			
_					4.53	s 7.02	-	<b></b>			NCNOOKSACKD		}	ļ	s10.47	4.25				
											B. & N. CROSSING									
					A 5.30AM	A 7.20	M	WCOT	C F 157	127.2	SUD	0.0	110		L10.30AM	L 4.00PM	1			
THE STATE STATE STATE STATE STATE STATE STATE STATE	Mo., We., Fri.	Ex. Sun.	Ex. Mon.	Ex. Sun.	Daily	Daily	Daily		no management					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				Time Over Subdivision			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				Average Speed Per Hour			22.2	24.6	11.6	12.4	9.6	13.2	5.3

- REGISTERING STATIONS—Woodinville, Snohomish, Sedro-Woolley, Wickersham and Sumas.
   YARD LIMITS—Indicated by sign at proper location.
   MAXIMUM GRADES—Snohomish to Woodinville.
   BULLETIN STATIONS—Snohomish, Arlington, Sedro-Woolley and Sumas.
   STANDARD CLOCKS—Everett and Sedro-Woolley.
   HELPER DISTRICT—Between Snohomish and Arlington, limit 30 cars.

- 7. HELPER DISTRICT—Snohomish to Woodinville.
   8. No. 443 will wait at Woodinville 15 minutes for No. 446's connection.
   9. No. 482 will register departure at Hartford.
   10. Nos. 441, 442, 443, and 444 will wait 15 minutes at Snohomish for motor connection from Everett.
   11. No. 481 will register arrival at Hartford.
   12. No. 675 has right over No. 676 Woodinville to Sumas.
- SPEED RESTRICTIONS—Fifteen miles per hour through crossovers and entering sidings.
   Thirty-five miles per hour around curves on Maltby hill.
   Ten miles per hour between Maple street (located 600 feet east of depot) and Burke avenue (located 2,500 feet west of depot) at Arlington.
   Class "W" engines twenty miles per hour between Snohomish and Edgecomb.
- 17. Passing track at Machias is located just west of the station, westward trains taking siding at this point will head in at cross-over just west of depot. Eastward trains taking siding will head in at extreme west switch.
  18. Trains need not obtain clearance at Wickersham from 7:45 p. m. to 6:45 a. m. unless stop-signal is displayed.

See further Rules, pages 5, 6, 7 and 8.

	WESTWARD THIRD SUBDIVISION (ROSLYN BRANCH) EASTWARD WESTWARD FOURTH SUBDIVISION (BELT LINE) EASTWARD																									
WES	STWAR	RD	TH	IRD	SU	BDIVISION (ROSLYN	BRAN	ICH)	1	EASTW	ARD	WESTV	WARI	D				FOU	JRTI	H SUBDIVISION	(BEL	T LIN	E)		]	EASTWARI
SEC	OND CL	ASS	es, Wyes			Time Table No. 41A			SE	COND CI	LASS	THIRD CL	ASS	SECONI	CLASS	1st Class	8 P		T	ime Table No. 41A			1st Cla	ss SECO	ND CLASS	THIRD CLA
477	475	473	el, Scal	Numbers	rom	February 21, 1915 Succeeding No. 41	rom	1	474	476	478	9	35		675	445	uel, Scal	Numbers	om r	February 21, 1915 Succeeding No. 41	om	city of	44	3		936
Mixed	Mixed	Mixed	er, Fu Tabe	ion N	Distance from Cle Elum	STATIONS	Distance f Lakedale	THE PARTY OF	Mixed	Mixed	Mixed	V Fre	Vay eight		Freight	Passenger	ar, Fue	on Nu	Distance from Black River	STATIONS	tance from	Capaci 1gs	Passeng	er		Way Freight
	Ex. Sun.	Ex. Sun.	Wat	Station		Telegraph Offices and Calls			Ex. Sun.	_	-	Ex.	Sun.		Daily	Daily	Wat	Station	Dist	Telegraph Offices and Calls	Dist	Car	Daily			Ex. Sun.
	L 9.20AM		WCY	1873		CLCLE ELUM DN				A11.00AN		L 8	3. <b>4</b> 0AM		L 8.10PM	L 4.20PM	WY	F 21	0.0 BI	IBLACK RIVERDN	24.1	20	See Puge Sound T A10.0	Т.		See Puget Sound T.T. A 4.40PM
s 1.20 s 1.30		s 7.05	0	C A 4		MINE 5				\$10.55 \$10.45	s 5.10 s 5.00	s 8	3.50		8.18	s 4.25	 I	3 A 22	2.2 R	2.2 TRENTONDC. & P. S. CROSSING	21.9	50	s 1 0,00			
¥ 1.38		s 7.23				1.9 RONALD				\$10.35		10	446							0.1S. R. & S. CROSSING			900	_		s 4.30 4.20 445
A 1.45PM	A 9.50AM	A 7.30A				0.7 BEEKMAN	_		8.004	L10.30AM	L 4.45PM		ANA COLOR							cack Connection 1.7C. &. P. S. CROSSING	.					
					7.1	LAKEDALE	0.0					s10	0.45	,	8.28	4.30	 E			QUENDALL	-  -	73	9.50			s 3.50
.30	.30	.30				Time Over Subdivision  Average Speed Per Hour			.30	.30	.30	s11	.15		8.55	s 4.50	 E	A 12	11.8	WILBURTON	12.3	26	s 9.38			s 3.25
EA	ASTWARD	TRAINS A	RE SU	PERIOR	TO ATIO	TRAINS OF THE SAME CLAS	S IN TI	HE OPI				s11	.3OAM		9.02	f 4.55	E	A 10	13.4	NORTHRUP	10.7	50	f 9.30			s 3.20
3. DERA	oal train	rc <b>H</b> —Cle is require	d to co	me to a	swite a ful	ale. et the head of wye toward l stop above this switch. The left set to act as derail to pr	ie stub i	switch	on the	main line.	, nearly in	s12	3.O1PM		9.15	f 5.10	W½ME E	A 7	17.7	KIRKLAND	6.4	65	s 9.18			s 3.00
w	vard Cle F	Elum				cond class trains clear at Cle eekman. No. 473 has right or the tipple tracks on the Ros			_										23.8	R. R. CROSSING	0.3					
And district and all the contract	ongines of STWAR	Control of the Contro	NAME AND POST OFFICE ADDRESS OF THE PARTY OF	STATE OF THE PARTY		the tipple tracks on the Rose IVISION (SNOQUALMI	A SANGE COMMENT OF PROPERTY.	- Carrier - Carrier - A Carrier Agents	A STATE OF THE PARTY OF	tracks at	ALL STATE OF THE PARTY OF THE P	A 1	.OOPM Sun.		A 9.35PM Daily	As 5.30PM Daily	CTWC	F 55	24.1 CJ	WOODINVILLEDN	0.0	100	L 8.55 Daily	AM		L 2.30PM
	8		22	1 50			E BRAI	1			1		4.20		1.25	. 1.10				Time Over Subdivision			1.10			2.10
	FIRST	1	cales,	ers		Time Table No. 41A February 21, 1915	_   5	.  -		CLASS	3d Class		5.7 <b>F</b> /	ASTWA	16.0	20.1,	SUPER	IOR T	O TR	Average Speed Per Hour	22A I	IN 7	20.1	POSITE	DIDECTIO	10.2
923		445	uel, S	Numbers	from ille	Succeeding No. 41	from	GIES -	446		924		7. RE	EGISTER	ING STA	TIONS.—	Woodinv	ille an	d Blac	k River.				FUSITE	DIRECTIO	N
Way Freight		Passenger	r te	Station N	Distance from Woodinville	STATIONS	stance lal Cane	2 함 📖	assenger		Way Freight		8. SP 9. Tw 10. All	<b>PEED RE</b> venty mil l trains :	STRICTION  les per ho  send man	<b>ONS</b> —Fift ur Class ' ahead to	een mile 'W" eng line der	s per l ines be ails an	hour tl etween d flag	hrough cross-overs and en Black River and Woodin across C. & P. S. crossing	tering ville. g at R	sidin enton.	gs.			; •
Ex. Sun.		Daily	Ψg	Sta	— Dis	Telegraph Offices and Calls	Distar Sallal Car C		Daily ethispage		Ex. Mon. See page 3		11. En 12. No 13. No	ngines mu <b>5.935 has</b> 5.445 ar	ist not en F <b>right ove</b> nd 446 wil	ter Glass <b>r No. 936,</b> l stop on	Works s <b>Black E</b> signal a	pur at tiver to t Hou	Rento Wood ghton	Black River and Woodin' across C. & P. S. crossing on the control of the control	_					
L 9.20M		L 5.35PM	CTW	C F 55	0.0	CJWOODINVILLE DN	39.2		8.48AM		A12.45PM		15. Sid	ding loca	minimizi	et west o	f Wilbu	rton te	or sidi elegran	ing. Oh office is time table stat						
		f		BC 4	3.9	WILLOWS	35.3 Spu	ur 4 f				WESTW	VARD	)	1000 A SECTION - 1188 A SEC	S	TXTH	SII	BDI	VISION (EVERETT B	RANG	CH)			Ti	ASTWARD
s10.00		s 5.52		B C 7	6.7	RMREDMONDD	32.5	43 s	8.25		s12.15PM		7 2222		OND CL		, A.I. A. I.	yes	.					ISECON	ID CLASS	MOI WARD
					8.0	PARADISE LOGG. RY. CRSG. Track Connection 0.1	31.2						01	483	715	687	411	Scales,	oers	Time Table I	1915		jo	480		
·		f				CAMPTON						G.	N.		G. N.		G. N. Freight	es,	Num	Succeeding No		e from	pacity of	l		
-10.45		f				INGLEWOOD			010					Mixed Ex. Sun.		Freight Ex. Mon.	Daily	Water, Turn T	ion	Telegraph Offices		Distance	Smelter Car Cap Sidings	Mixed Ex. Sun		
s10.45 s11. <b>05</b>		s 6.15 s 6.25	w			MONOHON4.1			8.00		s11.35AM s11.05			ee 482, p 3 3.00M		L 6.00AM	Dany		CCF	- 102					3 See page 3	
s 1 1.05 AM 1 2.15 PM 924		f 6.20	½MW			GISSAQUAHD 4.3HIGH POINT			0.00		923								ВВ	1 0.8VARDEN		1			- 1.00/W	
s 1.15		s 6.55				2.9  RNPRESTOND			7.37		s 8.40							The same of the sa	ВВ	5 5.4EBEY JC7	OSSIN	D	6.0 50	,		
1.40		s 7.06				3.0FALLS CITY	10.2	_	7.25		s 8.10	L 7.	·OOPM	3.25	L 3.10PM	6.45	12.25	AM.		6 6.2 WLOWELL			5.2 16	8.20	6.35	
4		f		B C 32	32.0	3.0 SNOQUALMIE FALLS	-	ur 4 f				7.	.10 A	3.35PM	3.20	A 7.00AM	12.35	wco	Y B B	8 7.7 EV <b>EVERETT</b>	•	D	3.7 100	<b>L</b> 8.15	AM L 6.30PM	
s 2.05		s 7.20				SOSNOQUALMIED			7.16		s 7.35	A 7	.20PM		A 3.30PM		A12.45	AM.	ВВ	9 8.9 PG <b>G. N. JUNCT</b>	ION	.DN	2.5 40			
A 2.30PM		A 7.30PM	YC	B C 36		BNNORTH BENDD			7.10AM 924		L 7.20AM									10.7G. N. CROSS						
		Daily					0.0000		Daily		Ex. Mon.	Da		Ex. Sun.	Ex. Sun.	Ex. Mon.	Daily		ВВ	12 11.4SMELTER			0.0 175		. Ex. Sun.	
Ex. Sun.			I										.20	.35	.20	1.00	. 20		_	Time Over Subd	· · · · · ·	I		.30	.30	

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

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

  BEGISTERING STATIONS—Woodinville and North Bend.

  MAXIMUM GRADES—Issaquah to Preston.

  YARD LIMITS—Indicated by sign at proper location.

  SPEED RESTRICTIONS—Fifteen miles per hour through cross-overs and entering sidings.

  Twenty miles per hour over truss bridges and high trestles.

  Ten miles per hour crossing Raging River Bridge 39.

  Four miles per hour between Bridge 49 and Snoqualmie Falls.

  Descending trains must not exceed schedule time on 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.

  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.

  West wye switch at North Bend will be lined for wye.

- REGISTERING STATIONS.—Snohomish and Everett.
   BULLETIN STATIONS.—Everett and Snohomish.
   YARD LIMITS.—Indicated by sign at proper location.
   SPEED RESTRICTIONS.—Fifteen miles per hour through cross-overs and entering sidings.
   Six miles per hour over Snohomish and Ebey Slough drawbridges.
   No steam or electric trains will occupy main track in either direction between Snohomish and Lowell, Everett 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.

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

car.

37. Engines must not go in beyond 50 feet from frog on Weyerhauser Spur, Everett, account 16-degree curve.

WES'	TWAR	RD.			S		NTH SUBDIVISION	1			E	EASTW	ARD	WES	STWAR	D					TH SUBDIVISION LLINGHAM BRANCH)			]	EASTWARD
grady to the second second second	SECONE	CLASS		wyes Wyes			Time Table No. 41A				SECOND	CLASS		SECONI	CLASS	FIRST	CLASS	wyes.			Time Table No. 41A		-	FIRST CLASS	SECOND CLASS
	487	485	481	I, Scales ss and V	mbers	om	February 21, 1915		city of	482	486	488			411		443	el, Scale es and	ımbers	rom	February 21, 1915 Succeeding No. 41	from	oity of	444	412
	Mixed	Mixed	Mixed	r, Fue Table	on Nu	Distance from Hartford		Distance fr Monte Cris	Capac gs	Mixed	Mixed	Mixed			Mixed		Passenger	er, Fu	lon N	Distance from Wickersham	STATIONS	ance f Belling	Capa	Passenger	Mixed
	Wed.	Mon., Fri.	Tu., Thu., and Sat.	Wate Turn	Station	Diste	Telegraph Offices and Calls	Dista	Car	Tu., Thu., and Sat.	Mon., Fri.	Wed.			Ex. Sun.		Daily	Wat	Stati	Dist	Telegraph Offices and Calls	Dist So.	Car	Daily	Ex. Sun.
L	.10.25AM	L10.25AN	L10.25AM		CF 7	7 0.0	FDBARTFORDD	42.0	102	A 1.30PM	A 2.25PM	A 4.30PM			L 7.00AM		.12.10PM	Y W	C F 128	0.0	WKWICKERSHAMD	22.5	75	See page 3 As 8.00AM	A 5.20PM
s	10.35	s10.35	s10.35		B D	3 2.5	LOCHLOY	39.5 N	No ldg.	s 1.15	s 2.05	s 4.10		-	s 7.05		f12.14		B M 1	1.3	MIRROR LAKE	21.2	15	f 7.54	s 5.10
s	11.40AN		s11.40AN	1			GFGRANITE FALLSD			<b>.</b>		s 3.50			s 7.20		f12.20		B M 4	3.8	PARK	18.7	15	f 7.47	s 5.00
			A12.10PM	W 5-10м w	ВD	9 9.5	CUTOFF	32.5	20	L12.20PM				ANTE CONTRACTOR OF THE CONTRAC	s 7.43	1	f12.23	W 2 s M W	B M 5	4.8	BLUE CANYON	17.7	20	f 7.43	s 4.50
			·		B D 1	2 11.9	TUNNEL No. 2	30.1	10								f		B M 9	9.0	TOWANDA	13.5	No Sdg.	f	
s	s12.20PM	A12.25P	И	WY	BD 1	4 13.6	ROBE	28.4	10		L12.40PM	s 3.05			8.00	-	f12.42		B M 11	11.4	AGATE BAY	11.1	35	f 7.26	s 4.15
					BD 1	9 19.0	BOGARDUS	23.0	Spur 5						s 8.15		f12.51		B M 15	15.1	SILVER BEACH	7.4	No. Sdg.	s 7.17	s 4.00
s	s12.55				BD 2	20.0	GOLD BASIN	22.0	Spur 6			s 2.30			s 8.20		12.55		B M 16	16.1	LARSON	6.4	30	7.14	s 3.55
P	4 1.35P	1		w	BD 2	29 29.0	SILVERTON	13.0	16		-	L 1.50PM			9.00		A 1.10PM	WYCO	B M 20	20.1	WDBELLINGHAMD	2.4	50	L 7.00AM	s 3.30PM 10.20AM
					BD 3	30.0	BONANZA QUEEN	12.0	Spur 3			-								21.9	G. N. CROSSING Tk Connection 0.6	0.6		Personal properties and control properties an	
				No. of the last of	BD 3	37.3	BARLOW PASS	4.7	Spur 1						A 9.30AM				B M 23	22.5	FNSO. BELLINGHAMD	0.0	50	Section 1997	L10.00AM
:				WCT	BD 4	42.0	MONTE CRISTO	0.0	100						Ex. Sun.		Daily						•	Daily	Ex. Sun.
	Wed.	Mon. Fri.	Tu., Thu. and Sat.				,			Tu., Thu., and Sat.	Mon., Fri.	Wed.			2.30		1.00				Time Over Subdivision			1.00	6.20
	3.10	2.00	1.45			_	Time Over Subdivision			1.10	1.45	2.40			8.5		20.1				Average Speed Per Hour			20.1	10.2
	9.0	6.8	7.3				Average Speed Per Hour			8.4	7.8	10.8				1			m 1 0 F 1		DAING OF THE CARE OF		ENI **	UE ADDACITE D	IDECTION
E	ASTWA	RD TRA	INS ARE	SUPE			TRAINS OF THE SAME C	_		THE OP	POSITE D	DIRECTIO	N		EASTWA	RD TRAII	NS AKE				RAINS OF THE SAME Coules on this and Pages 6, 7			HE UPPUSHE D	

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.

EASTWARD WESTWARD EIGHTH SUBDIVISION (DADDINGTON PDANCH)

(DARRINGTON BRANCH)													
 SECOND CLASS	Scales, and Wyes			Time Table No. 41A		•	SECOND CLASS	, , , , , , , , , , , , , , , , , , ,					
469	el, Scal	Numbers	rom	February 21, 1915 Succeeding No. 41	rom	sity of	470						
 Mixed	 Water, Fuel, <sup>§</sup> Turn Tables	ion N	Distance from Arlington	STATIONS	Distance from Darrington	Car Capacity Sidings	Mixed		-				
 Ex. Sun	Wat	Station	Dist	Telegraph Offices and Calls	Dist	Car	Ex. Sun.						
<b>L</b> 11.30	MCY	CF 91	0.0	ARLINGTONDN 4.5 P	27.7	132	A 9.15AM						
s11.59	M W	BK 4	4.5	COOPER	23.2	Spur 6	s 8.26	NAME OF THE PARTY					
s12.20	M	B K 7	7.4		20.3	Spur 2	s 8.14	NATION OF THE PROPERTY OF THE					
s12.35		B K 11	11.1	oso	16.6	28	s 8.00	NAME OF THE PARTY					
s12.50		B K 13	13.1	HALTERMAN	14.6	33	s 7.50	ALCACIONES AND					
s 1.02		B K 15	14.8	ROWAN	12.9		s 7.42	NAME OF THE OWNER, OF THE OWNER,					
s 1.18	w	B K 17	17.0	HAZELD 1.8 P	10.7	80	s 7.32	NATIONAL PROPERTY OF THE PROPE					
s 1.35		B K 19	18.8	WELTON	8.9	30	s 7.24						
s 1.50		B K 21	20.5	FORTSON	7.2	Spur 12	s 7.16	U SANTANIA NA					
s 2.00		B K 22	21.7	SHEOMET	6.0	Spur 4	s 7.09	ACCUMANT OF THE PROPERTY OF TH					
s 2.15	2775 ea.	B K 24	24.7	GEBBOTT	3.0	Spur 10	s 6.57	THE STATE OF THE S					
A 2.30	РМСЧ	B K 28	27.7	DARRINGTOND	0.0	24	L 6.45AM	The state of the s					
3.00				Time Over Subdivision			2.30						
9.2				Average Speed Per Hour			11.1						

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

Cutoff.

4. SPEED RESTRICTIONS.—Five miles per hour around 18 and 24-degree curves on Shoofly, two miles west of Gold Basin.

5. Three miles per hour over Bridge 36 (located 3 miles east of Silverton.)

6. Fifteen miles per hour through cross-overs and entering sidings.

7. Approach all bluffs, where slides are liable to occur under full control.

8. Eastward trains must not exceed schedule time between Monte Cristo and Sauk River bridge, between Barlow Pass and Bonanza Queen and between Robe and Cutoff.

9. Nos. 481, 485 and 487 will wait at Hartford for No. 443's and 444's connection, unless otherwise instructed.

10. No. 481 has right over No. 482, Hartford to Cutoff.

11. No. 485 has right over No. 486, Hartford to Robe.

12. No. 487 has right over No. 488, Hartford to Silverton.

13. Trains or engines must not use switch back west of Monte Cristo depot.

#### SPECIAL RULES EIGHTH SUBDIVISION. (DARRINGTON BRANCH)

14. REGISTERING STATIONS.—Arlington and Darrington.
15. BULLETIN STATION.—Arlington.
16. YARD LIMIT.—Indicated by sign at proper location.
17. SPEED RESTRICTIONS.—Fifteen miles per hour through cross-overs and entering sidings.
18. Move under control where slides and washouts are liable to occur.

#### SPECIAL RULES NINTH SUBDIVISION. (BELLINGHAM BRANCH)

BEGISTERING 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.

SPEED RESTRICTIONS.—Fifteen miles per hour through cross-overs and entering sidings.

Six miles per hour over bridge 20 (Silver Beach).

Eight miles per hour over street car crossing at Kentucky Street, Bellingham.

Eight miles per hour over street car crossing between Silver Beach and Larson.

All trains come to full stop before crossing Holly Street, Bellingham. Flagman precede train with red flag or light.

Eight miles per hour between M. P. 5 and 714 feet west.

Eight miles per hour between M. P. 8 and 900 feet west.

Normal position wye switch at Wickersham be set and locked for east leg.

# COMMERCIAL SPURS. FIRST SUBDIVISION. Distance from Ellensburg.

8					
CONTRACTOR DESCRIPTION	STATIONS	Miles	How Connected	Car Capacity	STATIONS
	Swauk	13.4	1 E	18	Sandberg
_	Younger	22.4	1 E	10	Headworks
(044)	Nagrom, F 1, 3, 4 & 42	67.8	1 W	20	Henrys
parameter.	Garibaldi	75.6	1 E	8	Soos

STATIONS	Miles	How Connected	Car Capacity
Sandberg	76.8	1 W	20
Headworks	81.6	1 W	7
Henrys	92.1	1 E	••••
Soos	98.3	1 E	7

## SECOND SUBDIVISION. Distance from King Street Station

		- Dist	ance from K
Pontiac, F 443 & 444	12.8	1 E	4
Lavilla, F 443 & 444	14.7	1 E	
Belden	14.9	1 E	8
Briarcrest,F 443 & 444	17.7		
Lake Forest Park, F 443 & 444	18.6	1 W	8
Kenmore, F 443 & 444	19.8	1 E	7
Wrenwood	20.8	1 W	••••
Wayne, F 443 & 444	21.8		
Hannan	22.2	1 E	14
Stockton	23.8	1 E	8
Sand Spur	26.0	1 E	12
Bear Creek	26.4	1 E	17
Grace, F 443 & 444	26.6		
Cathcart, F 442, 443 & 444	33.7	1 W	12
Cobbner	36.1	1 W	
Bromart	37.5	1 E	32
Bartlett	44.6	1 E	4
Lake Cassidy	50.1	1 E	3
Kelmire	50.9	1 W	6
Ryton	52.0	1 E	3
Harvey	55.2	1 E	4
M. & A. Tfr	58.9	1 E	6
Milldale	65.6	1 E	20
		,	
	•		
Secret M		1	1

Pilchuck, S 443 & 444 F 441.	66.1	Siding	20
Day's F 443 & 444	68.4	Siding	10
Holo	71.7	1 E	
Ehrlich, F 443 & 444	73.5		
Chilco	77.6	1 W	7
Nookechamp, F 443 & 444	79.5	1 E	5
Tiloh	79.9	1 E	12
Forrest Home, F 444	81.0		,
Heather	82.1	1 E	5
Skagit Junction	84.7	1 E	7
Prairie, S 443 & 444	95.0	Siding	10
Morgood	100.3	1 E	
Doran, F 441 & 442	100.6	1 W	4
Comar	104.6	1,E	
McDonald's, F 441 & 442	106.5	1 W	4
Coyne	108.4	1 E	7
Van Zant's, F 441 & 442	108.6	1 W	8
Case's Spur, F 441 & 442	109.8	1 E	5
Eliton	113.5	1 E	13
Lawrence, F 441 & 442	115.5	1 E	6
McKee's	118.5	1 W	14
Crescent	122.8	1 W	· 5

# FOURTH SUBDIVISION. Distance from Black River.

19.8	1 E	3
16.6	1 E	2
16.0	1 E	5
12.6	1 W	5
9.5	• • • •	
9.2	1 E	6
	16.6 16.0 12.6 9.5	16.6 1 E  16.0 1 E  12.6 1 W  9.5

7.3		
6.4		
6.6	1 E	4
4.1	1 E	2
4		
	6.4	6.4 6.6 1 E

### 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
Samamish, F 445 & 446	9.7	1 E	6	Quariton	34.6	1 E	· /
Pickering, F 445 & 446	17.4	1 E	3	Tanners	38.1	1 E	15
Grand Ridge, F 446	21.9	1 W	15	Weeks	38.2	1 E	100
Lovegreen	27.6	1 E	5				

#### 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
Denmark	2.0	1 E	2
Beechwood	2.7	1 E	7
Sulbro	3.7	1 E	4
Enos Quarry	7.3	1 E	30
Atlas	8.3	1 E	5
Stead	15.1	1 E	3

Turlo	17.0	1 E	4
Verlot	18.0	1 E	7
Hemple	20.2	1 E	- 5
Libony	20.8	1 E	5
*Tyree	23.2	1 E	21
Waldheim	26.7	••••	
Weiden Creek	39.0		

#### EIGHTH SUBDIVISION.

#### Distance from Arlington.

Gravel Pit	0.7	1 E	4
Cavano, S 469 & 470	8.1	Sid'g No. 1 Sid'g No. 2 Sid'g No. 3	31 29 29
t			

-	Jenfred	13.1	1 W	20
	Lampson	19.3	1 E	5
A SECURITY OF THE PERSON NAMED IN	Giles	27.4	1 W	12
-			,	

#### NINTH SUBDIVISION.

#### Distance from Wickersham.

Gale	1.7	1 E	5
Sloman	2.8	1 W	29
Roxbury	3.6	1 W	7

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

# TONNAGE RATINGS—FREIGHT ENGINES. FIRST SUBDIVISION.—EASTWARD.

GRADES.	Class	s <b>Z</b> 3	Cla	ss <b>Z</b>	Clas	s <b>W</b>	Class Y 5		Y 5 Class		Clas	s F 1	Clas	ss 'S	Class E 4		Class E 3 or D 3		Clas	s 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		imum Cars	Maxi 99 (	mum Cars		80		80		60		60		50		50		50		40

Between Lester and Easton maximum 70 cars.

FIDCT	CHIDDLE	/ICION	-WESTW	ADD
- 11451	SUBSIDE	visium.		IARU.

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		mum Cars	Maxi 99 (		Maxii 80 C		Maxi 80 (	mum Cars	Maxi 60 C		Maxin 60 C		Maxii 60 C		Maxir 40 C		Maxii 40 C		Maxi 40 C	

Between Easton and Lester maximum 70 cars.

DISTRICTS.	Clas	s E 3	Clas	ss E 7	Clas	s F 3	Class	s <b>F 1</b>	Clas	ss <b>S</b> 4	Cla	ass W	Clas	s Y	5	DISTRICTS.	Clas	s E 3	Clas	s E 7	Clas	s <b>F 3</b>	Clas	s F 1	Cla	ss S 4	Cla	ss W	Class	3 Y 5
Second Subdivision—Eastward.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Ca	rs	Second Subdivision—Westward.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Sumas to Wickersham	1200	40	1400	46	1300	45	1650	50	1650	50	2200	60	2250	6	30	Seattle to Interbay	2000	50	2500	60	2250	60	3000	60	3000	60	3500	65	3500	65
Wickersham to Thornwood	850	28	1100	37	1075	36	1500	47	1500	47	2000	60	2050	6	30	Interbay to Keith	550	18	625	20	600	19	750	25	750	25	975	32	1000	33
Thornwood to Clear Lake	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	8	30	Keith to Woodinville	1200	40	1500	47	1500	47	1800	50	1800	50	2200	60	2250	60
Clear Lake to Sisco	850	28	1100	37	1075	36	1500	47	1500	47	2000	60	2050	6	30	Woodinville to Maltby	.320	11	425	15	400	14	600	19	600	19	825	28	875	29
Sisco to Getchell	425	14	550	20	525	18	700	23	700	23	925	30	975	1	32	Maltby to Snohomish	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Getchell to Snohomish	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	8	80	Snohomish to Machias	850	29	1000	33	975	32	1100	37	1100	37	1325	44	1325	45
·Snohomish to Maltby	340	11	450	15	425	14	625	21	625	2,1	850	28	900	:	30	Machias to Getchell	425	14	550	18	525	17	675	23	675	23	925	30	975	32
Maltby to Woodinville	2000	50	2500	60	2500	60	3000	60	3000	60	400	80	4000	8	30	Getchell to Arlington.	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Woodinville to Kenmore	1000	32	1150	38	1125	37	1450	44	1450	44	1700	50	1750		52	Arlington to McMurray	700	23	815	28	790	26	950	32	950	32	1200	40	1250	42
Kenmore to Keith	800	27	1000	23	975	32	1150	38	1150	38	1400	45	1450	4	¥7	McMurray to Sedro-Woolley	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Keith to Seattle.	1500	35	2250	60	2000	60	2500	60	2500	60	3500	65	3500	(	35	Sedro-Woolley to Thornwood	650	20	765	22	740	21	950	32	950	32	1200	40	1250	42
Fourth Subdivision—Eastward. Woodinville to Kirkland	800	07	975	20	000	32	1020	34	1150	38	1400	45	1450			Thornwood to Sumas	1200	40	1500	50	1500	50	1800	50	1800	50	2050	60	2100	60
Kirkland to Black River	2000	$\frac{27}{40}$	2500	50	2500	50	2750	55	3000	60	-		-	8		Fourth Subdivision—Westward. Black River to Woodinville	700	37	1000	46	1000	46	1400	60	1400	60	1650	60	1700	60

DISTRICTS.		Class E 3		s E 3 Class E 7		s <b>F 3</b>	Clas	s <b>F 1</b>	DISTRICTS.	Clas	s <b>E 3</b>	Clas	s E 7	Clas	s <b>F</b> 3	Class	5 F 1
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Fifth Subdivision—Eastward.									Fifth Subdivision—Westward. Woodinville to Issaquah	1200	40	1500	50	1500	50	2200	60
North Bend to Falls City	775	26	1250	41	1200	40	1650	55	Issaquah to Preston	260	9	415	14	400	13	550	18
Falls City to Preston	260	9	415	14	400	13	550	18	Preston to North Bend	2000	40	2500	50	2500	50	3000	60
Preston to Woodinville	2000	40	2500	50	2500	50	3000	60				2000					
									Sixth Subdivision—Westward. Snohomish to Everett	800	27	1000	33	980	33	2000	50
Sixth Subdivision—Eastward.  Everett to Snohomish	800	27	1000	33	980	33]	1400	46	Seventh Subdivision—Westward. Hartford to Granite Falls	475	17	600	28	575	27		
Seventh Subdivision—Eastward. Monte Cristo to Silverton	200	7	300	10	285	10	435	14	Granite Falls to Robe	185	10	275	12	250	11		
		40		1				60	Robe to Silverton	275	11	400	15	375	14		
Silverton to Hartford	2000	40	2500	50	2500	50	3000		Silverton to Monte Cristo	175	7	240	10	225	10		
Eighth Subdivision—Eastward and Westward. Arlington and Darrington	2000	40	2500	50	2500	50	3000	60	Ninth Subdivision—Westward. Wickersham to Mirror Lake	315	11	390	14	400	13	550	19
									Mirror Lake to Agate Bay	1300	35	1600	43	1550	42	1800	60
Ninth Subdivision—Eastward. Bellingham to Larson	300	11	425	14	375	13	525	19	Agate Bay to Silver Beach	950	28	1300	32	1250	32	1500	35
Larson to Wickersham	1040	35	1300	43	1250	42	1800	60	Silver Beach to Bellingham	700	20	900	28	850	26	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. 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.
- 2. 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.
- 3. 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.
- 4. 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.
- 5. 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. Frieght trains must not exceed speed of twelve (12) miles and passenger trains twenty (20) miles per hour over this crossing.
- 6. 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.

Class W and Y5 power must not go in on following spurs and tracks: Heather.

Tiloh.

Nookechamp.

Brown & Kountz spur—Arlington. East end No. 3 track—Arlington.

Cream and Cannery spur—Sedro Woolley.

McMurray-Mill spur.

Monte Cristo spur-Snohomish.

Class S power is also restricted from using above named spurs and tracks, except east end No. 3 track, Arlington, and may go in on Morgood spur as far as right of way line, and also to bridge at Tiloh.

- 8. Class "W" engines must not use west leg of wye, Wickersham.
- 9. Class "W" engines cannot turn on table at Woodinville.
- 10. 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.
- 11. 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 W can be run over Second and Fourth Subdivisions.

#### LOCATION DRAW SPANS.

- 12. Snohomish River bridge, just east of Snohomish. Skagit River bridge between Sedro-Woolley and Clear Lake. Ebey Slough and Snohomish River bridge on Everett Branch between Snohomish and Lowell. All trains come to full stop before crossing, giving whistle signal before proceeding.
- 13. 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.

