

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 41A TABLE

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. McGAULEY,
Superintendent of Transportation.

J. E. CRAVER,
Superintendent.

WESTWARD

FIRST SUBDIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Elensburg	Time Table No. 41A February 21, 1915 Succeeding No. 41		Distance from East Auburn	Car Capacity of Sidings	FIRST CLASS					SECOND CLASS		THIRD CLASS				
939	937	603		1	3	317	41	STATIONS					318			4	42	2			602	938	940				
Way Freight	Way Freight	Freight		Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls					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 940	L 5.40AM 318	L 3.40AM	L 2.45AM	WCOT	1848	0.0	EB.....ELLENSBURG.....DN 3.6	102.5		A 5.15AM s 3	A 1.10PM s	A 10.00PM s	A 11.55PM s		A 9.30AM		A 3.25PM s 1						
s 8.45 602		6.10		3.37	5.47	3.46	2.52		1851	3.6SHOSKIN.....P 4.0	98.9	80	5.07	1.01	9.48	11.46		8.45 939		s 3.10						
s 9.10		6.22		f 3.47	s 5.55	f 3.54	3.00		1855	7.6	TP.....THORP.....D 2.8	94.9	E 80 W 80	5.00	f 12.55	s 9.42	11.40		8.30		s 2.55						
s 9.22		6.30		3.54	6.02	4.00	3.05	W	1858	10.4DUDLEY.....P 4.1	92.1	E 80 W 80	4.56	12.49	9.35	11.36		8.15		s 2.40						
s 9.40		6.42		4.02	6.10	4.08	3.13		1862	14.5KOUNTZE.....P 2.7	88.0	80	4.49	12.42	9.27	11.29		7.58		s 2.23						
s 9.55		6.50		f 4.09	6.16	4.13	3.18	W 1 1/2 m w	1865	17.2	BR.....BRISTOL.....DN 3.8	85.3	E 80 W 80	4.44	f 12.37	9.22	11.24		7.45		s 2.08						
s 10.15		7.00		4.16	6.24	4.20	3.24		1869	21.0TEANAWAY.....P 3.8	81.5	E 80 W 80	4.36	12.29	9.14	11.16		7.30		s 1.52						
s 10.30AM 12.23PM 4		7.30		f 4.26	s 6.35 602	s 4.30 318	s 3.35	W C Y	1873	24.8	CL.....CLE. ELUM.....DN 4.3	77.7	500	s 4.30 317	s 12.23 939	s 9.08	f 11.10		7.15 6.30 3		s 1.35						
s 12.45		7.45		4.35	6.45	4.38	3.43		1877	29.1BAKER.....P 2.6	73.4	80	4.19	12.12	8.55	11.00		6.10		s 12.45						
s 1.05		7.58		f 4.42	6.51	4.44	3.49		1880	31.7NELSON'S.....P 2.8	70.8	E 80 W 80	4.14	f 12.07	8.50	10.56		6.00		s 12.35						
s 1.20		8.10		4.48	6.56	4.50	3.54		1883	34.5TALMAGE.....P 3.6	68.0	80	4.08	12.02PM	8.45	10.52		5.52		s 12.20						
s 2.25		8.22 8.45 42		s 4.58	s 7.10	s 5.00	s 4.02 318	WCTY	1886	38.1	ES.....EASTON.....DN 4.0	64.4	180	4.02 41	s 11.57AM 940	s 8.38 603	s 10.47		5.40		12.05PM s 10.40AM 4						
s 2.45		9.05		5.09	7.20	5.10	4.13	W	1890	42.1UPHAM.....P 4.7	60.4	W 70	3.48	11.48	8.28	10.38		5.12		s 10.25						
s 3.10		9.30		f 5.23	7.33	5.23 602	4.26	W	1894	46.8	RT.....MARTIN.....DN 3.2	55.7	E 70 W 90	3.36	11.38	8.17	10.28		5.00 317		s 10.10						
s 3.35		10.00 2		f 5.35	7.45	5.35	4.38 602	W	1897	50.0	SI.....STAMPEDE.....DN 2.3	52.5	E 70 W 70	3.24	11.26	8.05	10.16 603		4.38 41		s 9.50						
s 3.50		10.12		5.41	7.51	5.41	4.44	W	1901	52.3BORUP.....P 2.8	50.2	E 70	3.15	11.17	7.55	10.07		4.00		s 9.30						
s 4.05		10.25		5.48	7.58	5.48	4.51		1904	55.1	KD.....KENNEDY.....DN 4.9	47.4	E 70	3.05	11.07	7.45	9.57		3.45		s 9.12						
A 4.40PM	L 7.00AM	11.10		s 6.05	s 8.13 940	6.03	5.06	W C T	1911	60.0	DM.....LESTER.....DN 2.1	42.5	400	s 2.50 602	s 10.52	s 7.30	s 9.42		3.05 2.35 3	A 4.10PM	L 8.30AM 3						
	s 7.10	11.18		6.10	f 8.18	6.08	5.11		1913	62.1	.....HOT SPRINGS.....P 5.2	40.4	F 80 P 22	2.39	10.42	f 7.19	9.31		2.27	s 3.55						
	s 7.30	11.40		6.24	f 8.29	6.20	5.24		1917	67.3	.....MAYWOOD.....P 3.9	35.2	E 80 W 80	2.27	f 10.30	7.08	9.20		2.07	s 3.15						
	s 7.50	11.59PM		6.36	f 8.39	6.32	5.36	W	1921	71.2	CU.....HUMPHREY.....N 3.5	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 6.50 42	f 8.48	s 6.40	f 5.45	W	1925	74.7	EG.....EAGLE GORGE.....D 2.2	27.8	E 60 W 80	f 2.09	f 10.14	f 6.50 1	9.03		1.40	s 2.30							
	s 8.35 9.05 3	12.30		6.56	8.54 937	6.46	5.51		1928	76.9	.....LEMOLO.....P 4.7	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	JC.....PALMER JCT.....D 1.2	20.9	80	1.53	9.57	6.28	8.48		1.15	s 1.50							
	s 9.30 10.10 4	1.05 602		s 7.11	s 9.15	s 7.02	s 6.07	W Y O	A 1	82.8	GV.....KANASKAT.....DN 3.2	19.7	E 75 W 80	1.50	s 9.55 937	s 6.25	8.46		1.05 603	s 1.45							
	s 10.25	1.20		7.18	9.21	7.08	6.13		A 4	86.0	.....BYRD.....P 2.1	16.5	80	1.40	9.35	6.13	8.40		12.40	s 12.55						
	s 11.40AM	1.35 318		s 7.25	s 9.30 4	7.13	s 6.20		A 7	88.1	AR.....RAVENSDALE.....DN 6.8	14.4	E 80 W 80 W Ext 120	f 1.35 603	s 9.30 3	s 6.08	8.35		12.30AM	s 12.45PM							
	s 12.05PM	2.05		7.40	f 9.43	7.25	f 6.35	W	A 14	94.9	CO.....COVINGTON.....D 3.0	7.6	E 80 W 80	f 1.20	9.13	5.52	f 8.20		11.59PM	s 11.10AM							
	s 12.20	2.15		7.47	f 9.51	7.32	f 6.42	W 1 1/2 M's W	A 17	97.9	.....WYNACO.....P 4.6	4.6	80	1.12	9.06	f 5.47	8.12		11.45	s 10.50						
	A 12.40PM	A 2.35AM		A 8.00PM s 2	A 10.05AM 938	A 7.45AM s	A 6.55AM s	Y W O 3 m w	A 22	102.5	GR.....EAST AUBURN.....DN	0 0		L 1.00AM	L 8.55AM	L 5.35PM	L 8.00PM s 1		L 11.30PM	L 10.30AM 3							
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.						
8.40	5.40	8.35		4.30	4.25	4.05	4.10							4.15	4.15	4.25	3.55		10.00	5.40	6.55						
6.9	7.6	11.9		22.8	23.2	25.2	24.6							24.0	24.0	23.2	26.3		10.2	7.6	8.6						

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.
3. 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 helper engines.)
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 passed Easton.
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 the figures.

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 Martin.

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

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

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

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.

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 yard.	Nagrom—Spur track.
Ellensburg—Caboose track.	Eagle Gorge—West end of westward siding.
Kountz—East end of siding.	Eagle Gorge—West end of eastward siding.
Cle Elum—East end of east extension.	Kanaskat—West end of wye.
Easton—East end of siding.	Byrd—West end of siding.
Lester—West end of roundhouse track.	Covington—West end of westward siding.
Lester—West end of No. 1 track.	Soos Spur—Spur 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 leg.
31. Electric coal bunker, located on west extension, Cle Elum, will not clear man on side of car or engine.
32. 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.
35. 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 Kanaskat.
37. No. 3 will connect with No. 595 at Kanaskat.
38. When making back-up movement, running test of air brakes must be made from rear of train.
39. 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 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.

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.

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."

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 to 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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
SECOND CLASS						Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Cle Elum	Time Table No. 41A February 21, 1915 Succeeding No. 41				Distance from Lakedale	SECOND CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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L 1.15PM	L 9.20AM	L 7.00AM	WCY	1873	0.0				CL.....CLE ELUM.....DN	2.0		7.1		A 8.30AM	A 11.00AM	A 5.15PM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		</

WESTWARD

SEVENTH SUBDIVISION
(MONTE CRISTO BRANCH)

EASTWARD

SECOND CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Hartford	Time Table No. 41A February 21, 1915 Succeeding No. 41			Distance from Monte Cristo	Car Capacity of Siding	SECOND CLASS		
487	485	481	STATIONS				482	486	488					
Mixed	Mixed	Mixed	Telegraph Offices and Calls				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	2.5	42.0	102	A 1.30PM	A 2.25PM	A 4.30PM		
s 10.35	s 10.35	s 10.35		BD 3	2.5	.....LOCHLOY.....	3.8	39.5	No Sdg.	s 1.15	s 2.05	s 4.10	
s 11.40AM	s 11.40AM	s 11.40AM	Y	BD 6	6.3	GF....GRANITE FALLS.....D	3.2	35.7	Spur 70	s 12.55	s 1.40	s 3.50		
		A 12.10PM	W 5-10MW	BD 9	9.5	.....CUTOFF.....	2.4	32.5	20	L 12.20PM			
				BD 12	11.9	.....TUNNEL No. 2.....	1.7	30.1	10				
s 12.20PM	A 12.25PM		W Y	BD 14	13.6	.....ROBE.....	5.4	28.4	10		L 12.40PM	s 3.05	
				BD 19	19.0	.....BOGARDUS.....	1.0	23.0	Spur 5				
s 12.55				BD 20	20.0	.....GOLD BASIN.....	9.0	22.0	Spur 6			s 2.30	
A 1.35PM			W	BD 29	29.0	.....SILVERTON.....	1.0	13.0	16			L 1.50PM	
				BD 30	30.0	.....BONANZA QUEEN.....	7.3	12.0	Spur 3				
				BD 37	37.3	.....BARLOW PASS.....	4.7	4.7	Spur 1				
			W C T	BD 42	42.0	.....MONTE CRISTO.....		0.0	100				
Wed.	Mon. Fri.	Tu., Thu., and Sat.								Tu., Thu., and Sat.	Mon., Fri.	Wed.		
3.10	2.00	1.45								1.10	1.45	2.40		
9.0	6.8	7.3								8.4	7.8	10.8		
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

EIGHTH SUBDIVISION
(DARRINGTON BRANCH)

EASTWARD

SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Arlington	Time Table No. 41A February 21, 1915 Succeeding No. 41			Distance from Darrington	Car Capacity of Sidings	SECOND CLASS		
	469					STATIONS					470		
	Mixed					Telegraph Offices and Calls					Mixed		
	Ex. Sun.										Ex. Sun.		
	L 11.30AM	C Y	C F 91	0.0	.....ARLINGTON.....DN	27.7	132	A 9.15AM				
	s 11.59AM	W	B K 4	4.5	.....COOPER.....	23.2	Spur 6	s 8.26				
	s 12.20PM		B K 7	7.4	.....CICERO.....	20.3	Spur 2	s 8.14				
	s 12.35		B K 11	11.1	.....OSO.....	16.6	28	s 8.00				
	s 12.50		B K 13	13.1	.....HALTERMAN.....	14.6	33	s 7.50				
	s 1.02		B K 15	14.8	.....ROWAN.....	12.9		s 7.42				
	s 1.18	W	B K 17	17.0	.....HAZEL.....D	10.7	80	s 7.32				
	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				
	s 2.00		B K 22	21.7	.....SHEOMET.....	6.0	Spur 4	s 7.09				
	s 2.15		B K 24	24.7	.....GEBBOTT.....	3.0	Spur 10	s 6.57				
	A 2.30PM	C Y	B K 28	27.7	.....DARRINGTON.....D	0.0	24	L 6.45AM				
	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.

WESTWARD

NINTH SUBDIVISION
(BELLINGHAM BRANCH)

EASTWARD

SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wickersham	Time Table No. 41A February 21, 1915 Succeeding No. 41		Distance from So. Bellingham	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS	
411		443					STATIONS				444		412	
Mixed		Passenger					Telegraph Offices and Calls				Passenger		Mixed	
Ex. Sun.		Daily									Daily		Ex. Sun.	
L 7.00AM		L12.10PM	Y W	CF 128	0.0	WK.....WICKERSHAM.....D 1.3	22.5	75	See page 3 As 8.00AM		A 5.20PM			
s 7.05		f12.14		BM 1	1.3	.....MIRROR LAKE..... 2.5	21.2	15	f 7.54		s 5.10		
s 7.20		f12.20		BM 4	3.8	.....PARK..... 1.0	18.7	15	f 7.47		s 5.00		
s 7.43 444		f12.23	W 2.8 M W	BM 5	4.8	.....BLUE CANYON..... 4.2	17.7	20	f 7.43 411		s 4.50		
		f		BM 9	9.0	.....TOWANDA..... 2.4	13.5	No Sdg.	f				
8.00		f12.42		BM 11	11.4	.....AGATE BAY..... 3.7	11.1	35	f 7.26		s 4.15		
s 8.15		f12.51		BM 15	15.1	.....SILVER BEACH..... 1.0	7.4	No Sdg.	s 7.17		s 4.00		
s 8.20		12.55		BM 16	16.1	.....LARSON..... 4.0	6.4	30	7.14		s 3.55		
9.00		A 1.10PM	WYCO	BM 20	20.1	WD.....BELLINGHAM.....D 1.8	2.4	50	L 7.00AM		s 3.30PM 10.20AM			
					21.9	.....G. N. CROSSING..... Tk Connection 0.6	0.6						
A 9.30AM				BM 23	22.5	FN...SO. BELLINGHAM....D	0.0	50			L10.00AM			
Ex. Sun.		Daily							Daily		Ex. Sun.			
2.30		1.00							1.00		6.20			
8.5		20.1							20.1		10.2			
						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)

1. **REGISTERING STATION.**—Hartford.
2. **DERAIL SWITCH.**—Siding at Tunnel No. 2.
3. **MOUNTAIN GRADES.**—Descending Monte Cristo to Sauk River Bridge, Barlow pass to Bonanza Queen and from Robe to 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 38 (located 3 miles east of Silvertown.)
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 Silvertown.
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)

19. **REGISTERING STATIONS.**—Wickersham and Bellingham.
20. **BULLETIN STATION.**—Bellingham.
21. **YARD LIMIT.**—Indicated by sign at proper location.
22. **MAXIMUM GRADES.**—Larson to Bellingham and Mirror Lake to Wickersham.
23. No. 411 has right over No. 412, Wickersham to Bellingham.
24. **SPEED RESTRICTIONS.**—Fifteen miles per hour through cross-overs and entering sidings.
25. Six miles per hour over bridge 20 (Silver Beach).
26. Eight miles per hour over street car crossing at Kentucky Street, Bellingham.
27. Eight miles per hour between Kentucky Street and Bellingham depot.
28. Six miles per hour over street car crossing between Silver Beach and Larson.
29. All trains come to full stop before crossing Holly Street, Bellingham. Flagman precede train with red flag or light.
30. Eight miles per hour between M. P. 5 and 714 feet west.
31. Eight miles per hour between M. P. 8 and 900 feet west.
32. 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
Swauk.....	13.4	1 E	18
Younger.....	22.4	1 E	10
Nagrom, F 1, 3, 4 & 42	67.8	1 W	20
Garibaldi.....	75.6	1 E	8

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.

[illegible]

FOURTH SUBDIVISION.

Distance from Black River.

Firloch, F 445 & 446.....	19.8	1 E	3	Hazelwood, F 445 & 446....	7.3	....	....
Feriton.....	16.6	1 E	2	Kennydale, F 445 & 446....	6.4	....	....
Kincaid.....	16.0	1 E	5	May Creek, F 445 & 446....	6.6	1 E	4
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
Hargon.....	1.7	1 W	7
Hollywood, F 445 & 446.....	2.4	1 W	19
Samamish, F 445 & 446.....	9.7	1 E	6
Pickering, F 445 & 446.....	17.4	1 E	3
Grand Ridge, F 446.....	21.9	1 W	15
Lovegreen.....	27.6	1 E	5

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

SIXTH SUBDIVISION.

Distance from Snohomish.

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

Distance from Hartford.

Zahler.....	1.0	1 E	5	Turlo.....	17.0	1 E	4
Denmark.....	2.0	1 E	2	Verlot.....	18.0	1 E	7
Beechwood.....	2.7	1 E	7	Hemple.....	20.2	1 E	5
Sulbro.....	3.7	1 E	4	Libony.....	20.8	1 E	5
Enos Quarry.....	7.3	1 E	30	Tyree.....	23.2	1 E	21
Atlas.....	8.3	1 E	5	Waldheim.....	26.7	....	....
Stead.....	15.1	1 E	3	Weiden Creek.....	39.0	....	....

EIGHTH SUBDIVISION.

Distance from Arlington.

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

NINTH SUBDIVISION.

Distance from Wickersham.

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

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.

DISTRICTS.	Class E 3		Class E 7		Class F 3		Class F 1		Class S 4		Class W		Class Y 5		DISTRICTS.	Class E 3		Class E 7		Class F 3		Class F 1		Class S 4		Class W		Class Y 5	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Second Subdivision—Eastward.															Second Subdivision—Westward.														
Sumas to Wickersham.....	1200	40	1400	46	1300	45	1650	50	1650	50	2200	60	2250	60	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	60	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	80	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	60	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	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	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	21	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	80	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	47	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	65	Sedro-Woolley to Thornwood.....	650	20	765	22	740	21	950	32	950	32	1200	40	1250	42
Fourth Subdivision—Eastward.															Fourth Subdivision—Westward.														
Woodinville to Kirkland.....	800	27	975	32	960	32	1020	34	1150	38	1400	45	1450	47	Thornwood to Sumas.....	1200	40	1500	50	1500	50	1800	50	1800	50	2050	60	2100	60
Kirkland to Black River.....	2000	40	2500	50	2500	50	2750	55	3000	60	4000	80	4000	80	Black River to Woodinville.....	700	37	1000	46	1000	46	1400	60	1400	60	1650	60	1700	60

DISTRICTS.	Class E 3		Class E 7		Class F 3		Class F 1		DISTRICTS.	Class E 3		Class E 7		Class F 3		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Fifth Subdivision—Eastward.									Fifth Subdivision—Westward.								
North Bend to Falls City.....	775	26	1250	41	1200	40	1650	55	Woodinville to Issaquah.....	1200	40	1500	50	1500	50	2200	60
Falls City to Preston.....	260	9	415	14	400	13	550	18	Issaquah to Preston.....	260	9	415	14	400	13	550	18
Preston to Woodinville.....	2000	40	2500	50	2500	50	3000	60	Preston to North Bend.....	2000	40	2500	50	2500	50	3000	60
Sixth Subdivision—Eastward.									Sixth Subdivision—Westward.								
Everett to Snohomish.....	800	27	1000	33	980	33	1400	46	Snohomish to Everett.....	800	27	1000	33	980	33	2000	50
Seventh Subdivision—Eastward.									Seventh Subdivision—Westward.								
Monte Cristo to Silverton.....	200	7	300	10	285	10	435	14	Hartford to Granite Falls.....	475	17	600	28	575	27	.....	.....
Silverton to Hartford.....	2000	40	2500	50	2500	50	3000	60	Granite Falls to Robe.....	185	10	275	12	250	11	.....	.....
Eighth Subdivision—Eastward and Westward.									Robe to Silverton.....	275	11	400	15	375	14	.....	.....
Arlington and Darrington.....	2000	40	2500	50	2500	50	3000	60	Silverton to Monte Cristo.....	175	7	240	10	225	10	.....	.....
Ninth Subdivision—Eastward.									Ninth Subdivision—Westward.								
Bellingham to Larson.....	300	11	425	14	375	13	525	19	Wickersham to Mirror Lake.....	315	11	390	14	400	13	550	19
Larson to Wickersham.....	1040	35	1300	43	1250	42	1800	60	Mirror Lake to Agate Bay.....	1300	35	1600	43	1550	42	1800	60
									Agate Bay to Silver Beach.....	950	28	1300	32	1250	32	1500	35
									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.

1. C. & P. S. crossing at Renton. C. & P. S. crossing two miles west of Renton. Campbell Lumber Co. crossing at Camp-ton. 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 Low-ell. 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. Freight 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 DERAIS 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.

7. 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 Sev-enth 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, Ta-
coma (S).
Half Moon Yard Office, Ta-
coma (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.

