NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION



TABLE

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

SUNDAY, JUNE 6, 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.

									,	(MAIN LINE)	1						-	1		
HIRD CLA	ss	SECOND CLASS	FIF	RST CLA	SS		les, Wyes			Time Table No. 41D					FIRST	CLASS	SECOND CLASS	ТН	IIRD CLAS	SS
939	937	603	1	3	317	41	el, Scales, es and Wy	umbers	o m	June 6, 1915 Succeeding No. 41C	non	sity of	318	4	42	2	602	938	940	
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	r, Fue Table		Distance from Filensburg	STATIONS	Distance from	Capac	Passenger	Passenger	Passenger	Passenger .	Freight	Way Freight	_	_
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily	Daily	Daily	Daily	Daily	Wate Turn	Station	Dista	Telegraph Offices and Calls	Dista	Car (Sidin	Daily	Daily	Daily	Daily	Daily	Mo., We. and Fri.	Tu., Thu., and Sat.	<u>'</u>
L 8.00AM		L 6.00PM	L 3.20PM	L 5.30AM	L 3.30AM	L 2.45AM	WCOT	1848	0.0	EBELLENSBURGDN	102	.1	A 5.15AM	A 1.10PM	A 8.45PM	A11-55PM	A 9.30A	<u>'</u>	A 4.10PM	1
s 8.45		6.08	3.27	5.37	3.36	2.51		1851	3.6	SHOSKINP	98.	.5 80	5.02	1.01	8.33	11.46	8.45 939		s 3.50	
s 9.10		6.20	f 3.35	s 5.45	f 3.44	2.58		1855	7.6	TPD	94.	.5 E 80 W 80	4.55	f12.55	s 8.27	11.40	8.30		s 3 _i 35	
s 9.22		6.28	3.41	5.51	3.49	3.03	w	1858	10.4	DUDLEYP	91	.7 E 80 W 80	4.50	12.49	8.20	11.36	8.15		s 3.00	
s 9.40		6.38	3.49	5.59	3.57	3.11		1862	14.6	KOUNTZEP	87	. 5 80	4.44	12.42	8.12	11.29	7.58		s 2.43	
s 9.55		6.46	f 3.55	6.04	4.02	3.16	W 1 s m w	1865	17.2	BRBRISTOLDN	84	.9 E 80 W 80	4.38	f12.37	8.07	11.24	7.45		s 2.30	
s10.15		6.56	4.02	6.10	4.08	3.22		1869	21.0	TEANAWAYP	81	.1 E 80 W 80	4.30	12.29	7.59	11.16	7.30		s 2.15	
s 1 0.30AM 1 2.23PM		7.16	f 4.12	s 6.20	s 4.20	s 3.30	WCY	1873	24.8	CLDN 4.2	77	.3 500	s 4.20	s12.23	s 7.53	f11.10	7.15		s 2.00	-
s12.45		7,42	4.20	6.28	4.27	3.37	1	1877	29.0	BAKERP	73	.1 80	4.09	12.12	7.42 603	11.00	6.28		s12.45	
s 1.05		7.55	f 4.27	6.34	4.33	3.43		1880	31.7	NELSON'SP	70	.4 E 80 W 80	4.05	f12.07	7.37	10.56	6.10		s12.35	
s 1.20		8.07	4.32	6.39	4.38	3.48	1	1883	34.4	TALMAGEP	67	.7 80	4.01	12.02PM	7.32	10.52	6.02		s12.20	
s 2.25		8.40	s 4.42	s 6.47	s 4.46	s 3.56	WCTY	1886	38.1	ESEASTON DN	64	.0 180	3.56 41	s11.57AM 940	s 7.26	s10.47	5.50		12.05PM s 10.40AM	
s 2.45		9.05	4.52	6.57	4.56	4.07	w	-	42.1	DE UPHAMP	60	.0 W 70	3.48	11.48	7.16	10.38	5.10		s10.25	
s 3.10		9.30	f 5.05	7.10	5.09	4.20	w	1894	46.5	RTDN 2	55	.6 E 70	3.36	11.38	7.06	10.28	4.55	1	s10.10	
s 3.35		10.00	f 5.17	7.22	5.21	4.32	w	1897	49.7	SISTAMPEDEDN 2.3	52	.4 E 70 W 70	3.24	11.26	6.54	10.16	4.32 41		s 9.50	
s 3.50		10.12	5.23	7.28	5.27	4.38	W	1901	52 0	BORUPP	50	.1 E 70	3.15	11.17	6.45	10.07	4.00		s 9.30	
s 4.05		10.25	5.30	7.35	5.34	4.45		1904	54.8	KDKENNEDYDN	47	.3 E 70	3.05	11.07	6.35	9.57	3.45		s 9.12	
A 4.40PM	L 7.00AM	11.10	s 5.43	s 7.50	5.47	5.00	WCI	1911	59.7	DMDN	42	.4 400	s 2.50	s10.52	s 6.20	s 9.42	3.05° 2.35°	A 4.10	PM L 8.30AM	4
and the leaders factors	s 7.10	11.18	5.47	f 7.55	5.51	5.05		1913	61.7	HOT SPRINGSP	40	F 80 P 22	2.39	10.42	f 6 .09	9.31	2.27	s 3.55	-	
	s 7.30	11.40	5.58 12	f 8.06	6.02	5.18	1	1917	66.9		1	E 80 W 80	2.27	f10.30	5.58	9.20	2.07	s 3.15		
	s 7.50	11.59M	6.09	f 8.16	6.11	5.30	w	1921	70.8	CUHUMPHREYN	I	.3 E 80 W 80	2.18	10.22	5.45	9.11	1.53	s 2.50		
	s 8.05 8.40 3	12.20AM	f 6.19	f 8.24	f 6.19	f 5.40	w	1925	74.3	EGEAGLE GORGED		7.8 E 60 W 80	f 2.09	f10.14	f 5.35	9.02	1.40	s 2.30		
	s 8.55	12.30	6.24	8.29	6.24	5.46		_		LEMOLOP	1	80	2.03	10.07	5.28	8.57	1.32	s 2.10	2	
	s 9.10	12.45	f 6.35	8.40	6.34	5.57		1932	81.2	JCPALMER JCTD	20	80	1.53	9.57	5.18	8.46	1.15	s 1.50		
	s 9.15 10.10 4	1.05	s 6.40	s 8.42 8.52	s 6.37	s 6.02	W _Y	A 1	82.4	GVKANASKATDN 3.3	19	0.7 E 75 W 80	1.50	s 9.55	s 5.15	8.44	1.05 603	s 1.45		
	s10.25	1.20	6.46		6.43	6.10	1	A 4	85.7	BYRDP		80	1.40	9.40	5.05	8.37	12.40	s12.55		
	s11.40AM	1.35 318	s 6.51	s 9.03	6.48	s 6.16		A 7	87.8	ARRAVENSDALEDN 6.8	14	E 80 W 80 W Ext	f 1.35	s 9.35	s 5.00	8.32	12.30/	s12.45	W	
	s12.05PM	2.05	7.06	f 9.18	7.03	f 6.32	w	A 14	94.6	COVINGTON P	_	120 7.5 E 80 W 80	f 1.20	9.18	4.43	f 8.16		s11.10		
	s12.20	2.15	7.13	f 9.25	7.10	f 6.40	W 1½ M's W	A 17	97.6	WYNACOP	4	80	1.12	9.09	f 4.37	8.09	·	s10.50		
	A12.40PM	A 2.35AM	A 7.25M	A 9.374	A 7.20AN	A 6.55A	Y WO.	3 A 22	102.1	GREAST AUBURNDN	0	0 0	L 1.00AM	L 9.00A	L 4.25	M L 8.00PM	L11.30	L10.30	AM	_ _
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily	Daily	Daily	Daily	Daily	1						Daily	Daily	Daily	Daily	Daily	Mo., We	Tu., Thu., and Sat.	.,
8.40	5.40	8.35	4.05	4.07	3.50	4.10	1		-	Time Over Subdivision	-		4.15	4.10	4.20	3.55	10.00	5.40	7.40	

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 tenth 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. At Lester.—Track No. 1 west of double track switch, located 1,400 feet west of station, will be used as storage track. Track No. 2 as eastward siding.

 Track No. 3 as westward siding.
- 20. 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.
- 21. 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.

- 22. Rule 316 is modified as follows: When the telephone is used, signalmen will transmit the words, represented by the figures.
- 23. All sidings between Tunnel No. 3 and westward switches of new sidings 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.
- 24. Normal position of double track switches at Easton and Stampede will be for westward trains.
- 25. Normal position of double track switches at Martin and Lester will be for eastward trains.
- 26. All trains must approach double track switches under full control.
- 27. 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.
- 28. 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 Tenth Subdivision of Tacoma Division; lower arm is automatic block (west home signal). Switch at Palmer Junction will be set for the First Subdivision line.
- 29. Engines must not run on Page Lumber Co.'s spur.
- 30. Derail switches are located as follows, and must be kept set in derailing position when not in use:

Ellensburg—East end of east yard.

Ellensburg—Caboose track.

Kountz—East end of siding.

Cle Elum—East end of east extension.

Easton—East end of siding.

Lester—West end of roundhouse track.

Lester—West end of No. 1 track.

Hot Springs—West end of freight passing track.

Nagrom—Spur track.

Eagle Gorge—West end of westward siding.

Kanaskat—West end of wye.

Byrd—West end of siding.

Covington—West end of westward siding.

Soos Spur—Spur track.

Switch lamps will not be maintained on above switches.

- 31. 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.
- 32. Electric coal bunker, located on west extension, Cle Elum, will not clear man on side of car or engine.
- 33. Mallet power must not be double-headed over bridges except between Easton and Lester.
- 34. Dead freight trains will fill to tonnage at Cle Elum.
- 35. Nos. 1, 3, 4 and 42 will stop on signal at Nagrom.
- 36. 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.
- 37. No. 4 will connect with No. 596 at Kanasket.
- 38. No. 3 will connect with No. 595 at Kanasket.
- 39. When making back-up movement, running test of air brakes must be made from rear of train.
- 40. 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.

41. 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

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.

42. Special rules governing operation of trains and yard engines between East Auburn and Auburn and between East Auburn and 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.

- 43. 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.
- 44. 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.
- 45. 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."

46. "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."

THIRD OF ACC	1	SECOND CLASS	1	FIRST CLA	ss 1	yes		. <u>a</u>	Time Table No. 41D		· · · · •	FIR	ST CLASS		SECOND (CLASS	ТН	IRD CLA
THIRD CLASS			075	443		Scales, and W	ers	Sea	June 6, 1915		jo	442	. [676	686	.	924	928
927	923	687	675	443	441	ruel, g	Numbers	from Sta.,	Succeeding No. 41C		acity	772	777				Way Freight	Way Freight
Way Freight	Way Freight	Freight	Freight	Passenger	Passenger	ter, I	Station	Distance King St.	STATIONS	mas	Car Cap Sidings	Passenger I	assenger	Freight	Freight			
Mo., We., Fri.	Ex. Sun.	Ex. Mon.	Ex. Sat.	Daily	Daily	Wa	Sta		Telegraph Offices and Calls		6-	Daily	Daily	Ex. Sun.	Ex. Sun.		!	
	L 8.15AM				L10.00AM	<u> </u>			UDSEATTLEDN 127 King Street Station			A 2.15PM A		ULATIONS			A 3.15PM	
		BETWEE	N KEITH			l	1	1	BY PUGET SOUND DIVISION		1	1	1	I			As 2.10PM	
	Ls 9.00AM				L10.38AM		_		KEITH 118	-				NT- 075 h				
	s 9.15		No. 675 has right over No. 676	f 5.08		<u> </u>	_		LAKE	_			7.38	No. 675 has right over No. 676			s 1.50	
	s 9.35		Woodinville to Sumas	s 5.22	\$10.59		C F 53	22.6	BBOTHELLD 10-	04.6	40	s 1.10	7.24	to Sumas			s 1.25	
	A 9.45AM	L 3.25AM s 676	L11.30PM	s 5.27	s11.03	WCT	CF 55	24.3	CJWOODINVILLEDN 10: 5.8	02.9	175	s 1.06	s ;7.20	A 2.25AM 687	s 9.15PM		L 1.15PM	
	See page 4	4.25	12.10AM	s 5.45	f11.20		CF 60	30.1	MBDN 99	97.1	80	s12.55	7.07	2.00	s 8.55			-
L 9.00A		A 4.55AM	s 1.00	s 6.05 ¶ 6.15	s11.40	WCOY	C F 69	38.7	OMSNOHOMISHDN 8:	88.5	150	\$12.35	6.45 6.35	s 1.00 675	L 7.50PM			A 1.20PM
s 9.25		See page 4	1.20	s 6.25	s11.51	w	C F 74	43.8	MAMACHIASD 8	83.4	56	s12.26	6.25 443	12·10AM	7		,	s12.55
s10.00			1.35	s 6.35	s11.59A		C F 77	46.9	FDBARTFORDD 8	80.3	102	s12.19	6.15	11.55PM				s12.30PM 11.40AM
\$10.20			1.55	s 6.45	f12:09PM		C F 82	51.4	GETCHELL 7	75.8	60	f 1 2.09PM	6.03	11.40			1	s11.25
s10 40		-	2.10	f 6.58	442		C F 88	57.5	EJEDGECOMB D 6	69.7	53	f11.53AM	f 5.48	11.15			1	s11.00
s10.50A 12.50P 441 442			s 2.35	s 7·10	s12.33	Y 8 м в	C.F 91	60.6	AARLINGTONDN 6	66.6	132	s 1 1.45	s 5.40	11.00				10.45
s 1·10			2.50	s 7.20	f12.42	 	C F 95	64.3	BTM. & N. CROSSINGD 6BRYANT	62.9	30	f11.32	s 5.28	10.40				s 9.00
s 2.00			3.05	s 7.36	s12.55	w	CF 101	70.6	MUMcMURRAYD 5	56.6	65	s11.19	s 5.13	10.22				s 8.30
s 2.30	(3.25	s 7.50	f 1.06		C F 107	76.4	MONTBORNE 5	50.8	25	f11.08	s 4.59	10.05			1	s 7.45
s 2.45			3.30	s 7.55	f 1.10	,	C F 109	78.1	BGBIG LAKED 4	49.1	70	s11.05	s 4.54	10.00				s 7.30
s 3.15			3.47	s 8.07	f 1.21		C F 114	83.5	CACLEAR LAKED 4	43.7	195	s10.53	s 4.42	9.43				s 6.45
A 3.30P		F	s 4.20	s 8·18	s 1.34	WCT	C F 117	86.7	[WLSEDRO-WOOLLEYDN]TWO G. N. CROSSINGS] Track Conn. 7.5	40.5	290	s10.40	s 4.30	s 9.30				L 6.30AM
			s 4.50	s 8.35	f 1.50		C F 122	94.2	THORNWOOD 3	33.0	45	f10.25	s 4.14	s 8.35				
			s 5.20	A 8.50P	s 2.05	Y W	C F 128	98.5	WKD 2	28.7	75	\$10.10	L 4.00PM	s 8.10				
			s 5.35	See page 5	f 2.11	1	C F 131	101.3	SAXON	25.9	Spur 50	f10.03		s 7.45			1	-
			s 5.45		s 2.16	w			MCACMED	23.8	18	s 9.57		s 7.30				
			s 5.55		f 2.21	1	C F 135	105.5	STANDARD 2	21.7	20	f 9.52		s 7.20			1	
			s 6.20		s 2.38	I			DMDEMINGD		45	s 9.36		s 6.55			1	
			s 6.50		s 2.57				NCNOOKSACKD			s 9.17		s 6.25				-
						<u> </u>		126.3	B. & N. CROSSING	0.9							1	
			A 7.20AM		A 3.15P	WCOT	C F 157	127.2	SUD	0.0	110	L 9.00AM		L 6.00P	W.			
Mo., We. Fri.	Ex. Sun.	Ex. Mon.	Ex. Sat.	Daily	Daily							Daily	Daily	Ex. Sun.	Ex. Sun.		Ex. Mon.	Tu., Thu., Sat.
6 30	0.45	1.30	7.50	3.52	4.37				Time Over Subdivision			4.32	3.48	8.25	1.25		.55	6.50
7.4	0.45	9.6	13 1	22.0	24 9	$oldsymbol{}$		-	Average Speed Per Hour			25.3	22.7	12.1	10.2		13.2	7.0

- BEGISTERING STATIONS—Woodinville, Snohomish, Sedro-Woolley, Wickersham and Sumas.
- 2. YARD LIMITS-Indicated by sign at proper location.
- MAXIMUM GRADES—Snohomish to Woodinville.
 BULLETIN STATIONS Snohomish, Arlington, Woolley and Sumas.
 STANDARD CLOCKS—Everett and Sedro-Woolley.

- 6. HELPER DISTRICT—Between Snohomish and Arlington, limit 30 cars.
 7. HELPER DISTRICT—Between Snohomish and Woodinville.
 8. No. 443 will wait at Woodinville 15 minutes for No. 445's connection.
 9. Nos. 441, 442, 443, and 444 will wait 15 minutes at Snohomish for motor connection from Everett.
 10. No. 675 has right over No. 676 Woodinville to Sumas.

 11. SPEED RESTRICTIONS—Fifteen miles per hour through crossovers and entering sidings.
 12. Thirty-five miles per hour around curves on Maltby hill.
 13. 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.
 14. Class "W" engines twenty miles per hour between Snohomish and Edgecomb.

 15. 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 cross-over just west of depot. Trains need not obtain clearance at Wickersham from 7:45 of depot) at Arlington.

 16. No. 675 has right over No. 676 Woodinville to Sumas.

 17. HELPER DISTRICT—Between Snohomish and Arlington, crossovers and entering sidings.

 18. 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. Trains need not obtain clearance at Wickersham from 7:45 of depot) at Arlington.

 18. 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. Trains need not obtain clearance at Wickersham from 7:45 of depot) and Burke avenue (located 2,500 feet west of depot) at Arlington.

 18. 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. Trains need not obtain clearance at Wickersham from 7:45 of depot) at Arlington.

WE	ST	WAR	D	TH	IIR	D S	UI	BDIVISION (ROSLYN	BR	ANCH) I	EASTW	ARD	WES	STWAR	RD				FO	UR'	TH SUBDIVISION (BELT I	LINE))		I	EASTWARD
SEC	CON	ND CLA	ASS	es, Wyes			-	Time Table No. 41D			SE	COND C	LASS	THIRD	CLASS	SECONE	CLASS	1st Class	es, Wyes			Time Table No. 41D		1	st Class	SECOND	CLASS	THIRD CLASS
477	4	475	473	Scal	Numbers	1		June 6, 1915 Succeeding No. 41C	no		474	476	478	.,	935	675	687	445	el, Scale	umbers	non i	June 6, 1915 Succeeding No. 41C	om e ity of		446	676	686	936
Mixed	1	Mixed	Mixed	r, Fuel, Tabels	on Nu		Cle Elum	STATIONS	tance fredale	4	Mixed	Mixed	Mixed		Way Freight	Freight	Freight	Passenger	r, Fue Table	Z	Distance from Black River	STATIONS	sance from odinville Capacity of	s P	assenger	Freight	Freight	Way Freight
Ex. Sun.	E	x. Sun.	Ex. Sun.	Wate Turn	Station	2	Cle I	Telegraph Offices and Calls	Dista						Ex. Sun.	Ex. Sat.	Ex. Mon.	Daily	Wate Turn	Station	Dista Blac	Telegraph Offices and Calls	Dista Woo	Sidin	Daily	Ex. Mon.	Ex. Sun.	Ex. Sun.
L 1.15P	M L	9.204	L 7.00A	WCY	18	73	0.0	CLDN 2.0	7.2		A 8.30AM	A11.00A	A 5.15PM		1 8 4 0 4	11000PW	1 1 4 5 AV	1 4 2 ON	wv	C F 21	0.0	BIBLACK RIVERDN	24.5	Sc	ee Puget ound T.T.	See Puget Sound T. T.	See Puget Sound T. T.	See Puget Sound T.T. A 4.35PM
s 1.20	s	9.25	s 7.05					MINE 5				\$10.55	s 5.10			10.08	1.50					2.1		L	10.00	4.30	11.15	
s 1.30	s	9.35	s 7.15	0	C A	4	3.5	RSD 1.9	3.7			s10.45	s 5.00		s 8.50 10.00 446	10.00	1.00	936				RTRENTONDC. & P. S. CROSSING 0.2			935	1.30	11.10	s 4.25 3.55 445
s 1.38		9.43	s 7.23		C A	6	5.4	RONALD	1.8			s10.35	s 4.50									Track Connection 1.7						
A 1.45PM	МА	9.50AM	A 7.30A	М	_	_		BEEKMAN	-		L 8.00AM	L10.30A	L 4.45PM									Track Connection 2.2		_				
.30	-	.30	.30		-		7.2	Time Over Subdivision	0.0		.30	.30	.30		s10.30	10.19	2.05	4.32				5.6	18.3 7		9.50	4.20	11.05	s 3.35
12.2	ACT	12.2	12.2	APE SI	IDED	OP.	TO :	Average Speed Per Hour TRAINS OF THE SAME CLAS	SS IN	THE	12.2	12.2	12.2		s11.15	10.40	2.30	s 4.45				1.6	12.7 2	_	9.35	4.05	10.50	s 3.20
1. BUL	LE	TIN AL	ND REGI	STERI	MG S	TA!	ror	N—Cle Elum.	ŗ					·	s11.30AM	686	2.35	f 4.50		-		NORTHRUP	-		9.30	4.00	10.45	s 3.15
l í	fron	t of sca	ale house	Elum, d to co at Ros	uppo ome t lyn, v	er sv o a will l	vitel full be le	h at the head of wye toward stop above this switch. The eft set to act as derail to pro-	n Ros ne stu reven	iyn, w ib swi t cars	tch on the running de	or west le main line own main	g. Roslyn , nearly in track to-		s12.01PM	10.58	2.50	f 5.03	W ½ME	B A 7		KIRKLAND	7.0 6	35 s	9.18	3.40	10.20	s 3.00
4. Extr	ra ti 475	d Cle E rains m has rig	ust wait	at Ros 476 Cle	lyn t Elu	intil m to	seco	ond class trains clear at Cle ekman. No. 473 has right o	Elun ver 4	n. 74 Cle	Elum to Be	eekman.										R. R. CROSSING	0.7	_				
6. No e	engi	mes of	any class	must	pass	und	er t	the tipple tracks on the Ros	slyn :	Fuel C	company's	tracks at										BELT LINE JUNCTION	0.4		0.55			
3d Class	1		CLASS	Wyes			Ī	Time Table No. 41D	T		FIRST		3d Class				676		CTW	OF 55	24.5	CJDN	0.0 10	, L		L 3.10AM 687		
923	╁		445	Scales, and W	oers			June 6, 1915	a	jo	446		924	·	Ex. Sun. 4.20	Ex. Sat. 1.20	1.25	Daily 1.03				Time Over Subdivision		\dashv	Daily 1.10	Ex. Mon. 1.25	1.30	2.05
	-		440	Fuel, Sables	Numl	la faoi	ville	Succeeding No. 41C	e fron	Capacity			Way Freight		5.7	18.3	16.8	22.6	CHDEE	NOD	TO 7	Average Speed Per Hour	ASS II	N TH	21.0	16.8	16.3	11.8
Way Freight	┨		Passenger	Water, Turn Ta	ation	iotoro	Woodinville	STATIONS Telegraph Offices and Calls	Distanc Sallal	Car Cay Sidings	Passenger			:													INECTIO	•
Ex. Sun.	┞		Daily	βĤ	±8	-	-	Telegraph Offices and Cans	A võ		Daily Seethispage		Ex. Mon. See page 3		9. 7 10. A 11. H	Fwenty mi All trains Engines m	les per ho send man ust not en	our Class ahead to iter Glass	"W" en line de Works	gines rails a spur a	betwe and fla at Rea	een Black River and Woodiny ag across C. & P. S. crossing nton.	ille. at Reni	ton.				
L10.30AN	M		L 5.25 ^{PM}	CTW	CF	55	0.0	CJBN 3.9	39.1	100	As 8.48AM		A 1.OOPM		12. 1 13. 1 14. N	No. 935 has No. 675 ha s Nos. 445 as	s right ove s right over nd 446 wil	er No. 936, ver No. 67 Il stop on	, Black 6, Black signal a	River k Rive at Hou	to We r to show	ack River. 'through cross-overs and ent yen Black River and Woodinv ag across C. & P. S. crossing nton. oodinville. Woodinville. n Crossing. siding. n is time time table station for	٠					
	T		f		вс	4	3.9	WILLOWS	35.2	Spur 4	f				15. S 16. S 17. N	Station a t Siding loca Nos. 445 an	Kirkland ted 600 fo nd 446 reg	is located eet west o rister by t	2250 fe of Wilbu icket at	eet eas irton s Black	t of statio Riv	siding. n is time time table station f er.	for that	point	t.			
s 1 2.30 PM	М		s 5.40		ВС	7	6.7	RMREDMONDD	32.4	43	s 8.25		s 1 2.30PM 923	WES	TWAR							IVISION (EVERETT BE	RANCH)		************	E	ASTWARD
								PARADISE LOGG. RY. CRSG. Track Connection 0.1				-					OND CL			ı	ea [Time Table N				SECOND		1
			f		-1	_		CAMPTON			f					401	715	687	411	Scales,	and V		.5		y of	686		
	<u> </u>		f	<u> </u>	_			INGLEWOOD		l	-					G. N. Freight	G. N. Freight		G. N.	P	Tables	STATION		ce from	Capacity of ngs	Freight		
s 1.15	_		s 6.03					MONOHON			s 8.10		s11.15AM	-		Daily		Ex. Mon.		ate	Curn J	June 6, 191 Succeeding No. STATION Telegraph Offices an		Distance Smelter	Car Ca Sidings	Ex. Sun.		
s 2.30	_		s 6.13	₩ ½MW		1		GD			s 8.00		\$10.45			Dany		L 6.00AM		1		F 69 0.0 OMSNOHOMISI	H Di	_		See page 3 A 7.15PM		
	_		f	<u> </u>				HIGH POINT			. 7.0=		- 2 15							+		B 1 0.7VARDEN.	•	_ [
s 3.30	_		s 6.40					RNPRESTOND			s 7.37		s 8.40								В	B 5 5.6EBEY JCTESEY JCT	ÖSSING.	5.	.8 50			
s 3.55	-		s 6.50	W		- 1		FALLS CITY 3.0SNOQUALMIE FALLS			s 7.25		s 8.10			L 7.00PM	L 3.10PM	6.45	L12.28	5AM		B 6 6.3 WLOWELL.				6.50		
s 4.20			s 7.05	 			-	0.9 SOSNOQUALMIED			s 7.16		s 7.35			7.10					İ	B 8 7.8 EVEVERETT.		_		L 6.45PM		
A 4.45PW	м		A 7.15M	Y C	ВС	36 3	5.9	BND 3.2	3.2	18	L 7.10AM		L 7.20AM			A 7.20PM			A12.48			B 9 9.0 PGG. N. JUNCTI		_				
								SALLAL			324	•							-	-	-	1.8 10.8G. N. CROSSI	NG	0.	. 6			
Ex. Sun. 6.15	┨		Daily 1.50	 		_		Time Over Subdivision			Daily 1.38		Ex. Mon. 5.40			Daily	Fy Sun	Ex. Mon.	Daily	_	$\overline{\mathbf{B}}$	B 12 11.4SMELTER		0.	.0 175	Ex. Sun.		
5.6			19.5					Average Speed Per Hour			22.2		6.3			.20 8.1	.20 8.1	1.00	.20 8.1	0		Time Over Subdiv		_		.30 15.6		
18. R 19. W 20. Y 21. S 22. T 23. T 24. F	AR FEI Wer Cour	ISTERI IMUM D LIMI ED RES aty mile miles po miles p	GRADES ITS—Ind STRICTIO es per hou er hour c per hour	TIONSIssa icated ONSF ir over rossing between	—Wo quah by si riftee truss Rag n Bri	to I gn a n mi brid ing I	ville rest t pr les lges Rive	e and North Bend. ton. roper location. per hour through cross-over and high trestles. er Bridge 39. Ind Snoqualmie Fælls. Inle time on Preston and Fa teen minutes apart. ston telegraph office is time ussengers holding proper tra must not be carried on these lined for wye.	rs and	l enter	ing sidings	i.	•		31. I 32. I 33. I 34. S 35. S 36. I	EASTWAF REGISTER BULLETIN YARD LIM SPEED RI SIX miles I No steam or betw or G. N trains Look out fo	RD TRAI LING STA N STATIO STRICTI STRICTI Der hour of or electrice veen Evere Junction have clean or trolley	NS ARE TIONS—S ONS.—Eve discated by ONS.—Fif over Snoho c trains w ett and G. n properly red block. wires betw	Super Snohomic rett and sign as teen mi mish as will occur. N. Jur filled of Cards ween tell	ish and I Snoh t proposites pend Ebe apy materion ut. Camust I tales	d Evenuer local transfer to the substitution of the substitution o	RAINS OF THE SAME CL	tering seen Snobr from trains of blockidges.	siding homis opera to fol k imn Wires	sh and L tor at S llow ele mediately s will no	owell, Eve nohomish, etric train upon arr t clear ma		

WESTWAR	D		S		NTH SUBDIVISION ARRINGTON BRANCH)	N			F	EASTWARD	WES	STWAR	D			E		TH SUBDIVISION	•		E	ASTWA	ARD
	SECOND CLASS	, 7yes			Time Table No. 41D			SECON	D CLASS		SECONI	D CLASS	FI	RST CLASS	Wyes			Time Table No. 41D			FIRST CLASS	SECOND	CLASS
	469	Scales and W	abers	a	June 6, 1915 Succeeding No. 41C	g I	y of	470			427	419		443	l, Scale	трегв	from	June 6, 1915 Succeeding No. 41C	from	ity of	444	420	428
	Mixed	r, Fuel Tables	n Nur	nce fro	STATIONS	nce frongton	Japaci gs	Mixed			Mixed	Mixed		Passenger	er, Fue	on Nu	Distance fr Wickershar	STATIONS	ance	D 26	Passenger	Mixed	Mixed
	Ex. Sun.	Wate: Turn	Static	Distance	Telegraph Offices and Calls	Dista	Car C Sidin	Ex. Sun.			Ex. Sun.	Ex. Sun.		Daily	Wate	Statio	Dist	Telegraph Offices and Calls	So.	Car	Daily	Ex. Sun.	Ex. Sun.
	L12.50PM	CY	CF 91	0.0	ARLINGTONDN 1.2 P	28.9	132	A 10.15	М		L 2.10M	L 7.00AM		L 8.50PM	YW	C F 128	0.0	WKWICKERSHAMD	22.5	75	See page 3 As 4.00PM	A12.15PM	A 5.25™
	12.55			1.2	ARLINGTON JUNCTION	27.7		10.05			s 2.20	s 7.10		f 8.54		B M 1	1.3	MIRROR LAKE	21.2	15	f 3.54	s1.205PM	s 5.15
	s 1.20	w	BK 4	4 5.7	COOPER	23.2	Spur 6	s 9.41			s 2.30	s 7.25		f 9.00		B M 4	3.8	PARK	18.7	15	f 3.47	s11.55AM	s 5.05
	s 1.40		вк з	7 8.6	CICERO 3.7	20.3	Spur 2	s 9.29			s 2.35	s 7.35	l -	f 9.03	W 2.80	B M 5	4.8	BLUE CANYON	17.7	20	f 3.43	s11.45	s 5.00
	s 1.55		B K 1	1 12.3	oso	16.6	28	s 9.15	-	·	f	f	\vdash	f		B M 9	9.0	TOWANDA	13.5 N	No Sdg.	f	f	f
A	s 2.10		B K 1	3 14.3	HALTERMAN	14.6	33	s 9. 0 5			s 2.55	s 8.00		f 9.22	-	B M 11	11.4	AGATE BAY	11.1	35	f 3.26	s11.15	s 4.40
	s 2.22		B K 1	5 16.0	ROWAN	12.9		s 8.57			s 3.05	s 8.15	\vdash	f 9.31		B M 15	15.1	SILVER BEACH	7.4 N	No.	s 3.17	s10.55	s 4.25
	s 2.38	w	B K 1	7 18.1	HAZELD 3.7 P	10.8	80	s 847			s 3.14	s 8.20	-	9.35		B M 16	16.1	LARSON	6.4	30	3.14 427	s10.50	s 4.20
	s 3.10		B K 2	1 21.8	FORTSON	7.1	Spur 12	s 8.31			A 3.25P	A 9.00AM		A 9.50PM	WYCO	B M 20	20.5	WDBELLINGHAMD	2.0	50	L 3.00PM	L10.30AM	L 4.00PM
	s 3.20		B K 2	2 22.9	SHEOMET	6.0	Spur 4	s 8.24		•					,		21.9	G. N. CROSSING Tk Connection 0.6	0.6				
	s 3.35		B K 2	4 25.9	GEBBOTT	3.0	Spur 10	s 8.12			_		╽			B M 23		FNSO. BELLINGHAMD		50			
	A 3.50PM	CY	B K 2	8 28.9	DARRINGTOND	0.0	24	L 8.00	AM.		Fy. Sun	Ex. Sun.		Daily							Daily	Ex. Sun.	Ex. Sun.
	3.00				Time Over Subdivision			2.15			1.15	2.00	\vdash	1.00				Time Over Subdivision	-		1.00	1.45	1.25
	9.6				Average Speed Per Hour			12.8			16.4	10.3	1	20.5				Average Speed Per Hour			20.5	11.6	14.4

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

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

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

- 6. REGISTERING STATIONS.—Wickersham and Bellingham.
 7. BULLETIN STATION.—Bellingham.
 8. YARD LIMIT.—Indicated by sign at proper location.
 9. MAXIMUM GRADES.—Larson to Bellingham and Mirror Lake to Wickersham.
 10. No. 419 has right over Nos. 420 and 428, Wickersham to Bellingham.
 11. No. 427 has right over No. 428, Wickersham to Bellingham.
 12. SPEED RESTRICTIONS—Fifteen miles per hour through cross-overs and entering sidings.
 13. Six miles per hour over bridge 20 (Silver Beach).
 14. Eight miles per hour over street car crossing at Kentucky Street, Bellingham.
 15. Eight miles per hour between Kentucky Street and Bellingham depot.
 16. Six miles per hour over street car crossing between Silver Beach and Larson.
 17. All trains come to full stop before crossing Holly Street, Bellingham. Flagman precede train with red flag or light.
 18. Eight miles per hour between M. P. 5 and 714 feet west.
 19. Eight miles per hour between M. P. 8 and 900 feet west.
 20. Normal position wye switch at Wickersham be set and locked for east leg.
 21. DERAIL SWITCH.—Mirror Lake, Liberty Lumber Co.'s spur.

COMMERCIAL SPURS. FIRST SUBDIVISION. Distance from Ellensburg.

STATIONS	Miles	How Connected	Car Capacity
Swauk	13.5	1 E	18
Younger	22.4	1 E	10
Hubner	41.0	1 E	••••
Nagrom, F 1, 3, 4 & 42	65.2	1 W	20
Garibaldi	73.3	1 E	8

STATIONS	Miles	How Connected	Car Capacity
Sandberg	74.9	1 W	20
Headworks	79.2	1 W	7
Henrys	89.6	1 E	• • • •
Soos	95.6	1 E	7

SECOND SUBDIVISION. Distance from King Street Station

		Dist	tance from
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
Sisco, F 443 & 444	55.8	1 E	15
M. & A. Tfr	58.9	1 E	6
Milldale	65.6	1 E	20

ng Street Station.			
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
Hoogdale, F 443 & 444	92.4	••••	••••
Loggie, F 443 & 444	92.7	1 W	1
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 Zandt'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.

Firloch, F 445 & 446	19.8	1 E	3
Feriton	16.6	1 E	2
Kincaid	16.3	1 E	5
Midlakes, F 445 & 446	12.7	1 W	5
Factoria, F 445 & 446	10.0	••••	
Factoria	9.5	1 E	6

Hazelwood, F 445 & 446	7.4		· · · · ·
Kennydale, F 445 & 446	5.4		••••
May Creek, F 445 & 446	6.7	1 E	4
Sanford, F 445 & 446	4.1	1 E	2

FIFTH SUBDIVISION.

Distance from Woodinville.

Miles	How Connected	Car Capacity	S
1.7	1 W	7	Craven
1.9	1 W	19	Hypon, F
9.8	1 E	6	Niblock.
17.3	1 E	3	Quariton.
22.0	1 W	15	Tanners.
27.8	1 E	5	Weeks
	1.7 1.9 9.8 17.3 22.0	1.7 1 W 1.9 1 W 9.8 1 E 17.3 1 E 22.0 1 W	Miles Connected Capacity 1.7 1 W 7 1.9 1 W 19 9.8 1 E 6 17.3 1 E 3 22.0 1 W 15

STATION	S Miles	How Connected	Car Capacity
Craven	29.4	Siding	14
Hypon, F 445 & 44	6 30.1	1 E	15
Niblock	32.5	1 W	100
Quariton	34.6	1 E	
Tanners	38.1	1 E	15
Weeks	38.3	1 E	100

SIXTH SUBDIVISION.

Distance from Snohomish.

Sherwood	4.2	1 E	4	Madrona	8.6	1 E	80

SEVENTH SUBDIVISION.

Distance from Arlington.

Gravel Pit	1.6	1 E	4	Jen
Cavano, S 469 & 470		Sid'g No. 1 Sid'g No. 2 Sid'g No. 3	31 29 29	Lan

Jenfred	15.0	1 W	20
Lampson	21.4	1 E	5
Giles	29.2	1 W	12

EIGHTH SUBDIVISION.

Distance from Wickersham.

Gale	2.6	1 E	5
Sloman	2.7	1 W	29

WATER STREET, SQUARE,	Matson	14.7	1 W	7
	Mogul Log Co		1 E	
l	M IT G			

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

											1		1				1		Ī		
GRADES.	Class	s Z 3	Cla	Class Z		Class W		Class Y 5		Class Y 2		Class F 1		Class S		s E 4	Class E	3 or D 3	r 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		imum Cars		mum Cars	-	80		80	7	60		60	-	50		50		50		40	

Between Lester and Easton maximum 70 cars.

FIRST	SUBDI	IVISION	-WESTWARD.
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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 Maximum			Maxir 80 C		Maxi 80 C		Maxi 60 C		Maxii 60 C		Maxii 60 C		Maxii 40 C		Maxii 40 C			imum Cars	

Between Easton and Lester maximum 70 cars.

DISTRICTS.	Clas	s E 3	Clas	ss E 7	Cla	s F 3	Clas	s F 1	Clas	ss S 4	Cla	ss W	Clas	Y 5	DISTRICTS.	Cla	ss E 3	Clas	s E 7	Clas	s F 3	Clas	s F 1	Clas	s S 4	Clas	ss W	Class	3 Y 5
Second Subdivision—Eastward.	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	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	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	1375	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	4000	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.	000	07	075	20	000	20	1150	34	1150	38	1400	45	1450	47	Thornwood to Sumas	. 1200	40	1500	50	1500	50	1800	50	1800	50	2050	60	2100	60
Woodinville to Kirkland Kirkland to Black River	2000	40	975 2500	-	960 2500	50		55		-	4000	80	4000	80	Fourth Subdivision—Westward. Black River to Woodinville	. 700	37	1000	46	1000	46	1400	60	1400	60	1650	60	1700	60

DISTRICTS.	Clas	s E 3	Clas	s E 7	Clas	s F 3	Clas	s F 1	DISTRICTS.	Clas	s E 3	Clas	s E 7	Clas	s F 3	Clas	s F 1
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Fifth Subdivision—Eastward. North Bend to Falls City	775	26	1250	41	1200	40	1650	55	Fifth Subdivision—Westward. 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. Everett to Snohomish	800	27	1000	33	980	33	1400	46	Sixth Subdivision—Westward. Snohomish to Everett	800	27	1000	33	980	33	2000	50
Seventh Subdivision—Eastward and Westward. Arlington and Darrington	2000	40	2500	50	2500	50	3000	60	Eighth 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
Eighth 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 AND EIGHTH 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. 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 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.
- 7. Derail Switches are located as follows and must be kept set in derailing position when not in use:

Edgecomb—M. &. A. connection. Arlington—East end House Track Arlington—Lead track west end. Bryant—New M. & N. connection. Bryant—West end siding. Holo—Spur track.

Montborne—East end siding. Chilco—Spur track.
Clear Lake—West end siding. Loggie—Spur track. Thornwood—West end siding. Prairie—Connection to old line.

- 8. No engines of any class must cross or use bridge on Comar siding.
- No engines of any class must go beyond right-of-way line on Clipper Shingle Co.'s track connected from McDonald's spur, nor beyond right-of-way line on Milldale spur.

Class S or heavier power must not go beyond right-of-way line on Morgood spur.

Class W or heavier power must not go in on following spurs and tracks:

Monte Cristo spur—Snohomish. East end No. 3 track—Arlington.

Brown and Kountz spur—Arlington.

Mill spur—McMurray.

Nookechamp.

Tiloh.

Heather.

Heather.

Cream and Cannery spur-Woolley.

Class S power is also restricted from use of above spurs and tracks, except East end No. 3 track—Arlington, and may go in as far as bridge at Tiloh.

Class "W" or "Y5" engines must not use west leg of wye, Wickersham.

Class "W" engines cannot turn on table at Woodinville.

- 9. No power heavier than Class "C" engines coupled together may cross Bridge No. 39 on Fifth Subdivision. Truss bridges Nos. 1, 2, 4, 6, 7, 9 and 12 on Seventh Subdivision.
- 10. No engine heavier than Class F-1 can be run on Fifth, Sixth, Seventh and Eighth Subdivisions. No engine heavier than Class W can be run over Second and Fourth Subdivisions.
- 11. All Eastward freight trains will come to full stop at Public Road crossing just east of Hartford station to clear Hartford & Eastern Ry. switch and ascertain that track is clear before proceeding.

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.

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.

