

# **NORTHERN PACIFIC RAILWAY COMPANY.**

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**SEATTLE DIVISION**

# **TIME 410 TABLE**

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

**SUNDAY, JUNE 6, 1915**

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

**E. C. BLANCHARD,**  
General Manager.

**I. B. RICHARDS,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**J. E. CRAVER,**  
Superintendent.

## WESTWARD

FIRST SUBDIVISION  
(MAIN LINE)

## EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS				Time Table No. 41D June 6, 1915 Succeeding No. 41C				FIRST CLASS				SECOND CLASS		THIRD CLASS										
	939	937	603		1	3	317	41	Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Ellensburg	STATIONS		Distance from East Auburn	Car Capacity of Siding	318	4	42	2				602	938	940				
	Way Freight	Way Freight	Freight		Passenger	Passenger	Passenger	Passenger				Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight	
	Mo., We., and Fri.	Tu., Thu., and Sat.	Daily		Daily	Daily	Daily	Daily				Daily	Daily			Daily	Telegraph Offices and Calls	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mo., We., and Fri.	Tu., Thu., and Sat.	
	L 8.00AM		L 6.00PM		L 3.20PM	L 5.30AM 318	L 3.30AM	L 2.45AM	WCOT	1848	0.0	EB.....ELLENSBURG.....DN 3.6	102.1			A 5.15AM 3	A 1.10PM s	A 8.45PM s	A 11.55PM s			A 9.30AM		A 4.10PM					
	s 8.45 602		6.08		3.27	5.37	3.36	2.51		1851	3.6	.....SHOSKIN.....P 4.0	98.5	80		5.02	1.01	8.33	11.46			8.45 939		s 3.50					
	s 9.10		6.20		f 3.35 940	s 5.45	f 3.44	2.58		1855	7.6	TP.....THORP.....D 2.8	94.5	E 80 W 80		4.55	f 12.55	s 8.27	11.40			8.30		s 3.35 1					
	s 9.22		6.28		3.41	5.51	3.49	3.03	W	1858	10.4	.....DUDLEY.....P 4.2	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	.....KOUNTZE.....P 2.6	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 1/2 m w	1865	17.2	BR.....BRISTOL.....DN 3.8	84.9	E 80 W 80		4.38	f 12.37	8.07	11.24			7.45		s 2.30					
	s 10.15		6.56		4.02	6.10	4.08	3.22		1869	21.0	.....TEANAWAY.....P 3.8	81.1	E 80 W 80		4.30	12.29	7.59	11.16			7.30		s 2.15					
	s 10.30AM 12.23PM 4		7.16		f 4.12	s 6.20	s 4.20 318	s 3.30	W C Y	1873	24.8	CL.....CLE ELUM.....DN 4.2	77.3	500		s 4.20 317	s 12.23 939	s 7.53	f 11.10			7.15		s 2.00					
	s 12.45		7.42 42		4.20	6.28 602	4.27	3.37		1877	29.0	.....BAKER.....P 2.7	73.1	80		4.09	12.12	7.42 603	11.00			6.28 3		s 12.45					
	s 1.05		7.55		f 4.27	6.34	4.33	3.43		1880	31.7	.....NELSON'S.....P 2.7	70.4	E 80 W 80		4.05	f 12.07	7.37	10.56			6.10		s 12.35					
	s 1.20		8.07		4.32	6.39	4.38	3.48		1883	34.4	.....TALMAGE.....P 3.7	67.7	80		4.01	12.02PM	7.32	10.52			6.02		s 12.20					
	s 2.25		8.40		s 4.42	s 6.47	s 4.46	s 3.56 318	W C T Y	1886	38.1	ES...EASTON.....DN 4.0	64.0	180		3.56 41	s 11.57AM 940	s 7.26	s 10.47			5.50		s 12.05PM 10.40AM 4					
	s 2.45		9.05		4.52	6.57	4.56	4.07	W	1890	42.1	.....UPHAM.....P 4.4	60.0	W 70		3.48	11.48	7.16	10.38			5.10		s 10.25					
	s 3.10		9.30		f 5.05	7.10	5.09 602	4.20	W	1894	46.5	RT.....MARTIN.....DN 3.2	55.6	E 70 W 90		3.36	11.38	7.06	10.28			4.55 317		s 10.10					
	s 3.35		10.00 2		f 5.17	7.22	5.21	4.32 602	W	1897	49.7	SI...STAMPEDE.....DN 2.3	52.4	E 70 W 70		3.24	11.26	6.54	10.16 603			4.32 41		s 9.50					
	s 3.50		10.12		5.23	7.28	5.27	4.38	W	1901	52.0	.....BORUP.....P 2.8	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	KD.....KENNEDY.....DN 4.9	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	W C T	1911	59.7	DM.....LESTER.....DN 2.0	42.4	400		s 2.50 602	s 10.52	s 6.20	s 9.42			3.05 2.35	A 4.10PM	L 8.30AM					
	s 7.10		11.18		5.47	f 7.55	5.51	5.05		1913	61.7	.....HOT SPRINGS.....P 5.2	40.4	F 80 P 22		2.39	10.42	f 6.09	9.31			2.27	s 8.55						
	s 7.30		11.40		5.58 42	f 8.06	6.02	5.18		1917	66.9	.....MAYWOOD.....P 3.9	35.2	E 80 W 80		2.27	f 10.30	5.58 1	9.20			2.07	s 3.15						
	s 7.50		11.59PM		6.09	f 8.16	6.11	5.30	W	1921	70.8	CU.....HUMPHREY.....N 3.5	31.3	E 80 W 80		2.18	10.22	5.45	9.11			1.53	s 2.50						
	s 8.05 8.40		12.20AM		f 6.19	f 8.24 937	f 6.19	f 5.40	W	1925	74.3	EG...EAGLE GORGE....D 2.2	27.8	E 60 W 80		f 2.09	f 10.14	f 5.35	9.02			1.40	s 2.30						
	s 8.55		12.30		6.24	8.29	6.24	5.46		1928	76.5	.....LEMOLO.....P 4.7	25.6	80		2.03	10.07	5.28	8.57			1.32	s 2.10						
	s 9.10		12.45		f 6.35	8.40	6.34	5.57		1932	81.2	JC.....PALMER JCT.....D 1.2	20.9	80		1.53	9.57	5.18	8.46			1.15	s 1.50						
	s 9.15 10.10		1.05 602		s 6.40	s 8.42 8.52	s 6.37	s 6.02	W Y O	A 1	82.4	GV.....KANASKAT.....DN 3.3	19.7	E 75 W 80		1.50	s 9.55 937	s 5.15	8.44			1.05 603	s 1.45						
	s 10.25		1.20		6.46	8.58	6.43	6.10		A 4	85.7	.....BYRD.....P 2.1	16.4	80		1.40	9.40	5.05	8.37			12.40	s 12.55						
	s 11.40AM		1.35 318		s 6.51	s 9.03	6.48	s 6.16		A 7	87.8	AR.....RAVENSDALE....DN 6.8	14.3	E 80 W 80 Ext 120		f 1.35 603	s 9.35	s 5.00	8.32			12.30AM	s 12.45PM						
	s 12.05PM		2.05		7.06	f 9.18 4	7.03	f 6.32	W	A 14	94.6	.....COVINGTON.....P 3.0	7.5	E 80 W 80		f 1.20	9.18 3	4.43	f 8.16			11.59PM	s 11.10AM						
	s 12.20		2.15		7.13	f 9.25	7.10	f 6.40	W 1 1/2 M's W	A 17	97.6	.....WYNACO.....P 4.5	4.5	80		1.12	9.09	f 4.37	8.09			11.45	s 10.50						
	A 12.40PM	A 2.35AM			A 7.25PM 2	A 9.37AM	A 7.20AM	A 6.55AM	Y W O 3 m w	A 22	102.1	GR...EAST AUBURN...DN	0 0			L 1.00AM	L 9.00AM	L 4.25PM	L 8.00PM 1			L 11.30PM	L 10.30AM						
	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		4.05	4.07	3.50	4.10								4.15	4.10	4.20	3.55			10.00	5.40	7.40					
	6.9	7.5	11.9		25.2	24.7	26.4	24.6								24.0	24.6	23.4	25.6			10.2	7.5	7.5					

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

## SPECIAL RULES FOR FIRST SUBDIVISION (Main Line).

### 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.

### 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

### 42. 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

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.	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.

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.

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.

## 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."



WESTWARD										SECOND SUBDIVISION (MAIN LINE)										EASTWARD												
THIRD CLASS				SECOND CLASS				FIRST CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from King St. Sta., Seattle	Time Table No. 41D June 6, 1915 Succeeding No. 41C				Distance from Sumas	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS				THIRD CLASS			
927		923		687		675		443		441					442		444				676		686		924		928					
Way Freight		Way Freight		Freight		Freight		Passenger		Passenger					Passenger		Passenger				Freight		Freight		Way Freight		Way Freight					
Mo., We., Fri.		Ex. Sun.		Ex. Mon.		Ex. Sat.		Daily		Daily					Daily		Daily				Ex. Sun.		Ex. Sun.		Ex. Mon.		Tu., Thu., Sat.					
L 8.15AM								L 4.20PM		L 10.00AM					0.0		UD.....SEATTLE.....DN King Street Station				127.2		A 2.15PM		A 8.30PM		A 3.15PM					
BETWEEN KEITH AND SEATTLE TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS																																
			Ls 9.00AM						Lf 4.58PM	Lf 10.38AM		CF 42	12.2	.....KEITH.....	115.0	Spur 13	A 1.32PM	A 7.48PM											As 2.10PM			
			s 9.15				No. 675 has right over No. 676 Woodinville to Sumas		f 5.08	f 10.46		CF 46	15.8	.....LAKE.....	111.4	60	f 1.24	f 7.38					No. 675 has right over No. 676 Woodinville to Sumas						s 1.50			
			s 9.35						s 5.22	s 10.59		CF 53	22.6	B.....BOTHELL.....D	104.6	40	s 1.10	s 7.24											s 1.25			
			A 9.45AM			L 3.25AM	L 11.30PM		s 5.27	s 11.03	WCT	CF 55	24.3	CJ.....WOODINVILLE.....DN	102.9	175	s 1.06	s 7.20					A 2.25AM	s 9.15PM					L 1.15PM			
			See page 4			4.25	12.10AM		s 5.45	f 11.20		CF 60	30.1	MB.....MALTBY.....DN	97.1	80	s 12.55	s 7.07					2.00	s 8.55								
			L 9.00AM			A 4.55AM	s 1.00		s 6.05	s 11.40	WCOY	CF 69	38.7	OM.....SNOHOMISH.....DN	88.5	150	s 12.35	s 6.45					s 1.00	L 7.50PM					A 1.20PM			
			s 9.25			See page 4	1.20		s 6.25	s 11.51	W	CF 74	43.8	MA.....MACHIAS.....D	83.4	56	s 12.26	s 6.25					12.10AM						s 12.55			
			s 10.00				1.35		s 6.35	s 11.59AM		CF 77	46.9	FD.....HARTFORD.....D	80.3	102	s 12.19	s 6.15					11.55PM						s 12.30PM			441
			s 10.20				1.55		s 6.45	f 12.09PM		CF 82	51.4	.....GETCHELL.....	75.8	60	f 12.09PM	s 6.03					11.40						s 11.25			442
			s 10.40				2.10		f 6.58	f 12.21	W 1M E	CF 88	57.5	EJ.....EDGEComb.....D	69.7	53	f 11.53AM	f 5.48					11.15						s 11.00			
			s 10.50AM				s 2.35		s 7.10	s 12.33	Y 1/2 M E	CF 91	60.6	A.....ARLINGTON.....DN	66.6	132	s 11.45	s 5.40					11.00						s 10.45			
			12.50PM						s 7.20	f 12.42		CF 95	64.3	{BT...M. & N. CROSSING...D}	62.9	30	f 11.32	s 5.28					10.40						s 9.00			
			s 1.10				2.50		s 7.36	s 12.55	W	CF 101	70.6	MU.....McMURRAY.....D	56.6	65	s 11.19	s 5.13					10.22						s 8.30			
			s 2.00				3.05		s 7.50	f 1.06		CF 107	76.4	.....MONTBORNE.....	50.8	25	f 11.08	s 4.59					10.05						s 7.45			
			s 2.30				3.25		s 7.55	f 1.10		CF 109	78.1	BG.....BIG LAKE.....D	49.1	70	s 11.05	s 4.54					10.00						s 7.30			
			s 2.45				3.30		s 8.07	f 1.21		CF 114	83.5	CA.....CLEAR LAKE.....D	43.7	195	s 10.53	s 4.42					9.43						s 6.45			
			s 3.15				3.47		s 8.18	s 1.34	WCT	CF 117	86.7	{WL...SEDRO-WOOLLEY...DN}	40.5	290	s 10.40	s 4.30					s 9.30						L 6.30AM			
			A 3.30PM				s 4.20		s 8.35	f 1.50		CF 122	94.2	.....THORNWOOD.....	33.0	45	f 10.25	s 4.14					s 8.35									
							s 4.50		s 8.50PM	s 2.05	YW	CF 128	98.5	WK.....WICKERSHAM.....D	28.7	75	s 10.10	L 4.00PM					s 8.10									
							s 5.20		See page 5	f 2.11		CF 131	101.3	.....SAXON.....	25.9	Spur 50	f 10.03						s 7.45									
							s 5.45			s 2.16	W	CF 133	103.4	MC.....ACME.....D	23.8	18	s 9.57						s 7.30									
							s 5.55			f 2.21		CF 135	105.5	.....STANDARD.....	21.7	20	f 9.52						s 7.20									
							s 6.20			s 2.38		CF 141	111.3	DM.....DEMING.....D	15.9	45	s 9.36						s 6.55									
							s 6.50			s 2.57		CF 151	120.8	NC.....NOOKSACK.....D	6.4	18	s 9.17						s 6.25									
														126.3	.....B. & N. CROSSING.....	0.9																
							A 7.20AM			A 3.15PM	WCOT	CF 157	127.2	SU.....SUMAS.....D	0.0	110	L 9.00AM						L 6.00PM									
			Mo., We., Fri.				Ex. Sun.										Daily	Daily					Ex. Sun.	Ex. Sun.					Ex. Mon.	Tu., Thu., Sat.		
			6.30				0.45										3.52	4.37					4.32	3.48					.55	6.50		
			7.4				16.1										22.0	24.9					25.3	22.7					13.2	7.0		
Time Over Subdivision																																
Average Speed Per Hour																																

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

- 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.
- HELPER DISTRICT**—Between Snohomish and Woodinville.
- No. 443 will wait at Woodinville 15 minutes for No. 445's connection.
- Nos. 441, 442, 443, and 444 will wait 15 minutes at Snohomish for motor connection from Everett.
- 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.
- 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.
- Trains need not obtain clearance at Wickersham from 7:45 p. m. to 6:45 a. m. unless stop-signal is displayed.

SEE SPECIAL RULES, PAGES 6, 7 AND 8

[illegible]

WESTWARD				SEVENTH SUBDIVISION (DARRINGTON BRANCH)										EASTWARD			
SECOND CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Arlington	Time Table No. 41D June 6, 1915 Succeeding No. 41C			Distance from Darrington	Car Capacity of Sidings	SECOND CLASS					
469			470														
Mixed			Mixed														
Ex. Sun.			Ex. Sun.														
L 12.50 PM			A 10.15 AM														
STATIONS				Telegraph Offices and Calls													
.....ARLINGTON..... 1.2				28.9				132				A 10.15 AM					
12.55				1.2				27.7				10.05					
s 1.20				W B K 4 5.7				23.2				Spur 6 s 9.41					
s 1.40				B K 7 8.6				20.3				Spur 2 s 9.29					
s 1.55				B K 11 12.3				16.6				28 s 9.15					
s 2.10				B K 13 14.3				14.6				33 s 9.05					
s 2.22				B K 15 16.0				12.9				s 8.57					
s 2.38				W B K 17 18.1				10.8				80 s 8.47					
s 3.10				B K 21 21.8				7.1				Spur 12 s 8.31					
s 3.20				B K 22 22.9				6.0				Spur 4 s 8.24					
s 3.35				B K 24 25.9				3.0				Spur 10 s 8.12					
A 3.50 PM				C Y B K 28 28.9				0.0				24 L 8.00 AM					
3.00												2.15					
9.6												12.8					

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

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

WESTWARD				EIGHTH SUBDIVISION (BELLINGHAM BRANCH)										EASTWARD			
SECOND CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wickersham	Time Table No. 41D June 6, 1915 Succeeding No. 41C			Distance from So. Bellingham	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS		
427		419					443		444			420		428			
Mixed		Mixed					Passenger		Passenger			Mixed		Mixed			
Ex. Sun.		Ex. Sun.					Daily		Daily			Ex. Sun.		Ex. Sun.			
L 2.10 PM		L 7.00 AM					L 8.50 PM		L 8.50 PM			A 12.15 PM		A 5.25 PM			
STATIONS				Telegraph Offices and Calls													
.....WICKERSHAM..... 1.3				22.5				75				A 12.15 PM A 5.25 PM					
s 2.20				s 7.10				f 8.54				s 1.20 PM s 5.15					
s 2.30				s 7.25				f 9.00				s 11.55 AM s 5.05					
s 2.35				s 7.35				f 9.03				s 11.45 s 5.00					
f				f				f				f					
s 2.55				s 8.00				f 9.22				s 11.15 s 4.40					
s 3.05				s 8.15				f 9.31				s 10.55 s 4.25					
s 3.14				s 8.20				9.35				s 10.50 s 4.20					
A 3.25 PM				A 9.00 AM				A 9.50 PM				L 10.30 AM L 4.00 PM					
								</									

SEE SPECIAL RULES, PAGES 6, 7 AND 8





## 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	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.														Thornwood to Sumas.....	1200	40	1500	50	1500	50	1800	50	1800	50	2050	60	2100	60	
Woodinville to Kirkland.....	800	27	975	32	960	32	1150	34	1150	38	1400	45	1450	47	Fourth Subdivision—Westward.														
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
<b>Fifth Subdivision—Eastward.</b>									<b>Fifth Subdivision—Westward.</b>								
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
<b>Sixth Subdivision—Eastward.</b>									<b>Sixth Subdivision—Westward.</b>								
Everett to Snohomish.....	800	27	1000	33	980	33	1400	46	Snohomish to Everett.....	800	27	1000	33	980	33	2000	50
<b>Seventh Subdivision—Eastward and Westward.</b>									<b>Eighth Subdivision—Westward.</b>								
Arlington and Darrington.....	2000	40	2500	50	2500	50	3000	60	Wickersham to Mirror Lake.....	315	11	390	14	400	13	550	19
<b>Eighth Subdivision—Eastward.</b>									Mirror Lake to Agate Bay.....	1300	35	1600	43	1550	42	1800	60
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.

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. **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.  
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, Ta- coma (S). Half Moon Yard Office, Ta- coma (S). Tool Car, Tacoma (S). Wharf, Tacoma (S).
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### 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.

