

# **NORTHERN PACIFIC RAILWAY COMPANY.**

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**SEATTLE DIVISION**

# **TIME 41H TABLE**

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

**SUNDAY, OCTOBER 31, 1915.**

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

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

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

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

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

WESTWARD

FIRST SUBDIVISION (MAIN LINE)

EASTWARD

THIRD CLASS				SECOND CLASS		FIRST CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Ellensburg	Time Table No. 41H October 31, 1915 Succeeding No. 41G				Distance from East Auburn	Car Capacity of Stages	FIRST CLASS				SECOND CLASS		THIRD CLASS	
939	937	603		1	3	317	41	318	4				42	2	602	938			940							
Way Freight	Way Freight	Freight		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight												
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mo., We., and Fri.	Tu., Thu., and Sat.												
L 8.00AM		L 6.00PM		L 3.20PM	L 5.30AM	L 3.30AM	L 2.45AM	WCOT	1848	0.0	EB... ELLENSBURG... DN	102.1		A 5.15AM	A 1.10PM	A 10.00PM	A 11.55PM	A 9.30AM		A 4.10PM						
s 8.45		6.08		3.27	5.37	3.36	2.51		1851	3.6	.....SHOSKIN..... P	98.5	80	s 5.02	s 1.01	s 9.50	s 11.46	8.45		s 3.50						
s 9.10		6.20		f 3.35	s 5.45	f 3.44	2.58		1855	7.6	TP... THORP... D	94.5	80	f 4.55	f 12.55	s 9.42	s 11.40	8.30		s 3.35						
s 9.22		6.28		3.41	5.51	3.49	3.03	W	1858	10.4	.....DUDLEY..... P	91.7	80	4.50	12.49	9.36	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	87.5	80	4.44	12.42	9.28	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	84.9	80	4.38	f 12.37	9.23	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	81.1	80	4.30	12.29	9.13	11.16	7.30		s 2.15						
s 10.30		7.15		f 4.12	s 6.20	s 4.20	s 3.30	W C Y	1873	24.8	CL... CLE ELUM... DN	77.3	500	s 4.20	s 12.23	s 9.05	f 11.10	7.15		s 2.00						
s 12.23		7.30		4.20	6.28	4.27	3.37		1877	29.0	.....BAKER..... P	73.1	80	4.09	12.12	8.50	11.00	6.28		s 12.45						
s 12.45		7.40		f 4.27	6.34	4.33	3.43		1880	31.7	.....NELSON..... P	70.4	80	4.05	f 12.07	8.45	10.56	6.10		s 12.35						
s 1.05		7.50		4.32	6.39	4.38	3.48		1883	34.4	.....TALMAGE..... P	67.7	80	4.01	12.02PM	8.40	10.52	6.02		s 12.20						
s 1.20		8.35		s 4.42	s 6.47	s 4.46	s 3.56	W C T Y	1886	38.1	ES... EASTON... DN	64.0	180	s 3.56	s 11.57AM	s 8.33	s 10.47	5.50		s 12.05						
s 2.25		8.55		4.53	6.58	4.57	4.07	W	1890	42.1	UPHAM... P	60.0	70	3.48	11.48	8.23	10.38	5.10		s 10.25						
s 2.45		9.20		f 5.06	7.12	5.10	4.20	W	1894	46.5	RT... MARTIN... DN	55.6	70	3.36	11.38	8.12	10.28	4.55		s 10.10						
s 3.10		9.50		f 5.18	7.24	5.22	4.32	W	1897	49.7	SI... STAMPEDE... DN	52.4	70	3.24	11.26	8.00	10.16	4.32		s 9.50						
s 3.35		10.02		5.24	7.30	5.26	4.38	W	1901	52.0	BORUP... P	50.1	70	3.15	11.17	7.51	10.07	4.00		s 9.30						
s 3.50		10.20		5.31	7.37	5.35	4.45		1904	54.8	KD... KENNEDY... DN	47.3	70	3.05	11.07	7.41	9.57	3.45		s 9.12						
s 4.05		11.10		s 5.43	s 7.50	5.47	5.00	W C T	1911	59.7	DM... LESTER... DN	42.4	400	s 2.50	s 10.52	s 7.25	s 9.42	3.05		s 10.40						
A 4.40PM	L 7.00AM	11.18		5.48	f 7.55	5.51	5.05		1913	61.7	.....HOT SPRINGS... P	40.4	80	2.39	10.42	f 7.16	9.31	2.27		s 8.55						
s 7.10		11.40		6.00	f 8.06	6.02	5.18		1917	66.9	.....MAYWOOD... P	35.2	80	2.27	f 10.30	6.59	9.20	2.07		s 3.15						
s 7.30		11.59PM		6.10	f 8.16	6.11	5.30	W	1921	70.8	CU... HUMPHREY... N	31.3	80	2.18	10.22	6.49	9.11	1.53		s 2.50						
s 7.50		12.20AM		f 6.20	f 8.24	f 6.19	f 5.40	W	1925	74.3	EG... EAGLE GORGE... D	27.8	60	f 2.09	f 10.14	f 6.40	9.02	1.40		s 2.30						
s 8.05		12.30		6.33	8.29	6.24	5.46		1928	76.5	.....LEMOLO... P	25.6	80	2.03	10.07	6.33	8.57	1.32		s 2.10						
s 8.40		12.45		f 6.43	8.40	6.34	5.57		1932	81.2	JC... PALMER JCT... D	20.9	80	1.53	9.57	6.23	8.46	1.15		s 1.50						
s 9.15		1.05		s 6.46	s 8.42	s 6.37	s 6.02	W Y O	A 1	82.4	GV... KANASKAT... DN	19.7	75	1.50	s 9.55	s 6.20	8.44	1.05		s 1.45						
s 10.10		1.20		6.52	8.58	6.43	6.10	A 4	85.7	.....BYRD... P	16.4	80	1.40	9.40	6.08	8.37	12.40		s 12.55							
s 10.25		1.35		s 6.57	s 9.03	6.48	s 6.16	A 7	87.8	AR... RAVENSDALE... DN	14.3	80	f 1.35	s 9.35	s 6.03	8.32	12.30AM		s 12.45PM							
s 11.40AM		2.05		7.09	f 9.18	7.03	f 6.32	W	A 14	94.6	.....COVINGTON... P	7.5	80	f 1.20	9.18	5.47	f 8.16	11.59PM		s 11.10AM						
s 12.05PM		2.15		7.14	f 9.25	7.10	f 6.40	W 1 1/2 M's W	A 17	97.6	.....WYNACO... P	4.5	80	1.12	9.09	f 5.42	8.09	11.45		s 10.50						
s 12.20		2.35AM		A 7.25PM	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 5.30PM	L 8.00PM	L 11.30PM		L 10.30AM						
A 12.40PM	A 2.35AM			Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily		Daily						
8.40	5.40	8.35		4.05	4.07	3.50	4.10							4.15	4.10	4.30	3.55	10.00		5.40						
6.9	7.5	11.9		25.2	24.7	26.4	24.6							24.0	24.6	22.6	25.6	10.2		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.
- 7-A. Speed of class W, W-1 and W-3 engines will not exceed 35 miles per hour at any point. This restriction does not abrogate other restrictions of lesser speed governing same class power.
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.	Kanaskat—West end of wye.
Cle Elum—East end of east extension.	Byrd—West end of siding.
Easton—East end of siding.	Covington—West end of westward siding.
Lester—West end of roundhouse track.	Soos Spur—Spur track.
Lester—West end of No. 1 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-A. No. 318 will stop on flag to unload express at Garibaldi.
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

Table with columns for Third Class, Second Class, First Class, and Stations. Includes train numbers 935, 927, 923, 675, 441, 443, 442, 444, 676, 936, 924, 928. Also includes 'Time Table No. 41H' and 'October 31, 1915'.

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

Table showing train schedules between Keith and Seattle. Includes station names like KEITH, LAKE, BOTHELL, WOODINVILLE, MALTYBY, BROMART, and HO. G. N. STN. - SNOHOMISH. Lists arrival and departure times and distances.

BETWEEN SNOHOMISH AND LOWELL TRAINS WILL BE GOVERNED BY GREAT NORTHERN RY. TIME TABLE RULES AND REGULATIONS

Table showing train schedules between Snohomish and Lowell. Includes station names like LOWELL, EVERETT, G. N. JUNCTION, C. M. & ST. P. R. R. CROSSING, ROGER, and DELTA WYE. Lists arrival and departure times.

BETWEEN DELTA WYE AND KRUSE TRAINS WILL BE GOVERNED BY GREAT NORTHERN RY. TIME TABLE RULES AND REGULATIONS

Table showing train schedules between Delta Wye and Kruse. Includes station names like KRUSE, M. & A. CROSSING, EDGEComb, ARLINGTON, BRYANT, McMURRAY, MONTBORNE, BIG LAKE, CLEAR LAKE, THORNWOOD, WICKERSHAM, SAXON, ACME, STANDARD, DEMING, NOOKSACK, B. & N. CROSSING, and SUMAS. Lists arrival and departure times and distances.

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

SEE SPECIAL RULES, PAGES 6, 7 AND 8

WESTWARD			THIRD SUBDIVISION (ROSLYN BRANCH)			EASTWARD		
SECOND CLASS			Time Table No. 41H October 31, 1915 Succeeding No. 41G			SECOND CLASS		
477	475	473	STATIONS			474	476	478
Mixed	Mixed	Mixed	Telegraph Offices and Calls			Mixed	Mixed	Mixed
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
L 1.15PM	L 9.20AM	L 7.00AM	CL.....CLE ELUM.....DN	2.0	7.2	A 8.30AM	A 11.00AM	A 5.15PM
s 1.20	s 9.25	s 7.05	.....MINE 5.....	1.5	5.2	s 8.25	s 10.55	s 5.10
s 1.30	s 9.35	s 7.15	RS.....ROSLYN.....D	1.9	3.7	s 8.15	s 10.45	s 5.00
s 1.38	s 9.43	s 7.23	.....RONALD.....	0.7	1.8	s 8.05	s 10.35	s 4.50
A 1.45PM	A 9.50AM	A 7.30AM	.....BEEKMAN.....	1.1	1.1	L 8.00AM	L 10.30AM	L 4.45PM
			.....LAKEDALE.....	0.0	0.0			
.30	.30	.30	Time Over Subdivision			.30	.30	.30
12.2	12.2	12.2	Average Speed Per Hour			12.2	12.2	12.2

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

- BULLETIN AND REGISTERING STATION**—Cle Elum.
- MAXIMUM GRADES**—Cle Elum to Lakedale.
- DERAIL SWITCH**—Cle Elum, upper switch at the head of wye toward Roslyn, will be set for west leg. Roslyn coal train is required to come to a full stop above this switch. The stub switch on the main line, nearly in front of scale house at Roslyn, will be left set to act as derail to prevent cars running down main track toward Cle Elum.
- Extra trains must wait at Roslyn until second class trains clear at Cle Elum.
- No. 475 has right over 476 Cle Elum to Beekman. No. 473 has right over 474 Cle Elum to Beekman.
- No engines of any class must pass under the tippie tracks on the Roslyn Fuel Company's tracks at Beekman.

WESTWARD		FIFTH SUBDIVISION (SNOQUALMIE BRANCH)		EASTWARD	
3d Class	FIRST CLASS	Time Table No. 41H October 31, 1915 Succeeding No. 41G		FIRST CLASS	3d Class
923	445	STATIONS		446	924
Way Freight	Passenger	Telegraph Offices and Calls		Passenger	Way Freight
Mon, Wed. and Fri.	Daily			Daily	Tu., Thu., and Sat.
L 10.30AM	L 5.25PM	CJ.....WOODINVILLE.....DN	39.1	100	A 8.52AM
	f	.....WILLOWS.....	2.8	35.2	f
s 12.01PM	s 5.40	RM.....REDMOND.....D	32.4	43	s 8.32
	f	8.0 PARADISE LOGG. RY. CRSG. Track Connection 0.1	31.1		s 12.30PM
	f	.....CAMPTON.....	31.0	10	
	f	.....INGLEWOOD.....	27.9	Spur 3	
s 1.15	s 6.03	.....MONOHON.....	24.4	33	s 8.10
s 2.30	s 6.13	G.....ISSAQUAH.....D	20.3	100	s 8.00
	f	.....HIGH POINT.....	16.0	22	f
s 3.30	s 6.40	RN.....PRESTON.....D	13.1	18	s 7.41
s 3.55	s 6.50	.....FALL CITY.....	10.1	12	s 7.30
	f	.....SNOQUALMIE FALLS.....	7.1	Spur 4	f
s 4.20	s 7.05	SO.....SNOQUALMIE.....D	6.2	36	s 7.17
A 4.45PM	A 7.15PM	BN.....NORTH BEND.....D	3.2	18	L 7.10AM
		.....SALLAL.....	0.0	Spur 3	L 7.20AM
Mon, Wed. and Fri.	Daily			Daily	Tu., Thu., and Sat.
6.15	1.50	Time Over Subdivision		1.42	5.40
5.6	19.3	Average Speed Per Hour		21.1	6.3

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

- REGISTERING STATIONS**—Woodinville and North Bend.
- MAXIMUM GRADES**—Issaquah to Preston.
- YARD LIMITS**—Indicated by sign at proper location.
- SPEED RESTRICTIONS**—Fifteen miles per hour through cross-overs and entering sidings.
- Twenty miles per hour over truss bridges and high trestles.
- Ten miles per hour crossing Raging River Bridge 39.
- Four miles per hour between Bridge 49 and Snoqualmie Falls.
- Descending trains must not exceed schedule time on Preston and Fall City grades.
- All trains leaving Preston must keep fifteen minutes apart.
- Siding located one-half mile east of Preston telegraph office is time table station for that point.
- Nos. 923 and 924 will carry adult male passengers holding proper transportation between Woodinville and North Bend. Women and children must not be carried on these trains.
- No. 445 has right over No. 446 Woodinville to North Bend.
- West wye switch at North Bend will be lined for wye.

WESTWARD			FOURTH SUBDIVISION (BELT LINE)			EASTWARD		
THIRD CLASS	SECOND CLASS	1st Class	Time Table No. 41H October 31, 1915 Succeeding No. 41G			1st Class	SECOND CLASS	THIRD CLASS
935	675	445	STATIONS			446	676	936
Everett Way Frt.	Freight	Passenger	Telegraph Offices and Calls			Passenger	Freight	Everett Way Frt.
Ex. Sun.	Ex. Sat.	Daily				Daily	Ex. Mon.	Ex. Mon.
L 8.45AM	L 10.00PM	L 4.20PM	BI.....BLACK RIVER.....DN	2.1	24.5	20	See Puget Sound T.T. A 9.57AM	See Puget Sound T.T. A 4.35AM
s 8.55	10.08	s 4.25	RT.....RENTON.....D	2.4	22.4	50		s 3.15
s 9.52			.....C. & P. S. CROSSING.....	0.2				
s 446			.....S. R. & S. CROSSING.....	22.2				
			Track Connection 1.7					
			.....C. & P. S. CROSSING.....	20.5				
			Track Connection 2.2					
s 10.30	10.19	4.34	.....QUENDALL.....	18.3	73	9.41	4.20	s 1.45
s 11.00	10.40	s 4.48	.....WILBURTON.....	12.7	26	s 9.28	4.05	s 1.25
s 11.10	10.45	f 4.53	.....NORTHURP.....	11.1	50	f 9.24	4.00	s 1.15
s 11.30	10.58	f 5.03	.....KIRKLAND.....	7.0	65	s 9.13	3.40	s 1.00
			.....R. R. CROSSING.....	0.7				
			.....BELT LINE JUNCTION.....	0.4				
A 11.59AM	A 11.20PM	A 5.20PM	CJ.....WOODINVILLE.....DN	0.0	100	L 8.53AM	L 3.10AM	L 12.30PM
Ex. Sun.	Ex. Sat.	Daily	Time Over Subdivision			Daily	Ex. Mon.	Ex. Mon.
3.14	1.20	1.00	Average Speed Per Hour			1.04	1.25	2.55
10.6	18.3	24.3				22.5	16.8	8.4

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

- REGISTERING STATIONS**—Woodinville and Black River.
- SPEED RESTRICTIONS**—Fifteen miles per hour through cross-overs and entering sidings.
- Twenty miles per hour Class "W" engines between Black River and Woodinville.
- All trains send man ahead to line derails and flag across C. & P. S. crossing at Renton.
- Engines must not enter Glass Works spur at Renton.
- No. 935 has right over No. 936, Black River to Woodinville.
- No. 675 has right over No. 676, Black River to Woodinville.
- Nos. 445 and 446 will stop on signal at Houghton Crossing.
- Station at Kirkland is located 2250 feet east of siding.
- Siding located 600 feet west of Wilburton station is time table station for that point.
- Nos. 445 and 446 register by ticket at Black River.
- HELPER DISTRICT**—Woodinville to Kirkland, limit 30 cars.
- Normal position Renton leg wye switch Black River, set for Tacoma leg of wye.

WESTWARD			SIXTH SUBDIVISION (LOWELL LINE)			EASTWARD		
Time Table No. 41H October 31, 1915 Succeeding No. 41G			STATIONS			Time Table No. 41H October 31, 1915 Succeeding No. 41G		
Telegraph Offices and Calls			Telegraph Offices and Calls			Telegraph Offices and Calls		
			OM.....SNOHOMISH.....DN	0.7	11.4	150		
			.....VARDEN.....	10.7	Spur 22			
			.....EBEY JCT.....	5.8	50			
			.....C.M. & St.P. Ry. CROSSING.....	0.7				
			W.....LOWELL.....DN	5.1	16			
Time Over Subdivision			Time Over Subdivision			Time Over Subdivision		
Average Speed Per Hour			Average Speed Per Hour			Average Speed Per Hour		

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

- REGISTERING STATIONS**—Snohomish and Everett.
- BULLETIN STATIONS**—Everett and Snohomish.
- YARD LIMITS**—Indicated by sign at proper location.
- SPEED RESTRICTIONS**—Fifteen miles per hour through cross-overs and entering sidings.
- Class W engines 15 miles per hour between Snohomish and Everett.
- Six miles per hour over Snohomish and Ebey Slough drawbridges.
- No steam or electric trains will occupy main track in either direction between Snohomish and Lowell, without first procuring Card Order from operator at Snohomish or Lowell, properly filled out. Cards will not be issued for steam trains to follow electric trains, until electric trains have cleared block. Cards must be surrendered to operator at end of block immediately upon arrival.
- Look out for trolley wires between tell tales at Snohomish and Ebey Slough bridges. Wires will not clear man on top of box car.
- Trestle No. 3 of Everett Pulp & Paper Mill Co. at Lowell is unsafe for engines.

WESTWARD

SEVENTH SUBDIVISION (HARTFORD LINE)

EASTWARD

Table for Seventh Subdivision (Hartford Line) showing train schedules for Third Class (927) and First Class (443) westward, and First Class (444) and Third Class (928) eastward. Includes station names like BROMART, SNOHOMISH, MACHIAS, HARTFORD, GETCHELL, and EDGEComb.

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

- 1. REGISTERING STATION—Snohomish and by ticket at Edgecomb.
2. YARD LIMITS—Indicated by sign at proper location.
3. BULLETIN STATION—Snohomish.
4. BUFFER DISTRICT—Between Snohomish and Edgecomb, limit 30 cars.
5. Nos. 443 and 444 will wait 15 minutes at Snohomish for motor connection from Everett.
6. SPEED RESTRICTIONS—Fifteen miles per hour through crossovers and entering sidings.
7. Class "W" engines twenty miles per hour between Snohomish and Edgecomb.
8. Passing track at Machias is located just west of the station, westward trains taking siding at this point will head in at crossover just west of depot. Eastward trains taking siding will head in at extreme west switch.
9. Trains need not obtain clearance at Snohomish between 12:30 a. m. and 6:30 a. m., and at Edgecomb between 6:00 a. m. and 7:00 p. m., unless stop signal is displayed.

WESTWARD

EIGHTH SUBDIVISION (DARRINGTON BRANCH)

EASTWARD

Table for Eighth Subdivision (Darrington Branch) showing train schedules for Second Class (469) westward and Second Class (470) eastward. Includes station names like ARLINGTON, ARLINGTON JUNCTION, COOPER, CICERO, OSO, HALTERMAN, ROWAN, HAZEL, FORTSON, SHEOMET, GEBBOTT, and DARRINGTON.

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.
6. Track beyond 400 feet from frog on U. S. spur at Darrington is unsafe for engines.

WESTWARD

NINTH SUBDIVISION (BELLINGHAM BRANCH)

EASTWARD

Table for Ninth Subdivision (Bellingham Branch) showing train schedules for Second Class (419) and First Class (443) westward, and First Class (444) and Second Class (420) eastward. Includes station names like WICKERSHAM, MIRROR LAKE, PARK, BLUE CANYON, TOWANDA, AGATE BAY, SILVER BEACH, LARSON, BELLINGHAM, G. N. CROSSING, and SO. BELLINGHAM.

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

- 7. REGISTERING STATIONS.—Wickersham and Bellingham.
8. BULLETIN STATION.—Bellingham.
9. YARD LIMIT.—Indicated by sign at proper location.
10. MAXIMUM GRADES.—Larson to Bellingham and Mirror Lake to Wickersham.
11. No. 419 has right over No. 420, 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. DEBALL SWITCH.—Mirror Lake, Liberty Lumber Co.'s spur.
22. Spur at Liberty Mill at Mirror Lake not safe for engines.

SEE SPECIAL RULES PAGES 6, 7 AND 8.

**COMMERCIAL SPURS.  
FIRST SUBDIVISION.  
Distance from Ellensburg.**

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Haybow .....	2.5	1 W	11	Garibaldi .....	73.3	1 E	8
Swauk .....	13.5	1 E	18	Sandberg .....	74.9	1 W	20
Younger .....	22.4	1 E	10	Headworks .....	79.2	1 W	7
Hubner .....	41.0	1 E	....	Henry's .....	89.6	1 E	....
Nagrom, F 1, 3, 4 & 42 .....	65.2	1 W	20	Soos .....	95.6	1 E	7

**SECOND SUBDIVISION.  
Distance from King Street Station.**

Pontiac, F 443 & 444 .....	12.8	1 E	4	Ehrlich, F 443 & 444 .....	73.5	....	....
Lavilla, F 443 & 444 .....	14.7	1 E	....	Chilco .....	77.6	1 W	7
Belden .....	14.9	1 E	8	Nookechamp, F 443 & 444 .....	79.5	1 E	5
Briarcrest, F 443 & 444 .....	17.7	....	....	Tiloh .....	79.9	1 E	12
Lake Forest Park, F 443 & 444 .....	18.6	1 W	8	Forrest Home, F 444 .....	81.0	....	....
Kenmore, F 443 & 444 .....	19.8	1 E	7	Heather .....	82.1	1 E	5
Wrenwood .....	20.8	1 W	....	Skagit Junction .....	84.7	1 E	7
Wayne, F 443 & 444 .....	21.8	....	....	Nestos .....	92.0	1 W	40
Hannan .....	22.2	1 E	14	Hoogdale, F 443 & 444 .....	92.4	....	....
Stockton .....	23.8	1 E	8	Loggie, F 443 & 444 .....	92.7	Siding	20
Sand Spur .....	26.0	1 E	12	Prairie, S 443 & 444 .....	95.0	Siding	10
Bear Creek .....	26.4	1 E	17	Morgood .....	100.3	1 E	....
Grace, F 443 & 444 .....	26.6	....	....	Doran, F 441 & 442 .....	100.6	1 W	4
Cathcart, F 442, 443 & 444 .....	33.7	1 W	12	Comar .....	104.6	1 E	....
Cobbner .....	36.1	1 W	....	McDonald's, F 441 & 442 .....	106.5	1 W	4
Ivanwood .....	57.2	1 E	32	Coyne .....	108.4	1 E	7
M. & A. Tfr .....	58.9	1 W	....	Van Zandt's, F 441 & 442 .....	108.6	1 W	8
Milldale .....	65.6	1 E	6	Case's Spur, F 441 & 442 .....	109.8	1 E	5
Pilehuck, S 441, 442, 443 & 444 .....	66.1	1 E	20	Eliton .....	113.5	1 E	13
Day's F 443 & 444 .....	68.4	Siding	20	Lawrence, F 441 & 442 .....	115.5	1 E	6
Holo .....	71.7	Siding	10	McKee's .....	118.5	1 W	14
				Crescent .....	122.8	1 W	5

**FOURTH SUBDIVISION.  
Distance from Black River.**

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Firloch, F 445 & 446 .....	19.8	1 E	3	Hazelwood, F 445 & 446 .....	7.4	....	....
Feriton .....	16.6	1 E	2	Kennydale, F 445 & 446 .....	5.4	....	....
Kincaid .....	16.3	1 E	5	May Creek, F 445 & 446 .....	6.7	1 E	4
Midlakes, F 445 & 446 .....	12.7	1 W	5	Sanford, F 445 & 446 .....	4.1	1 E	2
Factoria, F 445 & 446 .....	10.0	....	....				
Factoria .....	9.5	1 E	6				

**FIFTH SUBDIVISION.  
Distance from Woodinville.**

Hargon .....	1.7	1 W	7	Craven .....	29.4	Siding	14
Hollywood, F 445 & 446 .....	1.9	1 W	19	Hypon, F 445 & 446 .....	30.1	1 E	15
Samamish, F 445 & 446 .....	9.8	1 E	6	Lovo .....	30.8	1 E	21
Pickering, F 445 & 446 .....	17.3	1 E	3	Niblock .....	32.5	1 W	100
Grand Ridge, F 446 .....	22.0	1 W	15	Quariton .....	34.6	1 E	....
Lovegreen .....	27.8	1 E	5	Tanners .....	38.1	1 E	15
				Weeks .....	38.3	1 E	100

**SIXTH SUBDIVISION.  
Distance from Snohomish.**

Sherwood .....	4.2	1 E	4				
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**SEVENTH SUBDIVISION.  
Distance from Bromart.**

Bartlett .....	7.1	1 E	4	Ryton .....	14.5	1 E	3
Lake Cassidy .....	12.6	1 E	3	Harvey .....	17.7	1 E	4
Kelmire .....	13.4	1 W	6	Sisco, F 441 & 442 .....	18.3	1 E	15

**EIGHTH SUBDIVISION.  
Distance from Arlington.**

Gravel Pit .....	1.6	1 E	4	Jenfred .....	15.0	1 W	20
Cavano, S 469 & 470 .....	10.2	Sid'g No. 1 Sid'g No. 2 Sid'g No. 3	31 29 29	Lampson .....	21.4	1 E	5
				Giles .....	29.2	1 W	12

**NINTH SUBDIVISION.  
Distance from Wickersham.**

Gale .....	2.6	1 E	5	Mogul Log Co. ....	14.6	1 E	24
Sloman .....	2.7	1 W	29	Matson .....	14.7	1 W	7

**MAXIMUM CLEARANCES**

		LIMIT OF LOAD—MEASUREMENT																		Max. Height	Max. Width
		HEIGHT ABOVE TOP OF RAIL																			
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide			
1st Subdivision .....	Main Line (Ellensburg-East Auburn) .....	17' 2"	17' 1"	16' 11"	16' 9"	16' 8"	16' 7"	16' 6"	16' 5"	16' 5"	16' 3"	16' 2"	16' 1"	16' 0"	15' 10"	15' 7"	15' 2"	14' 11"	17' 2"	11' 6"	
2nd Subdivision .....	Main Line (Keith to Sumas) .....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 3"	20' 0"	19' 8"	19' 7"	19' 4"	19' 0"	18' 8"	20' 6"	11' 6"	
3rd Subdivision .....	Roslyn Branch .....	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 2"	21' 6"	11' 6"
4th Subdivision .....	Belt Line (Black River-Woodinville) .....	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 7"	21' 4"	21' 2"	21' 0"	20' 10"	20' 9"	20' 7"	20' 7"	20' 5"	20' 4"	20' 2"	21' 8"	11' 6"	
5th Subdivision .....	Snoqualmie Branch .....	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	19' 5"	11' 6"
6th Subdivision .....	Everett Branch .....	22' 0"	22' 0"	22' 0"	22' 0"	21' 10"	21' 6"	21' 2"	21' 0"	20' 10"	20' 8"	20' 6"	20' 4"	20' 2"	20' 2"	20' 0"	19' 10"	19' 8"	22' 10"	11' 6"	
7th Subdivision .....	Hartford Line (Bromart-Edgecomb) .....	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 4"	21' 2"	21' 1"	20' 11"	20' 9"	20' 8"	20' 8"	20' 6"	20' 4"	20' 3"	21' 6"	11' 6"	
8th Subdivision .....	Darrington Branch .....	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	11' 6"
9th Subdivision .....	Bellingham Branch .....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	16' 7"	16' 1"	15' 9"	15' 3"	14' 11"	14' 10"	14' 5"	14' 0"	13' 8"	20' 6"	11' 6"	

**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	Tons	Cars										
<b>Second Subdivision—Eastward.</b>														<b>Second Subdivision—Westward.</b>																											
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 Edgecomb.....	950	30	1200	39	1175	38	1700	50	1700	50	2200	60	2200	60	Woodinville to Maltby.....	320	11	425	15	400	14	600	19	600	19	850	28	875	29												
Edgecomb to Bromart.....	1500	35	2250	60	2000	60	2500	60	2500	60	3500	65	3500	65	Maltby to Arlington.....	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80												
Bromart and Snohomish to Maltby.....	340	11	450	15	425	14	625	21	625	21	900	30	900	30	Arlington to McMurray.....	700	23	815	28	790	26	950	32	950	32	1300	42	1300	42												
Maltby to Woodinville.....	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80	McMurray to Sedro-Woolley.....	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	Sedro-Woolley to Thornwood.....	650	20	765	22	740	21	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	Thornwood to Sumas.....	1200	40	1500	50	1500	50	1800	50	1800	50	2050	60	2100	60												
Keith to Seattle.....	1500	35	2250	60	2000	60	2500	60	2500	60	3500	65	3500	65	<b>Fourth Subdivision—Westward.</b> Black River to Woodinville.....																										
<b>Fourth Subdivision—Eastward.</b> Woodinville to Kirkland.....														800	27	975	32	960	32	1150	34	1150	38	1700	45	1700	47														
Kirkland to Black River.....														2000	40	2500	50	2500	50	2750	55	3000	60	4000	80	4000	80	<b>Fifth Subdivision—Westward.</b> Woodinville to Issaquah.....													
<b>Fifth Subdivision—Eastward.</b> North Bend to Falls City.....														775	26	1250	41	1200	40	1650	55																				
Falls City to Preston.....														260	9	415	14	400	13	550	18																				
Preston to Woodinville.....														2000	40	2500	50	2500	50	3000	60																				
<b>Sixth Subdivision—Eastward.</b> Lowell to Snohomish.....														800	27	1000	33	980	33	1400	46	1400	46	1800	60	1800	60	<b>Sixth Subdivision—Westward.</b> Snohomish to Lowell.....													
<b>Seventh Subdivision—Eastward</b> Edgecomb to Getchell.....														425	14	550	20	525	18	700	23	700	23	1000	32	1000	32	<b>Seventh Subdivision—Westward</b> Snohomish to Machias.....													
Getchell to Snohomish.....														2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80	Machias to Getchell.....													
<b>Eighth Subdivision—Eastward and Westward.</b> Arlington and Darrington.....														2000	40	2500	50	2500	50	3000	60																				
<b>Ninth Subdivision—Eastward.</b> Bellingham to Larson.....														300	11	425	14	375	13	525	19																				
Larson to Wickersham.....														1040	35	1300	43	1250	42	1800	60																				
														<b>Ninth Subdivision—Westward.</b> Wickersham to Mirror Lake.....																											
														Mirror Lake to Agate Bay.....																											
														Agate Bay to Silver Beach.....																											
														Silver Beach to Bellingham.....																											



**SPECIAL RULES—FIRST, SECOND, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH AND NINTH SUBDIVISIONS.**

**SPECIAL RULES GOVERNING OPERATION SECOND SUBDIVISION**

1. **Registering Stations**—Woodinville, Sedro-Woolley, Wickersham and Sumas. All trains register by ticket at Edgecomb.
2. **Yard Limits**—Indicated by sign at proper location.
3. **Maximum Grades**—Bromart to Woodinville.
4. **Bulletin Stations**—Arlington, Sedro-Woolley and Sumas.
5. **Standard Clocks**—Sedro-Woolley and Everett.
6. **Helper District**—Between Edgecomb and Arlington, limit 30 cars.
7. **Helper District**—Between Bromart and Woodinville.
8. No. 443 will wait at Woodinville 15 minutes for No. 445's connection.
9. **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 2500 feet west of depot) at Arlington. Twelve miles per hour between west switch Roger and Delta wye. Thirty-five miles per hour at any point of W, W-1 and W-3 engines, this restriction does not abrogate other restrictions of lesser speed.
10. Trains need not obtain clearance at Wickersham from 12:01 a. m. to 6:30 a. m., nor at Edgecomb from 6:00 a. m. to 7:00 p. m., unless stop signal is displayed.
11. Engines must not go in beyond 50 feet from frog on Weyerhaeuser spur, Everett, account 16-degree curve.
12. Trestle No. 3 of Everett Pulp and Paper Mill Company at Lowell is unsafe for engines.
13. No train or engine will occupy main track in either direction between Lowell and Everett or between Everett and G. N. Junction regardless whether such train or engine holds rights conferred either by time table or train orders without first procuring card order from Operator Lowell, Everett, G. N. Junction or Delta wye, properly filled out. Cards must be surrendered to Operator at end of block immediately upon arrival. N. P. eastward trains secure card order at Delta wye, authorizing movement G. N. Junction to Everett; N. P. westward trains will turn in card received at Everett, authorizing movement to G. N. Junction at Delta wye.
14. **Whistle Signals for Delta Wye Interlocker**—N. P. westward trains: one long, one short, one long. N. P. eastward trains: two long, one short, one long.
15. **Normal Position of Main Track Switches**—Bromart and Edgecomb will be for Second Subdivision Main track. Normal position of west siding switch at Kruse and east siding switch at G. N. station Snohomish will be for main track, N. P. trains entering or leaving G. N. main track at these points will go through crossover instead of siding unless otherwise instructed. Normal position of junction switch at G. N. Junction will be for N. P. main track. Normal position of main track switch, west of Lowell, will be for G. N. main track.
- No. 15a. When No. 441 receives an order giving them right over No. 444 to Bromart, and latter train is not at Junction at time of former train's arrival, No. 441 will leave register ticket in box located close to switch.

**RAILROAD CROSSING AT GRADE.**

16. C. & P. S. crossing at Renton. C. & P. S. crossing two miles west of Renton. Campbell Lumber Co. crossing at Camp-ton. Two C. M. & St. P. R. R. crossing between G. N. Junction and Roger. M. & A. crossing, 1.3 miles west of Kruse. 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 Junction. G. N. crossing 5,000 feet west of Lowell on new Everett freight house track.
17. 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.
18. 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.
19. Crossing Gate situated where Puget Sound & Baker River Railway Company track crosses N. P. old line just west of Sedro-Woolley. Normal position blocks N. P. track; same procedure as at South Bellingham.

**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).  
R. T. BURKE, North Bend.  
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

21. **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.

22. **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.  
Pilchuck—East end siding.  
Holo—Spur track.  
Montborne—East end siding.  
Chilco—Spur track.  
Clear Lake—West end siding.  
Sedro-Woolley—G. N. transfer track.  
Loggie—Spur track.  
Thornwood—West end siding.  
Prairie—Connection to old line.  
Wickersham—Christie's spur.

23. 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.

Crescent spur not safe for engines back of frog.

East and west connections with Comar log spur are not safe for N. P. engines at points 50 feet from main track.

Do not exceed speed of 4 miles per hour on Nestos spur account 18-degree curve and rails not braced.

24. 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 Eighth Subdivision.

25. No engine heavier than Class F-1 can be run on Fifth, Eighth and Ninth Subdivisions. No engine heavier than Class W can be run over Second, Fourth, Sixth and Seventh Subdivisions.

26. 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.**

27. 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.

J. E. CAMPBELL,  
Trainmaster, Seattle.

O. F. OHLSON,  
Trainmaster, Seattle.

J. F. FITZSIMMONS,  
Trainmaster, Seattle.

P. R. LEO,  
Chief Dispatcher, Seattle.

