

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 41K TABLE

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

SUNDAY, OCTOBER 29, 1916

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				Time Table No. 41K October 29, 1916 Succeeding No. 41J				FIRST CLASS				SECOND CLASS		THIRD CLASS									
939	937	603			317	41	3	1	Water, Fuel, Sealer, Turn Tables and Wyes	Station Numbers	Distance from Ellensburg	STATIONS		Distance from East Auburn	Car Capacity of Sidings	2	4	42	318			602	938	940				
Way Freight	Way Freight	Freight		Passenger	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			Daily	Telegraph Offices and Calls	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Mo., We., and Fri.	Tu., Thu., and Sat.
L 8.00AM		L 6.00PM			L 3.30AM	L 2.45AM	L 5.30AM 318	L 3.20PM	WCOT	1848	0.0	EB.....ELLENSBURG.....DN 3.6	102.1			A 11.55PM s	A 1.10PM s	A 8.45PM s	A 5.15AM s			A 9.30AM s		A 4.10PM s				
s 8.45 602		6.08			3.36	2.51	5.37	3.27		1851	3.6	.....SHOSKIN.....P 4.0	98.5	80		11.46	1.01	8.35	5.05			3.45 939		s 3.50			
s 9.10		6.20			f 3.44	2.58	s 5.45	f 3.35 940		1855	7.6	TP.....THORP.....D 2.8	94.5	E 80 W 80		11.40	f 12.55	s 8.29	4.57			8.30		s 3.35 1				
s 9.22		6.28			3.49	3.03	5.51	3.41	W	1858	10.4	.....DUDLEY.....P 4.2	91.7	E 80 W 80		11.36	12.49	8.21	4.49			8.15		s 3.00			
s 9.40		6.38			3.57	3.11	5.59	3.49		1862	14.6	.....KOUNTZE.....P 2.6	87.5	80		11.29	12.42	8.13	4.44			7.28		s 2.43			
s 9.55		6.46			4.02	3.16	6.04	f 3.55	W 1 1/2 m w	1865	17.2	BR.....BRISTOL.....DN 3.8	84.9	E 80 W 80		11.24	f 12.37	8.08	4.38			7.45		s 2.30				
s 10.15		6.56			4.08	3.22	6.10	4.02		1869	21.0	.....TEANAWAY.....P 3.8	81.1	E 80 W 80		11.16	12.29	7.59	4.30			7.30		s 2.15			
s 10.30AM 12.23PM 4		7.15			s 4.20 318	s 3.30	s 6.20	s 4.12	W C Y	1873	24.8	CL.....CLE ELUM.....DN 4.2	77.3	500		f 11.10	s 12.23 939	s 7.53	s 4.20 317			7.15		s 2.00				
s 12.45		7.42 42			4.27	3.37	6.28 602	4.20		1877	29.0	.....BAKER.....P 2.7	73.1	80		11.00	12.12	7.42 603	4.09			6.28 3		s 12.45			
s 1.05		7.55			4.33	3.43	6.34	f 4.27		1880	31.7	.....NELSON.....P 2.7	70.4	E 80 W 80		10.56	f 12.07	7.37	4.05			6.10		s 12.35			
s 1.20		8.07			4.38	3.48	6.39	4.32		1883	34.4	.....TALMAGE.....P 3.7	67.7	80		10.52	12.02PM	7.32	4.01			6.02		s 12.20			
s 2.25		8.40			s 4.46	s 3.56 318	s 6.47	s 4.42	W C T Y	1886	38.1	DOUBLE TRACK ES.....EASTON.....DN 4.0	64.0	180		s 10.47	s 11.57AM 940	s 7.26	3.56 41			5.50		12.05PM 10.40AM 4				
s 2.45		9.05			4.57	4.07	6.58	4.53	W	1890	42.1	.....UPHAM.....P 4.4	60.0	W 70		10.38	11.48	7.16	3.48			5.10		s 10.25			
s 3.10		9.30			f 5.10 602	4.20	7.12	f 5.06	W	1894	46.5	RT.....MARTIN.....DN 3.2	55.6	E 70 W 90		10.28	11.38	7.06	f 3.36			4.55 317		s 10.10				
s 3.35		10.00 2			f 5.22	4.32 602	7.24	f 5.18	W	1897	49.7	DOUBLE TRACK SI.....STAMPEDE.....DN 2.3	52.4	E 70 W 70		10.16 603	11.26	6.54	f 3.24			4.32 41		s 9.50				
s 3.50		10.12			5.26	4.38	7.30	5.24	W	1901	52.0	.....BORUP.....P 2.8	50.1	E 70		10.07	11.17	6.45	3.15			4.00		s 9.30			
s 4.05		10.25			5.35	4.45	7.37	5.31		1904	54.8	DOUBLE TRACK KD.....KENNEDY.....DN 4.9	47.3	E 70		9.57	11.07	6.35	3.05			3.45		s 9.12				
A 4.40PM	L 7.00AM	11.10			5.47	5.00	s 7.50	s 5.43	W C T	1911	59.7	DM.....LESTER.....DN 2.0	42.4	400		s 9.42	s 10.52	s 6.20	s 2.50 602			3.05 2.35	A 4.10PM	L 8.30AM				
	s 7.10	11.18			5.51	5.05	f 7.55	5.47		1913	61.7	.....HOT SPRINGS.....P 5.2	40.4	F 80 P 22		9.31	10.42	f 6.09	2.39			2.27	s 3.55				
	s 7.30	11.40			6.02	5.18	f 8.06	5.58 42		1917	66.9	.....MAYWOOD.....P 3.9	35.2	E 80 W 80		9.20	10.30	f 5.58 1	2.27			2.07	s 3.15				
	s 7.50	11.59PM			6.11	5.30	f 8.16	6.10	W	1921	70.8	CU.....HUMPHREY.....N 3.5	31.3	E 80 W 80		9.11	10.22	5.47	2.18			1.53	s 2.50					
	s 8.05 8.40 s	12.20AM			f 6.19	f 5.40	f 8.24 937	f 6.20	W	1925	74.3	EG.....EAGLE GORGE.....D 2.2	27.8	E 60 W 80		9.02	f 10.14	f 5.38	f 2.09			1.40	s 2.30					
	s 8.55	12.30			6.24	5.46	8.29	6.25		1928	76.5	.....LEMOLO.....P 4.7	25.6	80		8.57	10.07	5.31	2.03			1.32	s 2.10				
	s 9.10	12.45			6.34	5.57	8.40	f 6.35		1932	81.2	JC.....PALMER JCT.....D 1.2	20.9	80		8.46	9.57	5.21	1.53			1.15	s 1.50					
	s 9.15 10.10 4	1.05 602			s 6.37	s 6.02	s 8.42 8.52	s 6.40	W Y O	A 1	82.4	GV.....KANASKAT.....DN 3.3	19.7	E 75 W 80		8.44	s 9.55 937	s 5.18	1.50			1.05 603	s 1.45					
	s 10.25	1.20			6.43	6.12	8.58	6.46		A 4	85.7	.....BYRD.....P 2.1	16.4	80		8.37	9.40	5.08	1.40			12.40	s 12.55				
	s 11.40AM	1.35 318			6.48	s 6.18	s 9.03	s 6.51		A 7	87.8	AR.....RAVENSDALE.....DN 6.8	14.3	E 80 W 80 Ext 120		8.32	s 9.35	s 5.03	f 1.35 603			12.30AM	s 12.45PM					
	s 12.05PM	2.05			7.03	f 6.35	f 9.18 4	7.06	W	A 14	94.6	.....COVINGTON.....P 3.0	7.5	E 80 W 80		f 8.16	9.18 3	4.47	f 1.22			11.59PM	s 11.10AM				
	s 12.20	2.15			7.10	f 6.42	f 9.25	7.13	W 1 1/2 M's W	A 17	97.6	.....WYNACO.....P 4.5	4.5	80		8.09	9.09	f 4.42	1.15			11.45	s 10.50				
	A 12.35PM	A 2.30AM			A 7.20AM s	A 6.50AM s	A 9.32AM s	A 7.20PM s	Y W O 3 m w	A 22	102.1	GR.....EAST AUBURN... DN	0 0			L 8.00PM 1	L 9.00AM	L 4.30PM	L 1.05AM			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.				
8.33	4.05	8.30			3.50	4.05	4.02	4.00								3.55	4.10	4.15	4.10			9.30	5.40	6.15				
6.9	10.7	12.1			26.4	24.8	24.9	25.6								25.6	24.6	24.0	24.8			10.8	7.5	9.7				
																Time Over Subdivision												
																Average Speed Per Hour												

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
SEE SPECIAL RULES, PAGES 5, 6, 7, 8, 9 and 10.

WESTWARD			THIRD SUBDIVISION (ROSLYN BRANCH)						EASTWARD		
SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Cle Elum	Time Table No. 41K October 29, 1916 Succeeding No. 41J			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	WCY	1873	0.0	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			2.0	.....MINE 5.....	1.5	5.2	s 8.25	s 10.55	s 5.10
s 1.30	s 9.35	s 7.15	O	CA 4	3.5	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		CA 6	5.4	.....RONALD.....	0.7	1.8	s 8.05	s 10.35	s 4.50
A 1.45PM	A 9.50AM	A 7.30AM			6.1	.....BEEKMAN.....	1.1	1.1	L 8.00AM	L 10.30AM	L 4.45PM
					7.2	.....LAKEDALE.....		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

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.

WESTWARD			FIFTH SUBDIVISION (SNOQUALMIE BRANCH)						EASTWARD		
3d Class			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Woodinville	Time Table No. 41K October 29, 1916 Succeeding No. 41J			FIRST CLASS		
923		445				STATIONS			446		924
Way Freight		Passenger				Telegraph Offices and Calls			Passenger		Way Freight
Ex. Sun.		Daily				Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily		Ex. Mon.
L 10.30AM		L 5.25PM	CT W	CF 55	0.0	CJ.....WOODINVILLE.....DN	3.9	39.1	A 8.52AM		A 1.00PM
		f		BC 4	3.9	.....WILLOWS.....	2.8	35.2	f		s
s 11.45AM		s 5.40		BC 7	6.7	RM.....REDMOND.....D	1.3	32.4	s 8.32		s 11.45AM
924						8.0	PARADISE LOGG. RY. CRSG.	31.1			923
		f		BC 8½	8.1	.....CAMPTON.....	3.1	31.0	f		
		f		BC 12	11.2	.....INGLEWOOD.....	3.5	27.9	f		
s 1.15PM		s 6.03		BC 15	14.7	.....MONOHON.....	4.1	24.4	s 8.10		s 11.15
s 2.30		s 6.13	W ½MW	BC 19	18.8	G.....ISSAQUAH.....D	4.3	20.3	s 8.00		s 10.45
		f		BC 23	23.1	.....HIGH POINT.....	2.9	16.0	f		
s 3.30		s 6.40		BC 26	26.0	RN.....PRESTON.....D	3.0	13.1	s 7.41		s 8.40
s 3.55		s 6.50	W	BC 29	29.0	.....FALL CITY.....	3.0	10.1	s 7.30		s 8.10
		f		BC 32	32.0	.....SNOQUALMIE FALLS....	0.9	7.1	f		
s 4.20		s 7.05		BC 33	32.9	SO.....SNOQUALMIE.....D	3.0	6.2	s 7.17		s 7.35
A 4.45PM		A 7.15PM	Y C	BC 36	35.9	BN.....NORTH BEND.....D	3.2	3.2	L 7.10AM		L 7.20AM
				BC 39	39.1	.....SALLAL.....		0.0	924		446
Ex. Sun.		Daily				Time Over Subdivision			Daily		Ex. Mon.
6.15		1.50				Average Speed Per Hour			1.42		5.40
5.6		19.3							21.1		6.3

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

No. 445 has right over No. 446 Woodinville to North Bend.

WESTWARD			FOURTH SUBDIVISION (BELT LINE)						EASTWARD		
THIRD CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Black River	Time Table No. 41K October 29, 1916 Succeeding No. 41J			1st Class		
935		675				STATIONS			446	676	936
Everett Way Frt.		Freight				Telegraph Offices and Calls			Passenger	Freight	Everett Way Frt.
Ex. Sun.		Ex. Sat.				Ex. Sun.	Ex. Sat.	Daily	Daily	Ex. Mon.	Ex. Mon.
L 8.45AM		L 8.15PM	Y	CF 21	0.0	BI.....BLACK RIVER.....DN	2.1	24.6	See Puget Sound T.T. A 9.57AM	See Puget Sound T.T. A 4.35AM	See Puget Sound T.T. A 3.25PM
s 8.55		8.21	W	BA 22	2.1	RT.....RENTON.....D	0.2	22.4	s 9.52	4.30	s 3.15
9.52						.....P. C. R. R. CROSSING.....			935		
446						2.3	.....S. R. & S. CROSSING.....	22.2			
						4.0	.....P. C. R. R. CROSSING....	20.5			
						6.2	.....QUENDALL.....	18.3	73	9.41	4.20
s 10.30		8.34		BA 19	6.2	.....WILBURTON.....D	1.6	12.7	s 9.28	4.05	s 1.25
s 11.00		8.55		BA 12	11.8	.....NORTHURP.....	4.1	11.1	f 9.24	4.00	s 1.15
s 11.10		9.00	f	BA 10	13.4	.....KIRKLAND.....P	6.3	7.0	s 9.13	3.40	s 1.00
s 11.30		9.13	f	W ½MB	17.5	.....R. R. CROSSING.....	0.3	0.7			
						24.1	.....BELT LINE JUNCTION....	0.4			
A 11.59AM		A 9.35PM	CT W	CF 55	24.5	CJ.....WOODINVILLE.....DN	0.0	100	L 8.53AM	L 3.10AM	L 12.30PM
935		As 5.20PM							Daily	Ex. Mon.	Ex. Mon.
Ex. Sun.		Ex. Sat.							1.04	1.25	2.55
3.14		1.20									
10.6		18.3							22.5	16.8	8.4

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

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.
Nos. 445 and 446 register by ticket at Black River.

WESTWARD					SIXTH SUBDIVISION (LOWELL LINE)							EASTWARD				
					Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Snohomish	Time Table No. 41K October 29, 1916 Succeeding No. 41J			Distance from Smelter	Car Capacity of Sidings				
								STATIONS								
								Telegraph Offices and Calls								
					WYOC	CF 69	0.0	OM.....SNOHOMISH.....DN	0.7	11.4	150					
						BB 1	0.7	.....VARDEN.....	4.9	10.7	Spur 22				
						BB 5	5.6	.....EBEY JCT.....		5.8	50				
								..C.M. & St.P.Ry. CROSSING...	0.7							
						BB 6	6.3	W.....LOWELL.....DN		5.1	16					
			</													

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

WESTWARD

SEVENTH SUBDIVISION
(HARTFORD LINE)

EASTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Bromart	Time Table No. 41K			Distance from Edgcomb	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS					
927	Way Freight	443	Passenger				October 29, 1916 Succeeding No. 41J					STATIONS	444	Passenger	928	Way Freight			
							Mo., We., Fri.	Daily	L 9.53AM								Telegraph Offices and Calls	Daily See page 2	Tu., Thu., and Sat.
s 9.25	s 10.10	W	CF 74	6.3	MA.....MACHIAS.....D	13.7	56	s 4.13	s 2.25										
s 9.55	s 10.20	CF 77	9.4	HD.....HARTFORD.....D	10.6	102	s 4.05	s 2.00											
s 10.15	f 10.32	CF 82	13.9	.....GETCHELL.....	6.1	60	s 3.55	s 12.55										
A 10.35AM	442 A 10.44AM	W	CF 88	20.0	CO.....EDGECOMB.....N	0.0	53	L 3.37PM	L 12.35PM										
Mo., We., Fri.	Daily							Daily	Tu., Thu., and Sat.										
1.35	.51				Time Over Subdivision		.48		2.10										
12.2	24.3				Average Speed Per Hour		26.3		9.0										

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

Nos. 441 and 442 will wait 15 minutes at Snohomish for motor connection from Everett.

WESTWARD

EIGHTH SUBDIVISION
(DARRINGTON BRANCH)

EASTWARD

SECOND CLASS										SECOND CLASS									
		469	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Darrington	Time Table No. 41K October 29, 1916 Succeeding No. 41J				Distance from Darrington	Car Capacity of Sidings			470					
		Mixed				STATIONS								Mixed					
		Ex. Sun.				Telegraph Offices and Calls								Ex. Sun.					
		L12.50PM				C Y	CF 91	0.0ARLINGTON.....DN 1.2 P				28.9	132	A10.15AM				
		12.55			1.2	...ARLINGTON JUNCTION... 4.5				27.7		10.05							
		s 1.20	W	B K 4	5.7	.....COOPER..... 2.9				23.2	Spur 6	s 9.41						
		s 1.40		B K 7	8.6	.....CICERO..... 3.7				20.3	Spur 2	s 9.29						
		s 1.55		B K 11	12.3	.....OSO.....D 2.0 P				16.6	35	s 9.15						
		s 2.10		B K 13	14.3	.....HALTERMAN..... 1.7				14.6	20	s 9.05						
		s 2.22		B K 15	16.0	.....ROWAN..... 2.1				12.9		s 8.57						
		s 2.38	W	B K 17	18.1	.....HAZEL..... 3.7				10.8	65	s 8.47						
		s 3.10		B K 21	21.8	.....FORTSON..... 1.1				7.1	Spur 12	s 8.31						
		s 3.20		B K 22	22.9	.....SHEOMET..... 3.0				6.0	Spur 3	s 8.24						
		s 3.35		B K 24	25.9	.....GEBBOTT..... 3.0				3.0	Spur 8	s 8.12						
		A 3.50PM	C Y	B K 28	28.9	.....DARRINGTON.....D P				0.0	24	L 8.00AM						
		3.00				Time Over Subdivision						2.15							
		9.6				Average Speed Per Hour						12.8							

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

WESTWARD

NINTH SUBDIVISION
(BELLINGHAM BRANCH)

EASTWARD

SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wickersham	Time Table No. 41K October 29, 1916 Succeeding No. 41J			Distance from So. Bellingham	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS	
419		443					STATIONS					444		420	
Mixed		Passenger					Telegraph Offices and Calls					Passenger		Mixed	
Ex. Sun.		Daily										Daily		Ex. Sun.	
L 8.00AM		L12.25PM	Y W	CF 128	0.0	WK.....WICKERSHAM.....DN	22.5	75	See page 2 As 2.05PM		A 5.25PM				
s 8.10		f12.30		B M 1	1.3	.....MIRROR LAKE.....	21.2	15	f 1.57		s 5.15			
s 8.25		f12.36		B M 4	3.8	.....PARK.....	18.7	15	f 1.47		s 5.05			
s 8.35		f12.40	W 2 ¹ / ₂ M W	B M 5	4.8	.....BLUE CANYON.....	17.7	20	f 1.43		s 5.00			
f		f		B M 9	9.0	.....TOWANDA.....	13.5	No Sdg.	f		f			
s 9.00		f 1.00		B M 11	11.4	.....AGATE BAY.....	11.1	35	f 1.28		s 4.40			
s 9.15		f 1.10		B M 15	15.1	.....SILVER BEACH.....	7.4	No Sdg.	s 1.19		s 4.25			
s 9.20		1.15 444		B M 16	16.1	.....LARSON.....	6.4	30	1.15 443		s 4.20			
A10.00AM		A 1.30PM	WYCO	B M 20	20.5	WD.....BELLINGHAM.....D	2.0	50	L 1.00PM		L 4.00PM				
					21.9	.....G. N. CROSSING..... Tk Connection 0.6	0.6							
				B M 23	22.5	FN...SO. BELLINGHAM....D	0.0	50							
Ex. Sun.		Daily							Daily		Ex. Sun.				
2.00		1.05				Time Over Subdivision			1.05		1.25				
10.3		18.9				Average Speed Per Hour			18.9		14.4				

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

No. 419 has right over No. 420, Wickersham to Bellingham.

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
Casway, F 42	19.1	1 E	88	Headworks	79.2	1 W	7
Younger	22.4	1 E	10	Henrys	89.6	1 E	....
Hubner	41.0	1 E	....	Soos	95.6	1 E	7
Sauriol (on eastward main track)	56.2	1 E	4				
Nagrom, F 1, 3, 4 & 42	65.2	1 W	20				

SECOND SUBDIVISION.
Distance from King Street Station.

Pontiac, F 443 & 444	12.8	1 E	4	Ehrlich, F 443 & 444	74.3	....	....
Lavilla, F 443 & 444	14.7	1 E	....	Chilco	78.4	1 W	7
Belden	14.9	1 E	8	Nookechamp, F 443 & 444	80.3	1 E	5
Briarcrest, F 443 & 444	17.7	....	....	Tiloh	80.7	1 E	12
Lake Forest Park, F 443 & 444	18.6	1 W	8	Forrest Home, F 443 & 444	81.8	....	....
Kenmore, F 443 & 444	19.8	1 E	7	Heather	82.8	1 E	5
Wrenwood	20.8	1 W	....	Skagit Junction	85.5	1 E	7
Wayne, F 443 & 444	21.8	....	....	Delvan, F 443 & 444	89.9	1 W	2
Hannan	22.2	1 E	14	Norlum (on old line)	90.3	1 E	Spur
Stockton	23.8	1 E	8	Hoogdale, F 443 & 444	92.2	....	....
Sand Spur	26.0	1 E	12	Nestos	92.8	1 W	40
Bear Creek	26.4	1 E	6	Loggie, F 443 & 444	93.5	Siding	20
Grace, F 443 & 444	26.6	....	....	Prairie, S 443 & 444	95.8	Siding	10
Cathcart, F 442, 443 & 444	33.7	1 W	12	Morgood	101.1	1 E	....
Cobbner	36.1	1 W	....	Doran, F 441 & 442	101.4	1 W	4
Madrona	46.2	1 E	Spur	Comar, F 441	105.4	1 E	....
Ivanwood	57.2	1 E	32	Clipper, F 441 & 442	107.3	1 W	4
M. & A. Tfr.	59.7	1 W	....	Coyne	109.2	1 E	7
Grantly	64.5	1 E	7	Van Zandt, F 441 & 442	109.4	1 W	8
Milldale	66.4	1 E	6	Case, F 441 & 442	110.6	1 E	5
Pilchuck, S 441, 442, 443 & 444	66.9	1 E	20	Eliton	114.3	1 E	13
Days F 443 & 444	69.2	Siding	20	Lawrence, F 441 & 442	116.3	1 E	6
Holo	72.5	Siding	10				

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 443 & 444	18.3	1 E	15

EIGHTH SUBDIVISION.
Distance from Arlington.

Cavano, S 469 & 470	10.2	Sid'g No. 1 Sid'g No. 3	31 29	Lampson	21.4	1 E	4
Jenfred	15.0	1 W	12	Koolom	24.8	1 E	25
Norman	20.5	1 E	10	Giles	29.4	1 W	15
				Andron	27.7	Wye	....

NINTH SUBDIVISION.
Distance from Wickersham.

Gale, F 443 & 444	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

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"	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"	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' 0"	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"	11' 6"		
9th Subdivision...	Bellingham Branch.....	18' 2"	18' 0"	17' 10"	17' 9"	17' 8"	17' 7"	17' 6"	17' 5"	16' 7"	16' 1"	15' 9"	15' 3"	14' 11"	14' 10"	14' 5"	14' 0"	13' 8"	18' 2"	11' 6"		

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

DISTRICT	Ruling Grade %	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.....	1.0	2400	80	1700	60	1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to Easton.....	2.2	1250	60	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Easton to Ellensburg.....	Down	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.....	0.8	3500	100	2100	60	1700	53	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester.....	2.2	1250	60	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Auburn.....	Down	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.	Ruling Grade %	Class E 3		Class E 7		Class F 3		Class F 1		Class S 4		Class W		Class Y 5		DISTRICTS.	Ruling Grade %	Class E 3		Class E 7		Class F 3		Class F 1		Class S 4		Class W		Class 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.....	0.5	1200	40	1400	46	1300	45	1650	50	1650	50	2200	60	2250	60	Seattle to Interbay.....	0.0	2000	50	2500	60	2250	60	3000	60	3000	60	3500	65	3500	65
Wickersham to Thornwood.....	0.9	850	28	1100	37	1075	36	1500	47	1500	47	2200	60	2050	60	Interbay to Keith.....	1.2	550	18	625	20	600	19	750	25	750	25	975	32	1000	33
Thornwood to Clear Lake.....	0.3	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80	Keith to Woodinville.....	0.4	1200	40	1500	47	1500	47	1800	50	1800	50	2200	60	2250	60
Clear Lake to Edgecomb.....	0.6	950	30	1200	39	1175	38	1700	50	1700	50	2200	60	2200	60	Woodinville to Maltby.....	1.9	320	11	425	15	400	14	600	19	600	19	850	28	875	29
Edgecomb to Bromart.....	0.4	1500	35	2250	60	2000	60	2500	60	2500	60	3500	65	3500	65	Maltby to Arlington.....	0.5	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Bromart and Snohomish to Maltby.	1.3	340	11	450	15	425	14	625	21	625	21	900	30	900	30	Arlington to McMurray.....	1.0	700	23	815	28	790	26	950	32	950	32	1400	42	1300	42
Maltby to Woodinville.....	Down	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80	McMurray to Sedro-Woolley.....	0.4	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Woodinville to Kenmore.....	0.7	1000	32	1150	38	1125	37	1450	44	1450	44	1700	50	1750	52	Sedro-Woolley to Thornwood.....	1.0	650	20	765	22	740	21	950	32	950	32	1200	40	1250	42
Kenmore to Keith.....	0.8	800	27	1000	23	975	32	1150	38	1150	38	1700	45	1650	47	Thornwood to Sumas.....	0.5	1200	40	1500	50	1500	50	1800	50	1800	50	2050	60	2100	60
Keith to Seattle.....	0.5	1500	35	2250	60	2000	60	2500	60	2500	60	3500	65	3500	65	Fourth Subdivision—Westward. Black River to Woodinville.....	0.5	700	37	1000	46	1000	46	1400	60	1400	60	1800	60	1800	60
Fourth Subdivision—Eastward. Woodinville to Kirkland.....	1.0	800	27	975	32	960	32	1150	34	1150	38	1800	45	1700	47	Fifth Subdivision—Westward. Woodinville to Issaquah.....	0.6	1200	40	1500	50	1500	50	2200	60						
Kirkland to Black River.....	0.3	2000	40	2500	50	2500	50	2750	55	3000	60	4000	80	4000	80	Issaquah to Preston.....	2.3	260	9	415	14	400	13	550	18						
Fifth Subdivision—Eastward. North Bend to Falls City.....	0.7	775	26	1250	41	1200	40	1650	55							Preston to Falls City.....	1.6	650	20	700	22	700	22	850	30						
Falls City to Preston.....	2.0	260	9	415	14	400	13	550	18							Falls City to North Bend.....	0.7	1300	40	1400	44	1400	44	1500	60						
Preston to Woodinville.....	0.5	2000	40	2500	50	2500	50	3000	60							Sixth Subdivision—Westward. Snohomish to Lowell.....	1.0	800	27	1000	33	980	33	1800	45	1800	45	2000	45	2000	45
Sixth Subdivision—Eastward. Lowell to Snohomish.....	1.0	800	27	1000	33	980	33	1400	46	1400	46	1800	60	1800	60	Seventh Subdivision—Westward Snohomish to Machias.....	0.6	850	29	1000	33	975	32	1100	37	1100	37	1600	50	1600	50
Seventh Subdivision—Eastward Edgecomb to Getchell.....	1.8	425	14	550	20	525	18	700	23	700	23	1000	32	1000	32	Machias to Getchell.....	1.5	425	14	550	18	525	17	675	23	675	23	1000	32	1000	32
Getchell to Snohomish.....	0.8	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80	Getchell to Edgecomb.....	0.0	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Eighth Subdivision—Eastward and Westward. Arlington and Darrington.....	0.8	2000	40	2500	50	2500	50	3000	60							Ninth Subdivision—Westward. Wickersham to Mirror Lake.....	2.2	315	11	390	14	400	13	550	19						
Ninth Subdivision—Eastward. Bellingham to Larson.....	2.1	300	11	425	14	375	13	525	19							Mirror Lake to Agate Bay.....	1.1	1300	35	1600	43	1550	42	1800	60						
Larson to Wickersham.....	0.9	1040	35	1300	43	1250	42	1800	60							Agate Bay to Silver Beach.....	0.9	950	28	1300	32	1250	32	1500	35						
																Silver Beach to Bellingham.....	1.2	700	20	900	28	850	26	1100	30						

SPECIAL RULES

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.
Westward freight trains must use a minimum of 35 minutes, exclusive of all delays, in running between Stampede station and the point where they stop at Lester.
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.
- 7a. Speed of class W, W-1 and W-2 engines will not exceed 30 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.
- 8a. Thirty miles per hour through interlocking plants.
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 procure register check at Easton. Westward trains leave register ticket at Easton and procure register check at 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.

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.

42. RULES COVERING THE OPERATION OF SINGLE TRACK BY STAFF SYSTEM BETWEEN STAMPEDE AND MARTIN:

No train, engine, or propelled car will run in either direction until engineman receives from operator a staff which must be retained and delivered to the operator at the opposite end of the block.

The possession of a staff makes the train superior to all other trains between Stampede and Martin.

The eastward train order signal at Stampede, and the westward train order signal at Martin, are interlocked with staff machines located in the telegraph office at Stampede and Martin, and except when used must be set normally at stop and cannot be cleared until the operator at opposite end of block returns staff to machine, which must not be done until rear of train has passed 300 feet beyond the signal. After signal has been cleared for a train entering the tunnel it must be restored to stop immediately after the rear of the train has passed the signal.

In order to use the switches in old Stampede yard, the staff must be used to unlock switch levers with, and levers

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

Ellensburg—East end of east yard. 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.	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.
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 Switch lamps will not be maintained on above switches.
30. Position of "Wye" switches at Auburn will be ascertained before using. Normal position of switch at head of the wye at Auburn will be for Seattle leg of the wye. Switch target and switch lamp will show clear indication for Seattle leg.
31. Electric coal bunker, located on west extension, Cle Elum, will not clear man on side of car or engine.
32. Mallet power must not be double-headed over bridges except between Easton and Lester.
33. Dead freight trains will fill to tonnage at Cle Elum.
34. 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., 5:00 p. m.
Leave Beekman 10:45 a. m., 2:00 p. m., 5:45 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.

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. In addition to stopping at Lester, westward freight trains will stop at Kennedy (with caboose as close to telegraph office as possible) to make inspection of wheels and brakes.

If enginemen handling eastward freight trains find that fan at mouth of tunnel No. 3, Stampede, is in operation when passing vents, train must be stopped at once and engineer in charge of plant notified to stop the fans.

Conductor in charge of freight trains will wire operators at Martin or Stampede, as the case may be, when they have stockmen or messengers or any one legitimately carried on train in excess of regular train crew so that operators can hand up sufficient number of respirators.

will have to be returned to normal position before staff can be removed. These tracks cannot be used for trains or engines getting into clear as the staff which is used for unlocking the switches must be returned to machine at Stampede or Martin. (Pusher staff will not unlock switches.)

When a helper engine is used behind caboose, or on rear of passenger train, operators at Stampede will be prepared to deliver pusher staff to engineman. When engine is cut off at old Stampede, the pusher staff will be his authority to return to Stampede. (The pusher staff cannot be put into the machine at Martin, but must be returned to the machine at Stampede.)

In tunnel section between double track switch at Martin and double track switch at Stampede, (A) flagging is not required. (B) Headlight and lighted markers will be used both day and night.

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

No train or engine in either direction will occupy main track or wye between East Auburn and Auburn, or between East Auburn and Auburn Transfer, regardless whether such train or engine holds rights conferred either by time table or train orders (except switch engines going around wye upon authority of work order) without first procuring a card form "K," "L," "M" or "N" from operator at

Auburn, East Auburn or Auburn Transfer properly filled out. Automatic block rules must also be observed. Cards must be surrendered to operator at end of block immediately upon arrival.

SPECIAL RULES—Continued

SECOND SUBDIVISION

1. **Registering Stations**—Woodinville, Sedro-Woolley, Wickersham, Everett and Sumas. All trains register by ticket at Kruse and G. N. Station, Snohomish.
2. **Yard Limits**—Indicated by sign at proper location.
3. **Maximum Grades**—Bromart to Woodinville.
4. **Bulletin Stations**—Arlington, Sedro-Woolley, Sumas and Everett.
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. 441 stop at Kruse for passengers destined to points north of Kruse on our own line.
9. **Speed Restrictions**—Fifteen miles per hour through cross overs and entering sidings.
Thirty miles per hour through interlocking plants.
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 miles per hour at any point of W, W-1 and W-2 engines, this restriction does not abrogate other restrictions of lesser speed.
10. Trains need not obtain clearance at Wickersham from 12:30 a. m. to 6:30 a. 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.

RAILROAD CROSSING AT GRADE.

16. P. C. R. R. crossing at Renton. P. C. R. R. crossing two miles west of Renton. Campbell Lumber Co. crossing at Camp-ton. Two C. M. & St. P. R. R. crossings 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. P. S. & C. Ry. crossing 1.3 miles east of Clear Lake. B. & N. Ry. crossing 2.1 miles west of Deming.
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.
21. **P. C. R. R. 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 P. C. R. R. 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.
Lovo—Spur track.

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.
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 or 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.

SPECIAL RULES—Continued

28. Conductors in charge of freight trains which are using helper engines behind caboose on Cascade Mountain will personally inspect and test levers and coupling pins and ascertain that same are in working condition, so that when the engine is cut off ascending while running at Martin or Stampede, there will be no failure to uncouple and in all cases the lever must be lifted on both the caboose and the engine. This movement must be personally supervised by the conductor.
29. Eastward freight trains between Auburn and Stampede and westward freight trains between Easton and Martin using helper power on rear will be governed by following rule: When necessary to take slack to start the train, the engine on rear of train will in all cases take the slack.
30. In order to facilitate the terminal test of air brakes on freight trains at Lester and Easton, as required by Transportation Rule No. 703, engineman who is handling the air brakes will, before the engine is detached to take coal, water, or do station work, make a straight twenty pound reduction from maximum brake pipe pressure with the automatic brake valve. As soon as the brake valve has stopped exhausting, engineman will give one blast of the whistle. Trainmen will not close angle cock to detach engine until this signal is given. Immediately after the brakes have been applied the conductor (or the person whom he may delegate) will make a car to car inspection of the brakes. Defect card form 684, properly filled out, must be attached to any car on which the air brake has failed to apply. This inspection must be completed within fifteen (15) minutes after the brake application. The air must not be coupled into the train from the helper or road engine until the enginemen have been informed that the inspection has been completed. If, for any reason, the road engine is not detached, the brakes must be applied and the test made as outlined above.
31. When a passenger train is furnished two helper engines over Cascade Mountain and one engine is a class "S-4" and the other a class "W," the class "W" engine must be placed on the head and the class "S-4" engine on the rear of train.

THIRD SUBDIVISION

(ROSLYN BRANCH)

36. **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 derail 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 line track toward Cle Elum. No engines of any class must pass under the tipple tracks on the Roslyn Fuel Company's tracks at Beekman.

FOURTH SUBDIVISION

(BELT LINE)

37. **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 P. C. R. R. crossing at Renton.
 Engines must not enter Glass Works spur at Renton.
 Engines must not go beyond frog on S. & R. V. interchange track at Renton account 30% curve.
 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.
Helper District—Woodinville to Kirkland, limit 30 cars.
 Normal position Renton leg wye switch Black River, set for Tacoma leg of wye.

FIFTH SUBDIVISION

(SNOQUALMIE BRANCH)

38. **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 at least 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.
 West wye switch at North Bend will be lined for wye.

SIXTH SUBDIVISION

(LOWELL LINE)

39. **Registering Station**—Snohomish.
Bulletin Station—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 Lowell. 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.

32. Westward freight trains consisting of sixty cars or more, regardless whether part empties and part loads, or all empties, or all loads, will use retaining valves on head portion of train between Lester and Auburn as follows:
 Trains of 60 cars will use 12 retainers.
 Trains of 80 cars will use 18 retainers.

Same to be turned up on cars from the head end alternating by using the retainer on every other car, or the first, third, fifth, etc. On trains containing less than sixty cars, retainers will be furnished by request of the engineman but not to exceed ten on such trains. These retaining valves must be turned down when coming into East Auburn and before engine passes over the hump at bridge between East Auburn and east leg of the wye switch.

33. Eastward or westward trains furnished one class "Z" and one class "W" helper engine at Easton or Lester, will place the class "Z" engine ahead of the caboose to go through the tunnel and the class "W" behind the caboose to be detached at the portal of the tunnel. Trains using a single helper, class "W" or lighter, may place such engine behind the caboose and detach at portal of tunnel. These instructions do not annul or modify Transportation Rule No. 734, reading: "Helper engines, when used on rear of freight trains, must be in advance of cars insufficient in strength to safely resist the push of such engines."
34. When two helper engines are coupled together descending on mountain grade, and one engine is not equipped with electric headlight, the engine equipped with the electric headlight must be the leading engine.
35. In the State of Washington, conductors of passenger trains consisting of four or more cars, and freight trains consisting of 25 or more cars, must know that brakemen has had at least one year's experience in train-service before assigning them to flagging duties.

SEVENTH SUBDIVISION

(HARTFORD LINE)

40. **Registering Station**—Snohomish.
Yard Limits—Indicated by sign at proper location.
Bulletin Station—Snohomish.
Helper District—Between Snohomish and Edgcomb, limit 30 cars.
Speed Restrictions—Fifteen miles per hour through crossovers and entering sidings.
 Class "W" and Y2 engines twenty miles per hour between Snohomish and Edgcomb.
 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.
 Trains need not obtain clearance at Snohomish between 12:30 a. m. and 6:30 a. m., unless stop signal is displayed.

EIGHTH SUBDIVISION

(DARRINGTON BRANCH)

41. **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.
 Track beyond 400 feet from frog on U. S. spur at Darrington is unsafe for engines.

NINTH SUBDIVISION

(BELLINGHAM BRANCH)

42. **Registering Stations**—Wickersham and Bellingham.
Bulletin Station—Bellingham.
Yard Limit—Indicated by sign at proper location.
Maximum Grades—Larson to Bellingham and Mirror Lake to Wickersham.
Speed Restrictions—Fifteen miles per hour through cross-overs and entering sidings.
 Six miles per hour over bridge 20 (Silver Beach).
 Eight miles per hour over street car crossings at Kentucky Street, Bellingham.
 Eight miles per hour between Kentucky Street and Bellingham depot.
 Six miles per hour over street car crossing between Silver Beach and Larson.
 All trains come to full stop before crossing Holly Street, Bellingham. Flagman precede train with red flag or light.
 Fifteen miles per hour at any point between M. P. 5 and M. P. 8.
 Normal position wye switch at Wickersham be set and locked for east leg.
Derail Switch—Mirror Lake, Liberty Lumber Co.'s spur.
 Spur at Liberty Mill at Mirror Lake not safe for engines.

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. Light engine and train using cross-overs in automatic signal territory must have at least one switch open while engine or train is on any part of the cross-over.
44. Note following amendment to automatic block Rule 504:
"504-C. When a train is stopped by block signal having two lights (called the home signal) on single track, automatic block signal territory, it may proceed when signal goes to caution or clear position, or if not immediately changed by obtaining authority from the train disaptcher, or if unable to communicate with the train dispatcher, the train may proceed under protection of flag, to the next signal that indicates clear or caution."
45. "504D. 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."

WATCH INSPECTORS.

J. F. HUNTER, 215 Yesler Way, Seattle.	W. A. SEIBEL, Cle Elum.	OWEN PARKER, Arlington.	HORACE CONDY, Sedro Woolley.
F. A. HOME, Ellensburg.	RICHARD VAETH, 924 Pacific Ave., Tacoma.	S. O. WALLGREN, Everett.	WILBUR GIBBS, 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).	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).
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NOTE.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employees 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.	FRED BRASTRUP Trainmaster, Seattle.	J. F. FITZSIMMONS, Trainmaster, Seattle.	E. H. FRIBERG, Chief Dispatcher, Seattle.
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