United States Railroad Administration

W. G. McADOO, Director General of Railroads

NORTHERN PACIFIC RAILWAY

SEATTLE DIVISION

TIME 44 TABLE

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

SUNDAY, AUGUST 11, 1918.

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

Time Table No. 44
Succeeding No. 43
August 11, 1918

WESTWARD THIRD CLASS 939	WESTWARD THIRD CLASS 937	WESTWARD SECOND CLASS 603	WESTWARD FIRST CLASS 333	WESTWARD FIRST CLASS 41	WESTWARD FIRST CLASS 3	WESTWARD FIRST CLASS 1	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Ellensburg	STATIONS — Telegraph Offices and Calls	Distance from East Auburn	Car Capacity of Sidings	EASTWARD FIRST CLASS 2	EASTWARD FIRST CLASS 4	EASTWARD FIRST CLASS 42	EASTWARD FIRST CLASS 334	EASTWARD THIRD CLASS 938	EASTWARD THIRD CLASS 940
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Passenger	Way Freight	Way Freight
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Mo., We., and Fri.	Tu., Thu., and Sat.
L 8.00AM		L 6.00PM	L 5.00PM	L 3.15AM	L 6.50AM	L 5.15PM	WCOT	1848	0.0	EB.....ELLENSBURG.....DN 3.6	102.1		A 11.10PM s	A 1.10PM s	A 9.15PM s	A 5.30AM s		A 4.10PM
s 8.35		6.20	5.07	3.22	6.57	5.23		1851	3.6	.....SHOSKIN.....P 4.0	98.5	80	11.01	1.01	9.06	5.22		s 3.57
s 9.10		6.35	s 5.14	3.30	s 7.05	5.30		1855	7.6	TP.....THORP.....DN 2.8	94.5	E 80 W 105	10.55	s12.55	s 8.58	5.15		s 3.30
s 9.22		6.42	5.19	3.35	7.11	5.36	W	1858	10.4	.....DUDLEY.....P 4.2	91.7	E 80 W 80	10.51	12.49	8.50	5.10		s 3.00
s 9.40		6.56	5.26	3.42	7.20	5.44		1862	14.6	.....KOUNTZE.....P 2.6	87.5	80	10.44	12.42	8.42	5.01		s 2.43
s 9.55		7.05	f 5.30	3.47	7.25	5.49		1865	17.2	BR.....BRISTOL.....N 3.8	84.9	E 80 W 80	10.39	f12.37	8.37	4.55		s 2.30
s10.15		7.20	5.36	3.53	7.31	5.55		1869	21.0	.....TEANAWAY.....P 3.8	81.1	E 80 W 80	10.31	12.29	8.29	4.45		s 2.15
s10.30AM 12.23PM 4		7.45	s 5.50	s 4.02	s 7.42	6.15	W C Y O	1873	24.8	CL.....CLE ELUM.....DN 4.2	77.3	500	s10.25	s12.23 939	s 8.23	s 4.30		s 2.00
s12.45		8.12 42	6.02	4.14 334	7.50	6.27		1877	29.0	.....BAKER.....P 2.7	73.1	80	10.15	12.12	8.12 603	4.14 41		s12.45
s 1.05		8.25	f 6.07	4.20	7.56	6.32		1880	31.7	.....NELSON.....P 2.7	70.4	E 80 W 80	10.11	f12.07	8.07	4.10		s12.35
s 1.20		8.35	6.12	4.25	8.02	6.37		1883	34.4	.....TALMAGE.....P 3.7	67.7	80	10.07	12.02PM	8.02	4.06		s12.20
s 2.25		9.15	s 6.22	s 4.35	s 8.12	6.47	WCTY	1886	38.1	DOUBLE TRACK ES...EASTON.....DN 4.0 — MANUAL BLOCK	64.0	180	s10.02	s11.57AM 940	s 7.56	s 4.01		12.05PM s10.40AM 4
s 2.45		9.35	6.34	4.47	8.23	6.59	W	1890	42.1	DOUBLE TRACK .....UPHAM.....P 4.4 — MANUAL BLOCK	60.0	W 70	9.53	11.48	7.46	3.52		s10.25
s 3.10		10.00 2	f 6.47	5.00	8.37	7.12	W	1894	46.5	RT.....MARTIN.....DN 3.2 — STAFF SYSTEM	55.6	E 70 W 90	9.43 603	11.38	7.36	f 3.41		s10.10
s 3.35		10.30	f 6.59	5.12	8.49	7.24 42	W	1897	49.7	DOUBLE TRACK SI....STAMPEDE.....DN 2.3 — STAFF SYSTEM	52.4	E 70 W 70	9.31	11.26	7.24 1	f 3.29		s 9.50
s 3.50		10.40	7.04	5.18	8.55	7.31	W	1901	52 0	....BORUP.....P 2.8 — MANUAL BLOCK	50.1	E 70	9.22	11.17	7.15	3.20		s 9.30
s 4.05		10.55	7.10	5.24	9.02	7.39		1904	54.8	KD.....KENNEDY.....DN 4 9 — MANUAL BLOCK	47.3	E 70	9.12	11.07	7.05	3.10		s 9.12
A 4.40PM	L 7.00AM	11.30	s 7.22	s 5.35	s 9.16	7.50	W C T	1911	59.7	DM.....LESTER.....DN 2.0	42.4	400	s 8.57	s10.52	s 6.50	s 2.55	A 4.10PM	L 8.30AM
	s 7.10	11.40	f 7.28	5.40	f 9.21	7.57		1913	61.7	.....HOT SPRINGS.....P 5.2	40.4	F 80 P 22	8.46	10.42	f 6.40	2.42		s 3.55
	s 7.30	11.59PM	f 7.45	5.51	f 9.35	8.15		1917	66.9	.....MAYWOOD.....P 3.9	35.2	E 80 W 80	8.35	10.30	f 6.29	2.32		s 3.05
	s 7.50	12.15AM	f 7.55	6.03	f 9.48	8.26 2	W	1921	70.8	.....HUMPHREY.....P 3.5	31.3	E 80 W 80	8.26 1	10.22	f 6.22	2.23		s 2.35
	s 8.15	12.27	s 8.05	f 6.13	f10.00	8.34	W	1925	74.3	EG....EAGLE GORGE....DN 2.2	27.8	E 60 W 80	8.17	s10.14	f 6.15	f 2.14		s 2.05
	s 8.30	12.35	8.12 2	6.19	10.07 4	8.38		1928	76.5	.....LEMOLO.....P 4.7	25.6	80	8.12 333	10.07 3	6.07	2.08		s 1.40
	s 8.50	12.50	8.22	6.29	10.14	8.45		1932	81.2	JC.....PALMER JCT.....D 1.2	20.9	80	8.01	9.57	5.53	1.58		s 1.10
	s 9.00 9.55 4	1.00	s 8.25	s 6.35	s10.17 10.22	8.48	W Y O	A 1	82.4	GV.....KANASKAT.....DN 3.3	19.7	E 75 W 80	7.59	s 9.55 937	s 5.49	s 1.55		s 1.00
	s10.10	1.10	8.34	6.45	10.30	8.55		A 4	85.7	.....BYRD.....P 2.1	16.4	80	7.52	9.40	5.39	1.45		s12.15
	s10.36 3	1.40 334	s 8.38	s 6.51	s10.36 937	8.58		A 7	87.8	AR.....RAVENSDALE.....DN 6.8	14.3	E 80 W 80 W Ext 120	7.47	s 9.35	s 5.34	f 1.40 603		s12.01PM
	s11.15	2.05	f 8.50	f 7.09	f10.50	9.06	W	A 14	94.6	.....COVINGTON.....P 3.0	7.5	E 80 W 80	7.31	9.18	5.16	f 1.29		s11.15AM
	s11.40AM	2.15	8.58	f 7.18	f10.58 938	9.10		A 17	97.6	.....WYNACO.....P 4.5	4.5	80	7.24	9.09	f 5.09	1.20		s10.58 3
	A12.15PM	A 2.30AM	A s 9.10PM	A s 7.35AM	A11.05AM	A s 9.18PM	Y W 0.3 m w	A 22	102.1	GR....EAST AUBURN....DN	0 0		L 7.15PM	L 9.00AM	L 4.55PM	L 1.10AM		L10.30AM
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Mo., We., and Fri.	Tu., Thu., and Sat.
6.47	4.10	8.30	4.10	4.20	4.10	4.03				Time Over Subdivision			3.55	4.10	4.20	4.20	5.40	6.15
8.8	10.2	12.1	24.6	23.6	24.6	25.2				Average Speed Per Hour			26.1	24.6	23.6	23.6	7.5	9.6

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 — SECOND SUBDIVISION (MAIN LINE) — EASTWARD

Time Table No. 44

Succeeding No. 43
August 11, 1918

THIRD CLASS			SECOND CLASS			FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from King St. Sta., Seattle	STATIONS Telegraph Offices and Calls	Distance from Sumas	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS	THIRD CLASS		
935	927	923		675		443	441							442	444	676	924	928	936
Way Freight	Way Freight	Way Freight		Freight		Passenger	Passenger							Passenger	Passenger	Freight	Way Freight	Way Freight	Way Freight
Ex. Sun.	Mo., We., Fri.	Ex. Sun.		Ex. Sat.		Daily	Daily							Daily	Daily	Ex. Sun.	Ex. Mon.	Tu., Thu., Sat.	Ex. Mon.
		L 8.25AM				L 9.30AM	L 2.00PM			0.0	UD.....SEATTLE.....DN King Street Station	128.0		A 6.15PM	A12.15PM		A 3.45PM		
BETWEEN KEITH AND SEATTLE TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS																			
		Ls 9.15AM				Lf10.03AM	Lf 2.33PM		C F 42	12.2	.....KEITH..... 3.6	115.8	Spur 13	Af 5.42PM	Af11.35AM		As 2.55PM		
		s 9.30				f10.12	f 2.40 924		C F 46	15.8	.....LAKE..... 6.8	112.2	60	f 5.31	f11.26		s 2.40 441		
		s 9.50				s10.24	s 2.52		C F 53	22.6	B.....BOTHELL.....D 1.7	105.4	40	s 5.16	s11.11		s 1.55		
L 1.45PM		A10.00AM		L 9.45PM		s10.28	s 2.56	W C T	C F 55	24.3	CJ....**WOODINVILLE**....DN 5.8	103.7	175	s 5.11	s11.06	A 3.05AM	L 1.50PM		A12.25PM
s 2.45		See page 3		s10.25		s10.48 444	f 3.14		C F 60	30.1	MB.....MALTBY .....D 7.4	97.9	77	s 4.57	s10.48 443	2.30			s12.01PM
s 3.15 4.40 441-442				10.50		A11.04AM 936	3.29 935	C		37.5	..... **BROMART** 0.6	90.5	Spur 5	4.37 935	L10.29AM 936	1.40			11.15AM 7.50 443-444
A 4.45PM				A11.30PM			As 3.33PM			38.1	HO..G.N. Stn.-Snohomish.DN 5.8	89.9	76	Ls 4.34PM		L 1.35AM			L 7.40AM
BETWEEN SNOHOMISH AND LOWELL TRAINS WILL BE GOVERNED BY GREAT NORTHERN RY. TIME TABLE RULES AND REGULATIONS																			
L 5.05PM	Via Hartford Line			L11.45PM	Hartford Line	Ls 3.43PM		B B 6	43.9	W.....**LOWELL**.....DN 1.5	84.1	70	As 4.24PM	Via Hartford Line		A 1.15AM	Hartford Line		A 7.20AM
A 5.15PM				s12.05AM		s 3.53	WCOY	B B 8	45.4	EV..... EVERETT.....DN 1.2	82.6	100	s 4.14			s 1.00			L 7.15AM
									46.6	PG... G. N. JUNCTION...DN 0.1	81.4								
									46.7	C. M. & St. P. R. R. CROSSING 0.7	81.3								
									47.4	C. M. & St. P. R. R. CROSSING 0.5	80.6								
				12.15 676		4.03 442			47.9	..... ROGER 0.5	80.1	87	4.03 441			12.15AM 675			
				A12.20AM		A 4.05PM			48.4	WY..... DELTA WYE.....DN 6.0	79.6		L 4.01PM			L11.50PM			
BETWEEN DELTA WYE AND KRUSE TRAINS WILL BE GOVERNED BY GREAT NORTHERN RY. TIME TABLE RULES AND REGULATIONS																			
				L12.40AM	Via	L 4.19PM			54.4	K.....KRUSE.....DN 1.3	73.6	95	A 3.47PM			A11.30PM	Via		
									55.7	..... M. & A. CROSSING 2.6	72.3						See page 4		
		L10.45AM		12.55		L11.54AM f	f 4.28	W	C F 88	58.3	.....**EDGECOMB**..... 3.1	69.7	45	f 3.38	As 9.37AM	11.10		A12.18PM s	
		s10.55AM 12.40PM	443	s 1.25		s12.01PM 927-928	s 4.39	Y & M E	C F 91	61.4	A.....**ARLINGTON**.....DN 3.7	66.6	132	s 3.30	s 9.29 928	s10.55		s12.01PM 9.20AM	443 444
		s 1.00		1.40		s12.15	f 4.47		C F 95	65.1	BT.....BRYANT..... D 6.3	62.9	30	f 3.20	s 9.17	10.35		s 9.00	
		s 1.40		1.58		s12.29	s 5.00	W	C F 101	71.4	MU.....McMURRAY.....D 5.8	56.6	65	s 3.07	s 9.03	10.12		s 8.30	
		s 2.20		2.15		s12.41	f 5.11		C F 107	77.2	.....MONTBORNE..... 1.7	50.8	25	f 2.52	s 8.49	9.55		s 7.45	
		s 2.48 442		2.20		s12.46	s 5.14		C F 109	78.9	BG.....BIG LAKE.....D 4.1	49.1	70	s 2.48 927	s 8.45	9.45		s 7.30	
										83.0	..P. S. & C. RY. CROSSING.. 1.3	45.0							
		s 3.30		2.37		s12.58	s 5.24		C F 114	84.3	CA.....CLEAR LAKE.....D 3.2	43.7	195	s 2.36	s 8.35	9.30		s 6.45	
		A 4.00PM		A 3.10 L 7.30		s 1.10	s 5.30 676	W C T	C F 117	87.5	(WL..SEDRO-WOOLLEY..DN (..TWO G. N. CROSSINGS..) Track Conn. 7.5	40.5	290	s 2.28	s 8.25	L 9.20 A 4.20 441		L 6.30AM	
				s 8.12 444		s 1.26	5.45		C F 122	95.0	.....THORNWOOD..... 4.3	33.0	80	f 2.12	s 8.12 675	s 3.50			
				s 8.50		A s 1.35PM	s 5.55	Y W	C F 128	99.3	WK.....**WICKERSHAM**.....DN 2.8	28.7	75	s 2.02	Ls 8.00AM	s 3.20			
				s 9.05			s 6.10	W	C F 133	104.2	MC.....ACME.....D 2.1	23.8	18	s 1.49		s 2.52			
				s 9.15			f 6.15		C F 135	106.3	.....STANDARD..... 5.8	21.7	20	f 1.44		s 2.43			
				s 9.40			s 6.30		C F 141	112.1	DM.....DEMING.....D 2.1	15.9	45	s 1.31		s 2.20			
										114.2	....B. & N. RY. CROSSING... 7.4	13.8							
				s10.05			s 7.00		C F 151	121.6	NC.....NOOKSACK.....D 5.5	6.4	18	s 1.13		s 1.30			
										127.1	.....B. & N. CROSSING..... 0.9	0.9							
				A10.30AM			A 7.15PM	WCOT	C F 157	128.0	SU ..... SUMAS.....D 0 0	0 0	110	L 1.00PM		L 1.05PM			
BETWEEN SUMAS AND VANCOUVER TRAINS WILL BE GOVERNED BY GREAT NORTHERN RY. TIME TABLE RULES AND REGULATIONS																			
							A10.00PM			188.7	.....VANCOUVER, B. C.....	60.7		L10.15AM					
Ex. Sun.	Mo., We., Fri.	Ex. Sun.		Ex. Sat.		Daily	Daily							Daily	Daily	Ex. Sun.	Ex. Mon.	Tu., Thu., Sat.	Ex. Mon.
2.10	3.30	0.45		8 25		3.32	4.42				Time Over Subdivision			4.42	3.13	9.00	1.05	3.07	1.45
9.6	8.3	16.1		12.2		24.0	24.8				Average Speed Per Hour			24.7	24.4	11.5	11.2	9.3	12.6

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

No. 675 has right over No. 676, Sedro-Woolley to Sumas.

SEE SPECIAL RULES—PAGES 5, 6, 7, 8, 9 AND 10

WESTWARD — THIRD SUBDIVISION (ROSLYN BRANCH) — EASTWARD

Time Table No. 44, Succeeding No. 43, August 11, 1918

SECOND CLASS 477	SECOND CLASS 475	SECOND CLASS 473	Water, Fuel, Scales, Turn Tabels and Wyes	Station Numbers	Distance from Cle Elum	STATIONS — Telegraph Offices and Calls	Distance from Lakedale		SECOND CLASS 474	SECOND CLASS 476	SECOND CLASS 478
Mixed	Mixed	Mixed							Mixed	Mixed	Mixed
Ex. Sun.	Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.	Ex. Sun.
L 1.15PM	L 9.20AM	L 7.00AM	WCYO	1873	0.0	CL.....CLE ELUM.....DN 2.0	7.2		A 8.30AM	A11.00AM	A 5.15PM
s 1.20	s 9.25	s 7.05			2.0	.....MINE 5..... 1.5	5.2		s 8.20	s10.50	s 5.05
s 1.30	s 9.35	s 7.15	O	CA 4	3.5	RS.....ROSLYN.....D 1.9	3.7		s 8.15	s10.45	s 5.00
s 1.38	s 9.43	s 7.23		CA 6	5.4	.....RONALD..... 0.7	1.8		s 8.05	s10.35	s 4.50
A 1.45PM	A 9.50AM	A 7.30AM			6.1	.....BEEKMAN..... 1.1	1.1		L 8.00AM	L10.30AM	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

Time Table No. 44, Succeeding No. 43, August 11, 1918

3d Class 923	FIRST CLASS	FIRST CLASS 445	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Woodinville	STATIONS — Telegraph Offices and Calls	Distance from Sallal	Car Capacity of Sidings	FIRST CLASS 446		3d Class 924
Way Freight		Passenger							Passenger		Way Freight
Ex. Sun.		Ex. Sun.							Ex. Sun.		Ex. Mon.
									Seethispage		See page 2
L10.30AM		L 2.25PM	C T W	C F 55	0.0	CJ.....WOODINVILLE.....DN 3.9	39.1	100	As 9.12AM		A 1.00PM s
		f		B C 4	3.9	.....WILLOWS..... 2.8	35.2	Spur 4	f		
s11.45AM 924		s 2.40		B C 7	6.7	RM.....REDMOND.....D 1.3	32.4	43	s 8.52		s11.45AM 923
					8.0	PARADISE LOGG. RY. CRSG. Track Connection 0.1	31.1				
		f		B C 8½	8.1	.....CAMPTON..... 3.1	31.0	10	f		
		f		B C 12	11.2	.....INGLEWOOD..... 3.5	27.9	Spur 3	f		
s 1.15PM		s 3.03		B C 15	14.7	.....MONOHON..... 4.1	24.4	33	s 8.30		s10.25
s 2.30		s 3.13	W ¼MW	B C 19	18.8	G.....ISSAQUAH.....D 4.3	20.3	100	s 8.20		s 9.55
		f		B C 23	23.1	.....HIGH POINT..... 2.9	16.0	22	f		
s 3.30 3.45		s 3.40 923		B C 26	26.0	RN.....PRESTON.....D 3.0	13.1	18	s 8.01		s 8.30
s 4.00		s 3.50	W	B C 29	29.0	.....FALL CITY..... 3.0	10.1	12	s 7.50		s 8.00
		f		B C 32	32.0	....SNOQUALMIE FALLS.... 0.9	7.1	Spur 4	f		
s 4.20		s 4.05		B C 33	32.9	SO.....SNOQUALMIE.....D 3.0	6.2	36	s 7.37		s 7.50
A 4.45PM		A 4.15PM	Y C	B C 36	35.9	BN.....NORTH BEND.....D 3.2	3.2	18	L 7.30AM 924		L 7.35AM 446
				B C 39	39.1	.....SALLAL.....	0.0	Spur 3			
Ex. Sun.		Ex. Sun.							Ex. Sun.		Ex. Mon.
6.15		1.50				Time Over Subdivision			1.42		5.25
5.6		19.3				Average Speed Per Hour			21.1		6.7

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.
Siding located one-half mile east of Preston station is time table station for that point.

WESTWARD — FOURTH SUBDIVISION (BELT LINE) — EASTWARD

Time Table No. 44, Succeeding No. 43, August 11, 1918

THIRD CLASS 935	SECOND CLASS 675	1st Class 445	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Black River	STATIONS — Telegraph Offices and Calls	Distance from Woodinville	Car Capacity of Sidings	1st Class 446	SECOND CLASS 676	THIRD CLASS 936
Everett Way Frt.	Freight	Passenger							Passenger	Freight	Everett Way Frt.
Ex. Sun.	Ex. Sat.	Ex. Sun.							Ex. Sun.	Ex. Mon.	Ex. Mon.
L 8.45AM	L 8.15PM	L 1.24PM	Y	C F 21	0.0	BI.....BLACK RIVER.....DN 2.1	24.5	20	See Puget Sound T.T. A10.17AM	See Puget Sound T. T. A 4.35AM	See Puget Sound T.T. A 3.25PM
s 8.55 10.12 446	8.21	s 1.28	W	B A 22	2.1	RT.....RENTON.....D .....P. C. R. R. CROSSING..... 0.2	22.4	50	s10.12 935	4.30	s 3.15
					2.3	.....S. R. & S. CROSSING..... Track Connection 1.7	22.2				
					4.0	.....P. C. R. R. CROSSING.... Track Connection 2.2	20.5				
s10.30	8.34	1.34 936		B A 19	6.2	..... .QUENDALL..... 5.6	18.3	73	10.01	4.20	s 1.34 445
s11.00	8.55	s 1.48		B A 12	11.8	WB....WILBURTON.....D 1.6	12.7	26	s 9.48	4.05	s 1.12
s11.10	9.00	f 1.53		B A 10	13.4	.....NORTHRUP..... 4.1	11.1	50	f 9.44	4.00	s 1.02
s11.30	9.13	f 2.03	W ½ME	B A 7	17.5	.....KIRKLAND.....P 6.3	7.0	60	s 9.33	3.40	s12.50
					23.8	.....R. R. CROSSING..... 0.3	0.7				
					24.1	....BELT LINE JUNCTION.... 0.4	0.4				
A11.59AM 930	A 9.35PM	As 2.20PM	C T W	C F 55	24.5	CJ.....WOODINVILLE.....DN	0.0	100	L 9.13AM	L 3.10AM	L12.30PM 935
Ex. Sun.	Ex. Sat.	Ex. Sun.							Ex. Sun.	Ex. Mon.	Ex. Mon.
3.14	1.20	.56				Time Over Subdivision			1.04	1.25	2.55
10.6	18.3	26.3				Average Speed Per Hour			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.
Siding located 600 feet west of Wilburton station is time table station for that point.

WESTWARD — SIXTH SUBDIVISION (LOWELL LINE) — EASTWARD

Time Table No. 44, Succeeding No. 43, August 11, 1918

Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Snohomish	STATIONS — Telegraph Offices and Calls	Distance from Smelter	Car Capacity of Sidings
WYOC	C F 69	0.0	OM.....SNOHOMISH.....DN 0.7	11.4	150
	B B 1	0.7	.....VARDEN..... 4.9	10.7	Spur 10
	B B 5	5.6	.....EBEY JCT..... ..C.M.& St.P.Ry. CROSSING... 0.7	5.8	50
	B B 6	6.3	W.....LOWELL.....DN	5.1	16
			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.

SEVENTH SUBDIVISION (HARTFORD LINE)

WESTWARD — EASTWARD

THIRD CLASS	FIRST CLASS	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Bromart	Time Table No. 44 Succeeding No. 43 August 11, 1918 STATIONS Telegraph Offices and Calls	Distance from Edgecomb	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
927	443							444	928
Way Freight	Passenger							Passenger	Way Freight
Mo., We., Fri.	Daily							Daily See page 2	Tu., Thu., and Sat.
	L11.04AM	C		0.0	.....BROMART..... 1.2	20.0	Spur 5	A10.29AM	
L 9.00AM	s11.10	WOY	C F 69	1.2	OM.....SNOHOMISH.....DN 5.1	18.8	150	s10.25	A 2.45PM
s 9.25	s11.20	W	C F 74	6.3	MA.....MACHIAS.....D 3.1	13.7	56	s10.15	s 2.25
s10.05 444	s11.30		C F 77	9.4	HD.....HARTFORD.....D 4.5	10.6	102	s10.05 927	s 2.00
s10.25	f11.42		C F 82	13.9	.....GETCHELL..... 6.1	6.1	60	s 9.55	s12.55
A10.45AM s	A11.54AM f See p. 2	W	C F 88	20.0	.....EDGECOMB.....	0.0	53	L 9.37AM s	L12.18PM s
Mo., We., Fri.	Daily							Daily	Tu., Thu., and Sat.
1.45	.50				Time Over Subdivision			.52	2.10
11.4	24.0				Average Speed Per Hour			23.0	9.0

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

Nos. 443 and 444 will wait 15 minutes at Snohomish for motor connection from Everett.

EIGHTH SUBDIVISION (DARRINGTON BRANCH)

WESTWARD — EASTWARD

SECOND CLASS	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Arlington	Time Table No. 44 Succeeding No. 43 August 11, 1918 STATIONS Telegraph Offices and Calls	Distance from Darrington	Car Capacity of Sidings	SECOND CLASS
469							470
Mixed							Mixed
Ex. Sun.							Ex. Sun.
L12.15PM	C Y	C F 91	0.0	.....ARLINGTON.....DN P 1.2	28.9	132	A 9.00AM
12.20			1.2	...ARLINGTON JUNCTION... 4.5	27.7		8.52
s12.35	W	B K 4	5.7	.....COOPER..... 2.9	23.2	Spur 6	s 8.31
s12.55		B K 7	8.6	.....CICERO..... 3.7	20.3	Spur 2	s 8.20
s 1.10		B K 11	12.3	.....OSO.....D 2.0 P	16.6	48	s 8.07
s 1.25		B K 13	14.3	.....HALTERMAN..... 1.7	14.6	15	s 7.58
s 1.35		B K 15	16.0	.....ROWAN..... 2.1	12.9		s 7.51
s 1.50	W	B K 17	18.1	.....HAZEL..... 3.7	10.8	45	s 7.43
s 2.10		B K 21	21.8	.....FORTSON..... 1.1	7.1	Spur 12	s 7.28
s 2.25		B K 22	22.9	.....SHEOMET..... 3.0	6.0	Spur 3	s 7.22
s 2.40		B K 24	25.9	.....GEBBOTT..... 3.0	3.0	Spur 8	s 7.11
A 2.50PM	C Y W	B K 28	28.9	.....DARRINGTON.....D P	0.0	24	L 7.00AM
2.35				Time Over Subdivision			2.00
11.3				Average Speed Per Hour			14.5

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

NINTH SUBDIVISION (BELLINGHAM BRANCH)

WESTWARD — EASTWARD

THIRD CLASS	FIRST CLASS	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wickersham	Time Table No. 44 Succeeding No. 43 August 11, 1918 STATIONS Telegraph Offices and Calls	Distance from So. Bellingham	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
931	443							444	932
Way Freight	Passenger							Passenger	Way Freight
Ex. Sun.	Daily							Daily	Ex. Sun.
L 8.00AM 444	L 1.35PM	Y W	C F 128	0.0	WK.....WICKERSHAM.....DN 1.3	22.5	75	See page 2 As 8.00AM 931	A 3.35PM
s 8.15	f 1.42		B M 1	1.3	.....MIRROR LAKE..... 2.5	21.2	15	f 7.53	s 3.25
s 8.30	f 1.48		B M 4	3.8	.....PARK..... 1.0	18.7	15	f 7.44	s 3.15
s 8.40	f 1.52	W 2.8 10 M W	B M 5	4.8	.....BLUE CANYON..... 4.2	17.7	20	f 7.41	s 3.10
f	f		B M 9	9.0	.....TOWANDA..... 2.4	13.5	No Sdg.	f	f
s 9.05	f 2.14		B M 11	11.4	.....AGATE BAY..... 3.7	11.1	35	f 7.26	s 2.50
s 9.20	f 2.25		B M 15	15.1	.....SILVER BEACH..... 1.0	7.4	No. Sdg.	s 7.18	s 2.35
s 9.25	2.30 932		B M 16	16.1	.....LARSON..... 4.4	6.4	30	7.15	s 2.30 443
A10.05AM	A 2.45PM	WYCO	B M 20	20.5	WD.....BELLINGHAM.....D 1.4	2.0	50	L 7.00AM	L 2.00PM
				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.
2.05	1.10				Time Over Subdivision			1.00	1.35
9.8	17.6				Average Speed Per Hour			20.5	12.9

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

No. 931 has right over No. 932 Wickersham to Bellingham.

SEE SPECIAL RULES, PAGES 5, 6, 7, 8, 9 AND 10

COMMERCIAL SPURS.

FIRST SUBDIVISION.
Distance from Ellensburg.

STATIONS	Miles	How Connected	Car Capacity
Haybow	2.5	1 W	11
Swauk	13.5	1 E	3
Casway, F 42	19.1	1 E	88
Younger	22.4	1 E	10
Hubner	41.0	1 E	....
Nagrom, F 333, 4, S 3 & 42	65.2	1 W	20
Forcamp, F 333 & 42	68.4	1 E 1 W	....
Baldi, F 3 & 4	73.3	1 E	8
Headworks	79.2	1 W	7
Henrys	89.6	1 E	....
Cranmar	92.0	1 W	4

SECOND SUBDIVISION.
Distance from King Street Station.

STATIONS	Miles	How Connected	Car Capacity
Pontiac, F 443 & 444	12.8	....	....
Hozler	13.0	1 E	3
Lavilla, F 443 & 444	14.7	....	....
Belden	14.9	1 E	8
Briarcrest, F 443 & 444	17.7	....	....
Lake Forest Park, F 443 & 444	18.6	1 W	8
Kenmore, F 443 & 444	19.8	1 E	7
Wayne, F 443 & 444	21.8	1 E	3
Hannan	22.2	1 E	14
Stockton	23.8	1 E	8
Sand Spur	26.0	1 E	12
Bear Creek	26.4	1 E	6
Grace, F 443 & 444	26.6	....	....
Cathcart, F441, 442, 443 & 444	33.7	1 W	12
Cobbner	36.1	1 W	....
Madrona	46.2	1 E	Spur
Ivanwood	57.2	1 E	....
M. & A. Tfr	59.7	1 E	....
Grantly	64.5	1 E	15
Pilchuck, S 441, 442, 443 & 444	66.9	1 E	20
Days F 443 & 444	69.2	Siding	7
Holo	72.5	1 E	....
Ehrlich, F 443 & 444	74.3	1 E	2
Chilco	78.4	1 W	7
Nookechamp, F 443 & 444	80.3	....	....
Tiloh	80.7	1 E	12
Forrest Home, F 443 & 444	81.8	....	....
Skagit Junction	85.5	1 E	7
Delvan, F 443 & 444	89.9	1 E 1 W	....
Norlum Spur	90.3	1 E	Spur
Whitmarsh (on Norlum Spur)	88.1	1 E	....
Hoogdale, F 441, 443 & 444	92.2	1 W	4
Prairie, S 443 & 444 & F 441	95.8	1 W	....
Morgood	101.1	1 E	3
Saxon, F 441 & 442	102.1	1 E	6
Comar, F441	105.4	1 E 1 W	....
Clipper, F 441 & 442	107.3	1 W	4
Pulton	108.0	1 E	4
Coyne	109.2	1 E	9
Van Zandt, F 441 & 442	109.4	1 W	8
Case, F 441 & 442	110.6	1 E	13
Elliton	113.6	1 E	..
Lawrence, F 441 & 442	116.3	1 E	6

FOURTH SUBDIVISION.
Distance from Black River.

STATIONS	Miles	How Connected	Car Capacity
Firloch, F 445 & 446	19.8	1 E	3
Feriton	16.6	1 E	2
Midlakes, F 445 & 446	12.7	1 W	5
Factoria, F 445 & 446	10.0	....	....
Factoria	9.5	1 E	6
Hazelwood, F 445 & 446	7.4	....	....
May Creek, F 445 & 446	6.7	1 E	4
Kennydale, F 445 & 446	5.4	....	....
Norco	5.0	1 E	....

FIFTH SUBDIVISION.
Distance from Woodinville.

STATIONS	Miles	How Connected	Car Capacity
Hargon	1.7	1 W	7
Hollywood, F 445 & 446	1.9	1 W	19
Samamish, F 445 & 446	9.8	1 E	6
Pickering, F 445 & 446	17.3	1 E	3
Grand Ridge, F 446	22.0	Siding	15
Craven	29.4	Siding	14
Lovo	30.8	1 E	15
Niblock	32.5	1 W	100
Quariton	34.6	1 E	....
Tanners	38.1	1 E	9
Weeks	38.3	1 E	20

SIXTH SUBDIVISION.
Distance from Snohomish.

STATIONS	Miles	How Connected	Car Capacity
Sherwood	4.2	1 E	4

SEVENTH SUBDIVISION.
Distance from Bromart.

STATIONS	Miles	How Connected	Car Capacity
Bartlett	7.1	1 E	4
Lake Cassidy	12.6	1 E	3
Harvey	17.7	1 E	4
Sisco, F 443 & 444	18 3	1 E	15

EIGHTH SUBDIVISION.
Distance from Arlington.

STATIONS	Miles	How Connected	Car Capacity
Cavano, S 469 & 470	10.2	Sid'g No. 1 Sid'g No. 3	31 29
Dicol	10.4	1 W	9
Tulker	19.2	1 W 1 E	80
Lampson	21.4	1 E	4
Cobridge	24.1	1 E	20
Barco	24.6	1 E	20
Wiese	26.5	1 E	20
Edith, F 469 & 470	27.1	1 W	10
Giles	29.4	1 W	15
Andron	29.7	Wye	....

NINTH SUBDIVISION.
Distance from Wickersham.

STATIONS	Miles	How Connected	Car Capacity
Gale, F 443 & 444	2.6	1 E	5
Sloman	2.7	1 W	29
Jensen	10.0	1 W	4
Mogul Log Co	14.6	1 E	24
Matson	14.7	1 W	7

MAXIMUM CLEARANCES

		LIMIT OF LOAD—MEASUREMENT 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	Max. Height	Max. Width
1st Subdivision	Main Line (Ellensburg-East Auburn)	17′ 5″	17′ 4″	17′ 3″	17′ 1″	16′ 11″	16′ 8″	16′ 1″	15′ 10″	15′ 6″	15′ 2″	14′ 10″	14′ 6″	14′ 2″	14′ 0″	13′ 9″	13′ 4″	12′ 4″	17′ 5″	11′ 6″
2nd Subdivision	Main Line (Keith to Sumas)	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 1″	19′ 9″	19′ 6″	19′ 3″	18′ 2″	19′ 11″	18′ 8″	18′ 4″	20′ 3″	11′ 6″
3rd Subdivision	Roslyn Branch	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	20′ 11″	11′ 6″
4th Subdivision	Belt Line (Black River-Woodinville)	21′ 5″	21′ 5″	21′ 5″	21′ 5″	21′ 5″	21′ 5″	21′ 3″	21′ 1″	20′ 11″	20′ 9″	20′ 7″	20′ 5″	20′ 3″	20′ 3″	20′ 2″	20′ 0″	19′ 10″	21′ 5″	11′ 6″
5th Subdivision	Snoqualmie Branch	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	19′ 2″	11′ 6″
6th Subdivision	Everett Branch	21′ 9″	21′ 9″	21′ 9″	21′ 9″	21′ 7″	21′ 2″	20′ 10″	20′ 9″	20′ 7″	20′ 5″	20′ 3″	20′ 1″	19′ 11″	19′ 11″	19′ 9″	19′ 7″	19′ 5″	21′ 9″	11′ 6″
7th Subdivision	Hartford Line (Bromart-Edgecomb)	21′ 3″	21′ 3″	21′ 3″	21′ 3″	21′ 3″	21′ 3″	21′ 2″	21′ 0″	20′ 10″	20′ 8″	20′ 6″	20′ 4″	20′ 2″	20′ 2″	20′ 0″	19′ 10″	19′ 8″	21′ 3″	11′ 6″
8th Subdivision	Darrington Branch	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	18′ 10″	11′ 6″
9th Subdivision	Bellingham Branch	16′ 9″	16′ 9″	16′ 9″	16′ 9″	16′ 9″	16′ 9″	16′ 9″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 9″	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 80 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 80 cars.

DISTRICTS. Second Subdivision—Eastward.	Ruling Grade %	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
Sumas to Wickersham	0.5	1200	40	1400	46	1300	45	1650	50	1650	50	2200	60	2250	60
Wickersham to Thornwood	0.9	850	28	1100	37	1075	36	1500	47	1500	47	2200	60	2250	60
Thornwood to Clear Lake	0.3	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Clear Lake to Edgecomb	0.6	950	30	1250	39	1200	38	1800	50	1750	50	2300	60	2350	60
Edgecomb to Bromart	0.4	1500	35	2250	60	2000	60	2500	60	2500	60	3500	65	3500	65
Bromart and Snohomish to Maltby	1.3	340	11	450	15	425	14	625	21	625	21	900	30	950	30
Maltby to Woodinville	Down	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	1800	50	1850	52
Kenmore to Keith	0.8	800	27	1000	23	975	32	1150	38	1150	38	1800	45	1850	47
Keith to Seattle	0.5	1500	35	2250	60	2000	60	2500	60	2500	60	3500	65	3500	65
Fourth Subdivision—Eastward. Woodinville to Kirkland	1.0	800	27	975	32	960	32	1150	34	1150	38	1800	45	1850	47
Kirkland to Black River	0.3	2000	40	2500	50	2500	50	2750	55	3000	60	4000	80	4000	80
Fifth Subdivision—Eastward. North Bend to Falls City	0.7	775	26	1250	41	1200	40	1650	55						
Falls City to Preston	2.0	260	9	415	14	400	13	550	18						
Preston to Woodinville	0.5	2000	40	2500	50	2500	50	3000	60						
Sixth Subdivision—Eastward. Lowell to Snohomish	1.0	800	27	1000	33	980	33	1400	46	1400	46	1800	60	1850	60
Seventh Subdivision—Eastward Edgecomb to Getchell	1.8	425	14	550	20	525	18	700	23	700	23	1000	32	1050	32
Getchell to Snohomish	0.8	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—Eastward. Bellingham to Larson	2.1	300	11	425	14	375	13	525	19						
Larson to Wickersham	0.9	1040	35	1300	43	1250	42	1800	60						

DISTRICTS. Second Subdivision—Westward.	Ruling Grade %	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
Seattle to Interbay	0.0	2000	50	2500	60	2250	60	3000	60	3000	60	3500	65	3500	65
Interbay to Keith	1.2	550	18	625	20	600	19	750	25	750	25	975	32	1000	33
Keith to Woodinville	0.4	1200	40	1500	47	1500	47	1800	50	1800	50	2200	60	2250	60
Woodinville to Maltby	1.9	320	11	425	15	400	14	600	19	600	19	850	28	875	29
Maltby to Arlington	0.5	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Arlington to McMurray	1.0	700	23	815	28	790	26	950	32	950	32	1400	42	1300	42
McMurray to Sedro-Woolley	0.4	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Sedro-Woolley to Thornwood	1.0	650	20	765	22	740	21	950	32	950	32	1200	40	1250	42
Thornwood to Sumas	0.5	1200	40	1500	50	1500	50	1800	50	1800	50	2050	60	2100	60
Fourth Subdivision—Westward. Black River to Woodinville	0.5	700	37	1000	46	1000	46	1400	60	1400	60	1800	60	1800	60
Fifth Subdivision—Westward. Woodinville to Issaquah	0.6	1200	40	1500	50	1500	50	2200	60						
Issaquah to Preston	2.3	235	9	365	14	350	13	450	18						
Preston to Falls City	1.6	650	20	700	22	700	22	850	30						
Falls City to North Bend	0.7	1300	40	1400	44	1400	44	1500	60						
Sixth Subdivision—Westward. Snohomish to Lowell	1.0	800	27	1000	33	980	33	1800	45	1800	45	2000	45	2000	45
Seventh Subdivision—Westward Snohomish to Machias	0.6	850	29	1000	33	975	32	1100	37	1100	37	1600	50	1600	50
Machias to Getchell	1.5	425	14	550	18	525	17	675	23	675	23	1000	32	1000	32
Getchell to Edgecomb	0.0	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Ninth Subdivision—Westward. Wickersham to Mirror Lake	2.2	315	11	390	14	400	13	550	19						
Mirror Lake to Agate Bay	1.1	1300	35	1600	43	1550	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.
   Speed of Class W-3 engines must not exceed twenty-five (25) miles per hour at any point and must not exceed a speed of twenty (20) miles per hour over the following bridges. This restriction does not abrogate other restrictions of lesser speed:

Bridge 6-1, 4th crossing Yakima;
Bridge 10, 5th crossing Yakima;
Bridge 13, Swauk Creek;
Bridge 19-1, Tenaway Creek;
Bridge 28-1, Cle Elum River;
Bridge 30-6, Across Yakima River;
Bridge 60, 3rd crossing Green River;
Bridge 64, 4th crossing Green River;
Bridge 74, 5th crossing Green River;
Bridge 75, 6th crossing Green River;
Bridge 78, 7th crossing Green River;
Bridge 78-1, 8th crossing Green River.
Bridge 79, 9th crossing Green River;
Bridge 81, 10th crossing Green River;
Bridge 100, 11th crossing Green River.

8. Fifteen miles per hour through cross-overs and entering sidings.
9. Thirty miles per hour through interlocking plants.
10. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
11. **Yard Limits.**—Indicated by sign at proper location.
12. **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.
13. 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.
14. **Bulletin Stations.**—Ellensburg and Auburn Transfer. (Lester and Easton are bulletin stations for enginemen on helper engines.)
15. **Standard Clocks.**—Ellensburg, Lester and Auburn Transfer.
16. **Mountain Grade.**—Easton to Lester.
17. **Helper District.**—Between Auburn and Easton.
18. Lap Sidings are located at Thorp, Bristol, Tenaway, Nelsons, Maywood, Eagle Gorge, Kanaskat and Covington. (Trains taking siding will head in at lap.)
19. 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.
20. **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.
21. 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.
22. 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.

22a. On double track, as indicated by division time table, Rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of train order.

23. Rule 316 is modified as follows: When the telephone is used, signalmen will transmit the words, represented by the figures.

23a. Eastward freight trains will stop clear of the crossover at the water tank at Easton.

24. 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.
25. Normal position of double track switches at Easton and Stampede will be for westward trains.
26. Normal position of double track switches at Martin and Lester will be for eastward trains.
27. All trains must approach double track switches prepared to stop.
28. At Palmer Junction, the upper semaphore arms are train order signals and govern movement of trains via first Subdivision; middle arms are also train order signals and govern movement to and from Tenth Subdivision of Tacoma Division; lower arm is automatic block (west home signal). Switch at Palmer Junction will be set for the First Subdivision line.
29. Engines must not run on Page Lumber Co.'s spur.
30. **Derail switches are located as follows, and must be kept set in derailing position when not in use:**

Ellensburg—East end of east yard.
Ellensburg—Caboose track.
Cle Elum—East end of east extension.
Easton—East end of siding.
Easton—East end of No. 2 track.
Easton—East end of Interchange track.
Stampede—West end of No. 2 track.
Stampede—West end of Storage track.
Lester—West end of roundhouse track.
Lester—West end of No. 1 track.
Nagrom—Spur track.
Forcamp—East and west tracks.
Eagle Gorge—West end of Eastward siding.
Kanaskat—West end of wye.

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 and Class W-3 power, must not be double-headed over bridges except between Easton and Lester.
34. Dead freight trains will fill to tonnage at Cle Elum.
36. On Sundays, special trains are operated on Roslyn Branch for the accommodation of passengers.
   Leave Cle Elum 10:15 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 Kanaskat.
38. No. 3 will connect with No. 595 at Kanaskat.
39. **When making back-up movement, running test of air brakes must be made from rear of train.**
40. **All toilets in trains must be kept locked while in the limits between Headworks and Humphrey and all employees are cautioned against throwing any refuse or articles, which might become unsanitary, off the train while passing through that territory.**

41. FREIGHT TRAIN CONDUCTORS AND ENGINEMEN WILL COMPLY WITH THE FOLLOWING, CONCERNING THE HANDLING OF TRAINS THROUGH TUNNEL No. 3:

On whistling for either Martin or Stampede the engineman must place the handle of the brake valve in full release position and obtain 90 pounds train pipe pressure as promptly as possible. (Engineman must see that low pressure governor head does not exceed 90 pounds.) Following this he must obtain "Proceed" signal before entering tunnel No. 3, to be passed from conductor to head engineman by helper engine whistle and head brakeman. Conductor will not give this signal until the train pipe pressure in the caboose has been increased to at least 80 pounds.

No retaining valves need be used with trains of all empties through tunnel No. 3, but such trains must be stopped and all retaining valves turned up before leaving either Stampede or Martin. With other freight trains, before entering tunnel No. 3 turn up all retaining valves Westward, and all but the rear one-third Eastward, turning all up before leaving Martin.

If for any reason the train breaks in two or more parts while in tunnel No. 3, train and enginemen should arrange to get engines out of tunnel promptly as possible. If necessary, take engines and cars out in either or both directions. When portion of train is left in tunnel, same should be made secure by blocking and not moved out until smoke and gas has cleared and it can be done safely. Blocking will be found on walls of tunnel on right hand side going east, about 100 feet apart and six feet above the rail.

Descending trains will carry 90 pounds train pipe pressure to Lester and to Easton. Following any stops during the descent, the engineman must fully recharge the brakes before starting and the conductor must not give the "Proceed" signal until at least 80 pounds is shown by the caboose gauge.

Eastward freight trains will stop at Lester to make terminal test, and at Easton to make examination of wheels and brakes. Westward freight trains will stop at Easton to make terminal test, and at Lester to make examination of wheels and brakes. 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.

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 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 card order (Form 1740) 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.
2a. **Switching Limits**—Territory indicated by signs within which switching will be performed by Yard Crews.
3. **Maximum Grades**—Between Bromart and 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. **Clearance Exceptions**—Trains need not obtain clearance at Wickersham from 11:00 to 7:00 a. m., unless stop signal is displayed.
11. Engines must not go in beyond 50 feet from frog on Weyerhauser spur, Everett, account 16-degree curve.
12. 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 (Form 1740) 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.
13. **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.
14. **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.

15. P.C.R.R. crossing at Renton. P.C.R.R. crossing two miles west of Renton. Campbell Lumber Co. crossing at Campton. 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. B. D. L. Co. crossing 2.4 miles west of 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.
16. 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.
17. 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.
18. 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.
19. **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.
20. G. N. crossings at Sedro-Woolley are protected by a hand operated derail, located 200 feet west (Time Table direction) of the most westerly G. N. crossing. This derail must be kept open or in derail position at all times, except when in actual use.

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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—West end House Track.
   Arlington—Lead track west end.
   Bryant—New M. & N. connection.
   Bryant—West end siding.
   McMurray—West end log rollway.
   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.
   Sedro-Woolley—Coal bunker track.
   Delvan—East end siding.
   Thornwood—West end siding.
   Hoogdale—Spur.
   Prairie—Connection to old line.
   Wickersham—Christie's spur.
   Standard—East and west end siding.
   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.
   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.
   Tiloh.
   Cream and Cannery spur, and Transfer track—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.
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, Sixth, Eighth and Ninth Subdivisions.
   No engine heavier than Class W can be run over Second, Fourth 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

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.

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.

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.

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.
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.
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 F-1 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** (Form 1740) 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.

SEVENTH SUBDIVISION
(HARTFORD LINE)

40. **Registering Station**—Snohomish.
Yard Limits—Indicated by sign at proper location.
Bulletin Station—Snohomish.
Helper District—Between Snohomish and Edgecomb, 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 Edgecomb.
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.

Derail Switches—
Hartford—East end passing track.
Hartford—East end house track.
Harvey—Spur.

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.
Trains handling logs will not exceed ten miles per hour over Howe Truss bridges Nos. 2, 7, 11-1, 18, 19 and 22.

Derail Switches—
Cavano—West end.
Tulker—East and west ends.
Fortson—Spur.
Colbridge—Spur.
Barco—Spur.
Wiese—Spur.
Edith—Spur.
Darrington—Gay-Meagher tracks.

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 Switches—
Sloman—Spur.
Park—Log Spur.
Agate Bay—West end siding.
Matson—Spur.
Larson—East end siding.
Bellingham—Rip track.

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.

HOUGHTON & SON,
215 Yesler Way,
Seattle.

F. A. HOME,
Ellensburg.

W. A. SEIBEL,
Cle Elum.

RICHARD VAETH,
924 Pacific Ave.,
Tacoma.

S. O. WALLGREN,
Everett.

HORACE CONDY,
Sedro Woolley.

WILBUR GIBBS,
Bellingham.

THOMAS J. MORRIS,
Lester.

W. S. DIPPO,
Auburn.

AUTHORIZED SURGEONS, SEATTLE DIVISION.

LOCATION OF STRETCHERS (S).

S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.

FREDERICK ADAMS, Oculist, Seattle.
P. W. WILLIS, Seattle.
F. S. BOURNS, Seattle.
King St. Station, Seattle (S).
Yard Office, Seattle (S).
C. L. DIXON, Renton.

E. M. ADAMS, Arlington (S).
N. S. McCREADY, Snohomish (S).
W. C. COX. Everett (S).
B. F. BROOKS, Sedro-Woolley (S).
W. H. LANG, Vancouver, B. C.

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).

F. W. McKNIGHT, Cle Elum (S).
B. E. HOYE, Auburn.
WM. H. BRANDT, Auburn.
Auburn Yard Office (S).
Auburn Station (S).
Puyallup (S).

P. B. WING, Oculist, Tacoma.
W. G. CAMERON, Specialist, Tacoma.
N. P. B. A. Hospital, Tacoma (S).
Baggage Room, Tacoma (S).
Round House, Tacoma (S).

Head-of-Bay Yard Office, Tacoma (S).
Half Moon Yard Office, Tacoma (S).
Tool Car, Tacoma (S).
Wharf, Tacoma (S).

NOTE.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

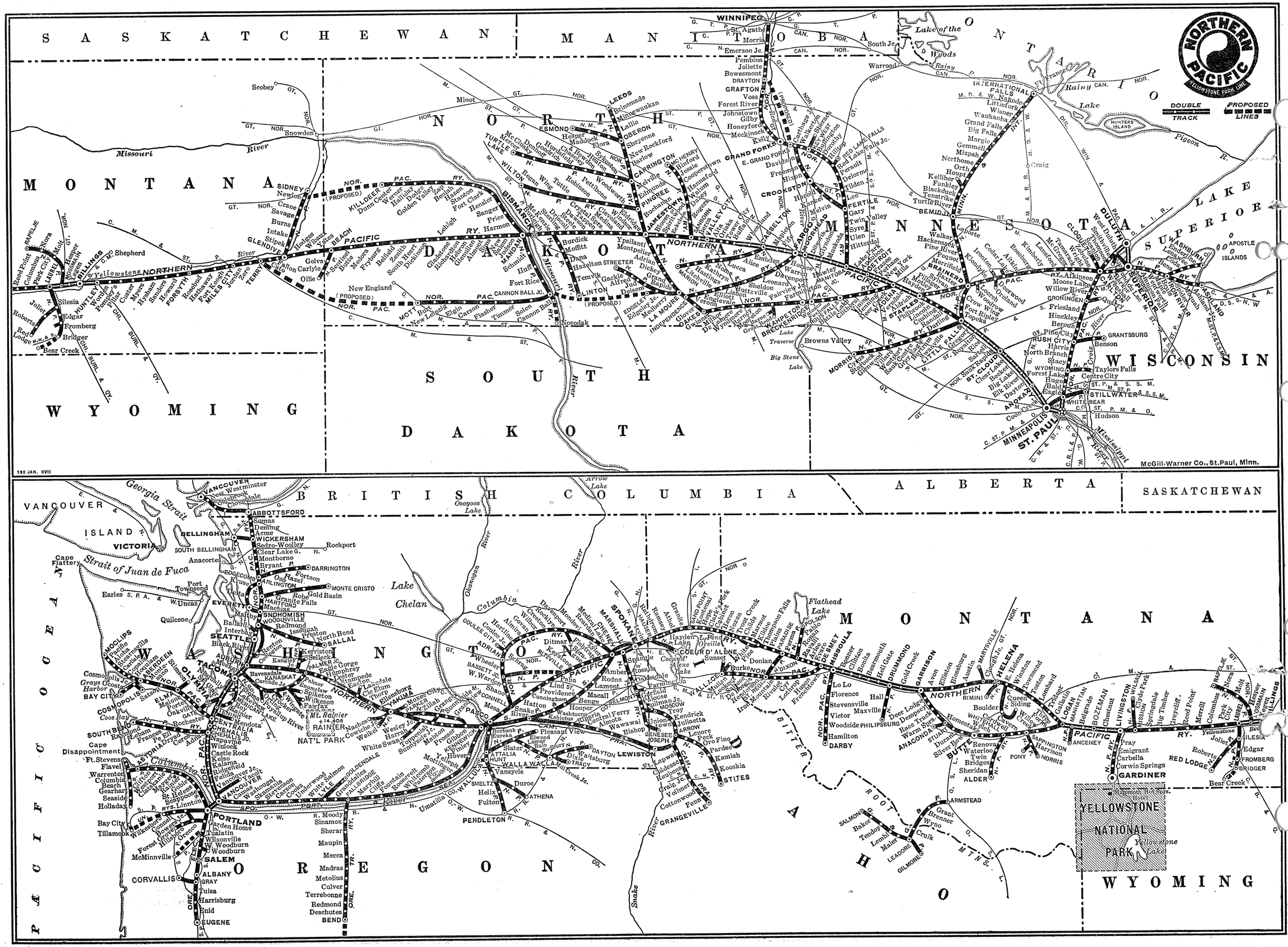
J. E. CAMPBELL,
Trainmaster, Seattle.

J. H. ROBINSON,
Trainmaster, Seattle.

J. F. FITZSIMMONS,
Trainmaster, Seattle.

W. H. PAGE,
Asst. Trainmaster, Seattle.

E. H. FRIBERG,
Chief Dispatcher, Seattle.


NORTHERN PACIFIC
YELLOWSTONE PARK LINES
DOUBLE TRACK
PROPOSED LINES
SASKATCHEWAN
MANITOBA
ONTARIO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WYOMING
WISCONSIN
LAKE SUPERIOR
ALBERTA
BRITISH COLUMBIA
WASHINGTON
OREGON
IDAHO
PACIFIC OCEAN
Missouri River
Yellowstone River
Columbia River
Snake River
Lake Chelan
Lake of the Woods
Rainy Lake
Pigeon R.
Flathead Lake
Big Stone Lake
Arrow Lake
Osoyoos Lake
Okanogan River
Strait of Juan de Fuca
Georgia Strait
WINNIPEG
MINNEAPOLIS
ST. PAUL
DULUTH
SEATTLE
TACOMA
PORTLAND
SPOKANE
BILLINGS
BISMARCK
FARGO
GRAND FORKS
MINOT
YELLOWSTONE NATIONAL PARK
Mammoth Hot Spgs. Hotel
McGill-Warner Co., St.Paul, Minn.
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