United States Railroad Administration

WALKER D. HINES, Director General of Railroads

NORTHERN PACIFIC RAILROAD SEATTLE DIVISION

TIME

TABLE

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

SUNDAY, JUNE 22, 1919.

For the Government of Employes only. The Railroad 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,
Assistant General Manager.

J. E. CRAVER,
Acting General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

J. E. CAMPBELL,
Acting Superintendent.

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9.920	s 9.10		6.35	s 4.54	3.30	s 7.05	5.30		1855	7.6	TPDN 2.8	94	W 105	10.36	s12.51				3.30
9.40	s 9.22		6.42	4.59	3.35	7.11	5.36	w	1858	10.4	DUDLEYP	91	1.7 E 80 W 80	10.32	12.44	8.57			3.00
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1015 7.20	s 9.55		7.05	f 5.10	3.49	7.25	5.49		1865	17.2	BRDN 3.8	84	4.9 E 80 W 80	10.20	f12.31	8.45	4.51		s 2.30
128 128	s10.15		7.20	5.16	3.55	7.31	5.55		1869	21.0	TEANAWAYP	8	1.1 E 80 W 80	10.12	12.23	8.38	4.41		s 2.15
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Mo., We., Tu., Thu., and Sat. Daily		_			5		8		-	_							Della:	Mo., We.	Tu., Thu.
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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.

Average Speed Per Hour

4.10

8.8 10.2 12.1

24.1 24.7 24.7 25.2

26.1 23.6 24.1 23.6

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THIRD			SECUNI	T T		FIRST CLA	1	cates, ad Wy	918	Seattle	Time Table No. 45 June 22, 1919		_	l	RST CLASS	I 	SECOND	CLASS		HIRD CL	-
935		923		6	75	443	441	nel, Sca	Number	from Sta.,	Succeeding No. 44B	from	city of	442	444	676			924	_	_
Way Freight	Way Freight	Way Freight		Fre	eight	Passenger	Passenger	ter, Fuel, n Tables		Distance King St.	STATIONS	ance 18.8	Capacity	Passenger	Passenger	Freight			Way Freight	Way Freight	
Mo., We., Fri.	Mo., We. Fri.	Ex. Sun.		Ex.	. Sun.	Daily	Daily	Wat	Statio	King	Telegraph Offices and Calls	Dist	Car	Daily	Daily	Ex. Sun.			Ex. Mon	Tu., Thu. Sat.	• ,
		L 8.25AM				L 9.30AM	L 2.20P			0.0	UDSEATTLEDN King Street Station	128.0		A 5.30PM	A12.15PM				A 3.45	М	
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		s 9.30		-		f10.12	f 3.00	1	C F 46	15.8	LAKE	112.2	60	f 4.47	111.26				s 2.40	ļ	-
		s 9.50				s10·24	s 3.12		C F 53	22.6	BBOTHELLD	105.4	40	s 432					s 1.55	-	-
1 450		A10.00AM					s 3.16				1.7		175								_
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s 2.45		See page 3				s10.48	f 3.34		CF 60		MBD		77	s 4.13	443						
As 3.15PM						A11.04AM	349	С		37.5	BROMART	90 5	Spur 5	3.53 935	L10 29AM						
See page 4					Assessed		As 3.50P			38.1	HO., G.N. StnSnohomish. DN 5.8	89.9	76	L 3.50PM s 441							-
			BE.	TWEEN SNO	HOMISH	AND LOWEL	L TRAIN	S WILL	BE (GOVE	RNED BY GREAT NORTH	HERN	RY. TI	ME TABI	E RULES /	ND REGULA	TIONS			The second second second	-
							Ls 3.58PM		B B 6	43.9	WDN	84.1	70	A 3.40PM							
	ine						s 4.02	WCOY	B B 8	45.4	EVDN	82.6	100	s 3.29	Line						
	l p.c					Line				46.6	PG G. N. JUNCTIONDN	81.4	No siding		l p.c					l Lin	
	artfo					Hartford				1	C. M. & St. P. R. R. CROSSING	81.3			artfo					tforc	
	Via H		-			Hart					C. M. & St. P. R. R. CROSSING 0.5	80.6			Via Ha					Har	
	>						4.10			47.9	ROGER	80.1	87	3.18	>						
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			BE	TWEEN DEL	TA WYE	Via	TRAINS	WILL		54.4 55.7	6.0 NED BY GREAT NORTH KKRUSEDN 1.3M. & A. CROSSING 2.6	73.6 72.3	RY. TIN	IE TABLI A 3.02PM		ND REGULAT	IONS			See page 4	1
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	L10.45A 810.55A 12.40P		BE	L 8	TA WYE	L11.54AM	TRAINS	W W Y no ME	CF 88	54.4 55.7 58.3 61.4	6.0 NED BY GREAT NORTH KKRUSEDN 1.3M. & A. CROSSING 2.6EDGECOMB3.1 AARLINGTONDN 1.2	73.6 72.3 69.7	95 45 132	## TABL	As 9.37AM	ND REGULAT	IONS			See page 4	-
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	\$10.55A 12.40P	M 443	BE	L S S S	TA WYE 3.25M 3.45 3.45 3.45 3.45 3.45	L11.54AM s s12.01PM 927-928	TRAINS L 4.26M f 4.35 s 4.46 s 4.54	W W Y no ME	CF 88 CF 91 CF 92 CF 95	54.4 55.7 58.3 61.4 62.6 65.1	6.0 NED BY GREAT NORTH KKRUSEDN 1.3M. & A. CROSSING 2.6	73.6 72.3 69.7 66.6 65.4 62.9	95 45 132 No siding 72	#E TABLE # 3.02 PM # 2.53 # 2.45	As 9.37AM s 9.29 928-675	1.55 s 1.30	IONS			See page 4 A12.18PM s s12.01P4 9.20AM s 9.00	W
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	\$10.55Å 12.40P \$1.00 676 \$1.40 \$2.06	M 443	BE	ETWEEN DEL	TA WYE 3.25 M 3.45 3.45 3.45 3.45 3.29 4.928 3.45 3.29 4.928	\$\frac{\text{s}}{5}\$ \$\frac{\text{s}}{11.54\text{M}}\$ \$\frac{\text{s}}{927-928}\$ \$\frac{\text{s}}{22.15}\$ \$\frac{\text{s}}{676}\$ \$\frac{\text{s}}{676}\$ \$\frac{\text{s}}{22.41}\$	f 4.35 s 4.46 s 4.54 f 5.12 f 5.23	WILL W Y no ME	C F 88 C F 91 C F 92 C F 95 C F 101 C F 107	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2	6.0 NED BY GREAT NORTH KKRUSE	73.6 72.3 69.7 66.0 65.4 62.9 50.6	95 45 132 No siding 72 65	f 2.53 s 2.45 s 2.22 f 2.06	9.29 928-675 8 9.17 8 9.03 8 8.49	1.55 s 1.30 1.00 1.229Ph 11.55Ah	IONS			See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45	M
	\$ 1.00 676 \$ 1.40	M 443	BE	ETWEEN DEL	TA WYE 3.25 M 3.45 3.45 3.45 3.45 3.45 3.05	s12.15 s12.29	f 4.35 s 4.46 s 4.54 f 5.12 f 5.23	WILL W Y no ME	C F 88 C F 91 C F 92 C F 95 C F 101 C F 107	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9	6.0 NED BY GREAT NORTH KKRUSE	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8	95 45 132 No siding 72 65	f 2.53 s 2.45 s 2.22	9.29 928-675 8 9.17 8 9.03 8 8.49	1.55 s 1.30 1.00 927 12.29h	IONS			See page 4 A12.18PM s s12.01PW 9.20AM 8 9.00 8 8.30	W
	\$10.554 12.40P \$1.00 \$1.40 \$2.06 \$2.48	443	BE	ETWEEN DEL 8 8 9 44 9 10	TA WYE 3.25 M 3.45 3.45 3.45 3.45 3.29 3.45 3.29 3.40 3.45 3.45 3.45 3.45 3.45 3.45 3.45	\$12.15 \$12.01PM 927-928 \$12.15 \$12.29 \$12.41 \$12.46	TRAINS L 4.26PM f 4.35 s 4.46 s 4.54 s 5.12 f 5.23 s 5.27	WILL W Y YO ME	C F 88 C F 91 C F 92 C F 95 C F 101 C F 107	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0	6.0 NED BY GREAT NORTH KKRUSE	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1	95 45 132 No siding 72 65 18 70	#E TABLE A 3.02PM f 2.53 s 2.45 s 2.35 s 2.22 f 2.06 927 s 2.02	\$ 9.29 928-675 \$ 9.17 \$ 9.03 \$ 8.49	1.55 s 1.30 1.00 927 12.29Ph 443 11.55Ah	IONS			See page 4 A12.18PM 512.01PM 9.20AM 8 9.00 8 8.30 8 7.45 8 7.30	W M
	\$10.55Å 12.40P \$1.00 676 \$1.40 \$2.06	443	BE	ETWEEN DEL	TA WYE 3.25 M 3.45 3.45 3.45 3.45 3.29 4.928 3.45 3	\$\frac{\text{s}}{\text{s}}\$ \$\frac{\text{s}}{\text{s}} \frac{\text{s}}{\text{s}} \frac{\text{s}}{\text{s}} \frac{\text{s}}{\text{s}} \frac{\text{s}}{\text{s}} \frac{\text{s}}{\text{c}} \frac{\text{s}}{\text{c}} \frac{\text{s}}{\text{s}} \frac{\text{s}}	TRAINS 1 4.26 1 4.35 5 4.46 5 4.54 6 5.12 7 5.23 7 5.40 7 5.40	WILL W Y no ME	CF 88 CF 91 CF 92 CF 95 CF 101 CF 107	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3	6.0 NED BY GREAT NORTH KKRUSEDN 1.3M. & A. CROSSING 2.6BEGECOMB 3.1 AARLINGTONDN 1.2ARLINGTON JUNCTION 2.5 BTBRYANTD 6.3 MUMCMURRAYD 5.8MONTBORNED 1.7 BGBIG LAKED 1.8P.S. & C. RY. CROSSING 1.3 CACLEAR LAKED 3.2	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0	95 45 132 No siding 72 65 18 70	f 2.53 s 2.45 s 2.35 s 2.22 f 2.06 s 2.02	9.29 928-675 5 9.17 5 9.03 5 8.49 6 8.45	1.55 1.55 1.00 1.00 1.229 12.29 11.55 11.50	IONS			See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45 s 7.30	W M
	\$ 1.055Å 12.40P \$ 1.00 \$ 1.40 \$ 2.06 \$ 2.48 \$ 3.30	443	BE	ETWEEN DEL 8 8 9 10 10 10 10 10 10	TA WYE 3.25 M 3.45	\$\frac{\text{s}}{\text{s}}\$ \$\frac{\text{s}}{\text{s}}\$ \$\frac{\text{s}}{\text{s}}\$ \$\frac{\text{s}}{\text{2.01} \text{pm}}\$ \$\frac{\text{s}}{\text{2.79}}\$ \$\frac{\text{s}}{\text{676}}\$ \$\frac{\text{s}}{\text{2.41}}\$ \$\frac{\text{s}}{\text{s}}\$ \$\t	TRAINS L 4.26 f 4.35 s 4.46 s 4.54 s 5.12 f 5.23 s 5.27 s 5.40 s 5.48	WILL W Y no ME	C F 88 C F 91 C F 92 C F 95 CF 101 C F 107 C F 109 C F 114 C F 117	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3 87.5	6.0 NED BY GREAT NORTH KKRUSEDN 1.3M. & A. CROSSING 2.6	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0 43.7	95 45 132 No siding 72 65 18 70 195 290	f 2.53 s 2.45 s 2.35 s 2.22 f 2.06 s 2.02 s 1.50 s 1.42	9.29 928-675 8 9.17 8 9.03 8 8.49 8 8.45 8 8.35 8 8.25	1.55 s 1.30 1.00 927 12.29 11.55 11.50 11.30 11.40 675	IONS			See page 4 A12.18PM 512.01PM 9.20AM 8 9.00 8 8.30 8 7.45 8 7.30	W. W.
	\$ 1.055Å 12.40P \$ 1.00 \$ 1.40 \$ 2.06 \$ 2.48 \$ 3.30	443	BE	ETWEEN DEL 8 8 9 10 10 10 10 11 812	TA WYE 3.25 M 3.45 3.45 3.45 3.45 3.29 4.928 3.45 3.005 3.10 M 676 3.10 M	In the second color of t	TRAINS 1 4.26 PM 1 4.35 2 4.46 2 5.454 3 5.27 3 5.40 3 5.48 6.05	WILL W Y no ME W THE ME	C F 88 C F 91 C F 92 C F 95 CF 101 C F 109 C F 114 C F 117 C F 122	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3 87.5	6.0 NED BY GREAT NORTH KKRUSE	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0 43.7 40.5	95 45 132 No siding 72 65 18 70 195 290 80	F TABL A 3.02 M f 2.53 s 2.45 s 2.35 g 2.22 f 2.06 g 2.02 s 1.50 s 1.42 [1.26 443	\$ 9.29 928-675 \$ 9.17 \$ 9.03 \$ 8.49 \$ 8.45 \$ 8.35 \$ 8.25	1.55 s 1.30 l.00 927 l.2.29 443 l1.55 hl.150 s11.15 l0.40 675 s10.20	IONS			See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45 s 7.30	W M
	\$ 1.055Å 12.40P \$ 1.00 \$ 1.40 \$ 2.06 \$ 2.48 \$ 3.30	443	BE	ETWEEN DEL 8 8 9 44 9 10 10 10 11 11 11 11 11 11 11 11 11 11	7A WYE 3.25 M 3.45 3.45 3.45 3.45 3.45 3.45 3.45 3.45	\$12.01PM 927-928 \$12.15 \$12.29 \$12.41 \$12.46 \$12.58 \$1.10 \$1.26 442 \$1.35PM	TRAINS L 4.26PM f 4.35 s 4.46 s 4.54 s 5.12 f 5.23 s 5.27 s 5.40 s 5.48 6.05 s 6.15	WILL W Y Y NO ME W T Y W	C F 88 C F 91 C F 92 C F 95 CF 107 C F 109 C F 114 C F 117 C F 122 C F 128	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3 87.5 95.0	6.0 NED BY GREAT NORTH KKRUSEDN 1.3M. & A. CROSSING 2.6	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0 43.7 40.5	8Y. TIN 95 45 132 No siding 72 65 18 70 195 290 80 75	#E TABLE A 3.02PM f 2.53 s 2.45 s 2.35 s 2.22 f 2.06 g 2.02 s 1.50 s 1.42 f 1.26 443 s 1.17	\$ 9.29 928-675 \$ 9.17 \$ 9.03 \$ 8.49 \$ 8.45 \$ 8.35 \$ 8.25	1.55 s 1.30 1.00 927 12.29 11.55 11.50 11.50 11.50 s11.15 10.40 s10.20 s10.00	IONS			See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45 s 7.30	¥
	\$ 1.055Å 12.40P \$ 1.00 \$ 1.40 \$ 2.06 \$ 2.48 \$ 3.30	443	BE	C C C C C C C C C C	TA WYE 3.25 M 3.45 3.29 4.928 0.45 0.05 0.30 1.50 1.50 1.30 1.00 1.00 1.00	In the second color of t	TRAINS 1 4.26 PM 1 4.35 2 4.46 3 4.54 3 5.12 3 5.27 3 5.40 3 5.48 6.05 3 6.15 3 6.30	WILL W Y N ME W T N ME	CF 88 CF 91 CF 92 CF 95 CF 107 CF 107 CF 109 CF 114 CF 117 CF 122 CF 128 CF 133	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3 87.5 95.0 99.3	6.0 NED BY GREAT NORTH KKRUSE	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0 43.7 40.5 33.0 28.7	72 65 18 70 80 75 18	# TABL A 3.02PM f 2.53 s 2.45 s 2.35 s 2.22 f 2.06 g27 s 2.02 f 1.50 s 1.42 f 1.26 443 s 1.17 s 1.04 675	\$ 9.29 928-675 \$ 9.17 \$ 9.03 \$ 8.49 \$ 8.45 \$ 8.35 \$ 8.25	1.55 s 1.30 l.00 g27 l2.29h 443 l1.55 h 11.50 s11.15 l0.40 675 s10.20 s10.00 s 9.30	IONS			See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45 s 7.30	Z .
	\$ 1.055Å 12.40P \$ 1.00 \$ 1.40 \$ 2.06 \$ 2.48 \$ 3.30	443	BE	ETWEEN DEL 8 8 9 10 10 10 10 11 11 11 11 11 11 11 11 11	TA WYE 3.25 M 3.45 3.45 3.45 3.45 3.45 3.30 3.10 PM 3.30 3.10 PM 3.30 3.10 PM	\$12.01PM 927-928 \$12.15 \$12.29 \$12.41 \$12.46 \$12.58 \$1.10 \$1.26 442 \$1.35PM	TRAINS 1 4.26 PM 1 4.35 1 4.46 1 5 4.54 1 5 5.12 1 5 5.23 1 5 5.40 1 6 6.05 1 6 6.15 1 6 6.35	WILL W Y no ME W T no ME	C F 88 C F 91 C F 92 C F 95 CF 101 C F 109 C F 114 C F 117 C F 122 C F 128 C F 133 C F 135	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3 87.5 95.0 99.3 104.2	6.0 NED BY GREAT NORTH KKRUSE	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0 43.7 40.5 33.0 28.7 23.8	8Y. TIN 95 45 132 No siding 72 65 18 70 195 290 80 75 18 20	F TABL A 3.02 M f 2.53 s 2.45 s 2.35 s 2.22 f 2.06 s 1.50 s 1.42 f 1.26 443 s 1.17 s 1.04 675 f 12.59	\$ 9.29 928-675 \$ 9.17 \$ 9.03 \$ 8.49 \$ 8.45 \$ 8.35 \$ 8.25	1.55 s 1.30 1.00 927 12.29Ph 443 11.55Ah 11.50 11.30 s11.15 10.40 675 s10.20 s10.00 s 9.30 s 9.15	IONS			See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45 s 7.30	¥
	\$ 1.055Å 12.40P \$ 1.00 \$ 1.40 \$ 2.06 \$ 2.48 \$ 3.30	443	BE	ETWEEN DEL 8 8 9 10 10 10 10 11 11 11 11 11 11 11 11 11	TA WYE 3.25 M 3.45 3.29 4.928 0.45 0.05 0.30 1.50 1.50 1.30 1.00 1.00 1.00	\$12.01PM 927-928 \$12.15 \$12.29 \$12.41 \$12.46 \$12.58 \$1.10 \$1.26 442 \$1.35PM	TRAINS 1 4.26 PM 1 4.35 2 4.46 3 4.54 3 5.12 3 5.27 3 5.40 3 5.48 6.05 3 6.15 3 6.30	WILL W Y no ME W T no ME	C F 88 C F 91 C F 92 C F 95 CF 101 C F 109 C F 114 C F 117 C F 122 C F 128 C F 133 C F 135	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3 87.5 95.0 99.3 104.2 106.3	6.0 NED BY GREAT NORTH KKRUSEDN 1.3M. & A. CROSSING 2.6BGECOMB3.1 AARLINGTONDN 1.2ARLINGTON JUNCTION 2.5 BTBRYANTD 6.3 MUMCMURRAYD 5.8MONTBORNE1.7 BGBIG LAKED 4.1P. S. & C. RY. CROSSING 1.7 BGCLEAR LAKED 3.2 [WLSEDRO-WOOLLEYDN] 1.TWO G. N. CROSSINGS] TTACK Conn. 7.5THORNWOOD 4.3 WKWICKERSHAMDN 4.9 MCACMED 2.1STANDARD 5.8 DMDEMINGD	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0 43.7 40.5 33.0 28.7 23.8 21.7	8Y. TIN 95 45 132 No siding 72 65 18 70 195 290 80 75 18 20	# TABL A 3.02PM f 2.53 s 2.45 s 2.35 s 2.22 f 2.06 g27 s 2.02 f 1.42 f 1.26 443 s 1.17 s 1.04 675	\$ 9.29 928-675 \$ 9.17 \$ 9.03 \$ 8.49 \$ 8.45 \$ 8.35 \$ 8.25	1.55 s 1.30 l.00 g27 l2.29h 443 l1.55 h 11.50 s11.15 l0.40 675 s10.20 s10.00 s 9.30	IONS			See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45 s 7.30	Z .
	\$ 1.055Å 12.40P \$ 1.00 \$ 1.40 \$ 2.06 \$ 2.48 \$ 3.30	443	BE	L S S S S S S S S S	TA WYE 3.25 M 3.45 3.45 3.45 3.45 3.45 3.30 3.10 PM 3.30 3.10 PM 3.30 3.10 PM	\$12.01PM 927-928 \$12.15 \$12.29 \$12.41 \$12.46 \$12.58 \$1.10 \$1.26 442 \$1.35PM	TRAINS 1 4.26 PM 1 4.35 1 4.46 1 5 4.54 1 5 5.12 1 5 5.23 1 5 5.40 1 6 6.05 1 6 6.15 1 6 6.35	WILL W Y Y NO ME WCT Y W	CF 88 CF 91 CF 92 CF 95 CF 101 CF 109 CF 114 CF 122 CF 128 CF 133 CF 135 CF 141	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3 87.5 95.0 99.3 104.2 106.3 112.1	6.0 NED BY GREAT NORTH KKRUSE	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0 43.7 40.5 28.7 23.8 21.7 15.9	95 45 132 No siding 72 65 18 70 195 290 80 75 18 20 45	F TABL A 3.02 M f 2.53 s 2.45 s 2.35 s 2.22 f 2.06 s 1.50 s 1.42 f 1.26 443 s 1.17 s 1.04 675 f 12.59	\$ 9.29 928-675 \$ 9.17 \$ 9.03 \$ 8.49 \$ 8.45 \$ 8.35 \$ 8.25	1.55 s 1.30 1.00 927 12.29Ph 443 11.55Ah 11.50 11.30 s11.15 10.40 675 s10.20 s10.00 s 9.30 s 9.15	IONS			See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45 s 7.30	M.
	\$ 1.055Å 12.40P \$ 1.00 \$ 1.40 \$ 2.06 \$ 2.48 \$ 3.30	443	BE	L S S S S S S S S S	TA WYE 3.25 M 3.45 3.45 3.45 3.29 4.928 3.45 3.00 3.10 M 4.10 M 3.30 3.10 M 4.10 M 3.30 3.10 M 4.10 M 3.30 3.10 M 4.10 M 4	\$12.41 \$12.46 \$12.58 \$1.35PM	TRAINS 1 4.26 PM 1 4.35 2 4.46 2 4.54 3 5.12 3 5.27 3 5.40 3 5.48 6.05 3 6.30 4 6.35 5 6.50	WILL W Y Y NO ME WCT Y W	CF 88 CF 91 CF 92 CF 95 CF 101 CF 109 CF 114 CF 122 CF 128 CF 133 CF 135 CF 141	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3 87.5 95.0 99.3 104.2 106.3 112.1 114.2 121.6	6.0 NED BY GREAT NORTH KKRUSE	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0 43.7 40.5 28.7 23.8 21.7 15.9 13.8 6.4	95 45 132 No siding 72 65 18 70 195 290 80 75 18 20 45	## TABL ## 3.02 PM ## 2.53 ## 2.45 ## 2.45 ## 2.02 ## 1.50 ## 1.42 ## 1.26 ## 443 ## 1.17 ## 1.04 ## 675 ## 12.59 ## 12.46	\$ 9.29 928-675 \$ 9.17 \$ 9.03 \$ 8.49 \$ 8.45 \$ 8.35 \$ 8.25	1.55 1.00 927 12.29 11.55 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50	IONS			See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45 s 7.30	W.
	\$ 1.055Å 12.40P \$ 1.00 \$ 1.40 \$ 2.06 \$ 2.48 \$ 3.30	443	BE	L E E E E E E E E E	TA WYE 3.25 M 3.45 3.45 3.45 3.29 4.928 3.45 3.00 3.10 M 4.10 M 3.30 3.10 M 4.10 M 3.30 3.10 M 4.10 M 3.30 3.10 M 4.10 M 4	\$12.41 \$12.46 \$12.58 \$1.35PM	TRAINS L 4.26PM f 4.35 s 4.46 s 4.54 s 5.12 f 5.23 s 5.27 s 5.40 s 5.48 6.05 s 6.15 s 6.30 f 6.35 s 6.50 s 7.10	WILL W Y Y NO ME W T W T W T W T T W T W W T T W T W T	CF 88 CF 91 CF 92 CF 95 CF 107 CF 109 CF 114 CF 117 CF 122 CF 128 CF 133 CF 135 CF 141	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3 87.5 95.0 99.3 104.2 106.3 112.1 114.2 121.6	6.0 NED BY GREAT NORTH K	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0 43.7 40.5 33.0 28.7 23.8 21.7 15.9 13.8 6.4 0.9	8Y. TIN 95 45 132 No siding 72 65 18 70 195 290 80 75 18 20 45	## TABL ## 3.02 PM ## 2.53 ## 2.45 ## 2.45 ## 2.02 ## 1.50 ## 1.42 ## 1.26 ## 443 ## 1.17 ## 1.04 ## 675 ## 12.59 ## 12.46	\$ 9.29 928-675 \$ 9.17 \$ 9.03 \$ 8.49 \$ 8.45 \$ 8.35 \$ 8.25	1.55 s 1.30 log27 l2.29% s11.55 l1.50 s11.50 s11.50 s11.15 s10.20 s10.00 s 9.30 s 9.15 s 8.50	IONS			See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45 s 7.30	W. W.
	\$ 1.00 \$ 1.00 \$ 1.40 \$ 1.40 \$ 2.06 \$ 2.48 \$ 3.30 \$ 4.00P	443	BE	L E E E E E E E E E	TA WYE 3.25 M 3.45 3.45 3.45 3.45 3.45 3.45 3.45 3.45 3.30	\$12.41 \$12.46 \$12.58 \$1.35PM	TRAINS L 4.26PM f 4.35 s 4.46 s 4.54 s 5.12 f 5.23 s 5.27 s 5.40 s 5.48 6.05 s 6.15 s 6.30 f 6.35 s 6.50 s 7.10	WILL W Y Y NO ME W T W T W T W T T W T W W T T W T W T	CF 88 CF 91 CF 92 CF 95 CF 107 CF 109 CF 114 CF 117 CF 122 CF 128 CF 133 CF 135 CF 141	54.4 55.7 58.3 61.4 62.6 65.1 71.4 77.2 78.9 83.0 84.3 87.5 95.0 99.3 104.2 106.3 112.1 114.2 121.6	6.0 NED BY GREAT NORTH K	73.6 72.3 69.7 66.0 65.4 62.9 50.6 50.8 49.1 45.0 43.7 40.5 33.0 28.7 23.8 21.7 15.9 13.8 6.4 0.9	8Y. TIN 95 45 132 No siding 72 65 18 70 195 290 80 75 18 20 45	## TABL ## 3.02PM ## 2.53 ## 2.45 ## 2.35 ## 2.22 ## 2.06 ## 2.02 ## 1.50 #	\$ 9.29 928-675 \$ 9.17 \$ 9.03 \$ 8.49 \$ 8.45 \$ 8.35 \$ 8.25	1.55 1.30 1.00 927 12.29Pt 443 11.55At 11.50 11.40 675 \$10.20 \$10.00 \$ 9.30 \$ 9.15 \$ 8.50	IONS		Ex. Mon.	See page 4 A12.18PM s s12.01PM 9.20AM s 9.00 s 8.30 s 7.45 s 7.30	W.M.

WESTWARD THIRD SUBDIVISION (ROSLYN BRANCH) EASTWA) I	EASTW	ARD	WESTWARD FOURTH SUBDIVISION (BELT LINE)						E)		EASTWARD		
SEC	OND CLASS	es, Wyes			Time Table No. 45		SE	COND C	LASS	THIRD CLASS	FIRST CLASS	es, Wyes			Time Table No. 45			FIRST	CLASS	THIRD CL
477	475 473	el, Scal	Numbers	mo	June 22, 1919 Succeeding No. 44B		474	476	478	935	445	il, Scales,	Numbers	no.	June 22, 1919 Succeeding No. 44B	o o m	acity of	446		936
Mixed	Mixed Mixed	r, Fue	N go	tance fi Elum	STATIONS		Mixed	Mixed	Mixed	Snohemish Way Frt.	Passenger	r, Fue	on Nu	Distance from Black River	STATIONS	ance fro	Сарас	Passenger		Snohomish Way Frt.
Ex. Sun.	Ex. Sun. Ex. Sun.	Wate Turn	Station	Dists Cle F	Telegraph Offices and Calls		Ex. Sun.	Ex. Sun.	Ex. Sun.	Mon., Wed., Fri.	Ex. Sun.	Wate	Station	Dists Black	Telegraph Offices and Calls	- # ŏ	Car (Sidin	Ex. Sun.		Tue., Thu., Sat.
. 1.15PM	L 9.20M L 7.00A	M WCYO	1873	0.0	CLDN 7	.2	A 8.30A	A11.00A	A 5.15PM	L 0.45W	1.104%		17.01	0.0	DI BLACK BIVED D	N 04 F	00	See Puget Sound T.T.		See Puget Sound T.T.
1.20	s 9.25 s 7.05			2.0	MINE 5	.2	s 8.20	s10.50	s 5.05	L 8.45M	L 1.24M				BIBLACK RIVERDI			A10.17AM		A 3.25™
1.30	s 9.35 s 7.15	0	CA 4	3.5	RSD 3	.7	s 8.15	s10.45	s 5.00	s 8.55 10.12 446	s 128	W	3 A 22	2.1	RTRENTON1P. C. R. R. CROSSING 0.2	22.4	50	\$1 0.12 985		s 3.15
s 1.38	s 9.43 s 7.23		CA 6	5.4	RONALD 1	.8	s 8.05	\$10.35	s 4.50					2.3	S. R. & S. CROSSING Track Connection 1.7	. 22.2				
1.45PM	A 9.50AM A 7.30	М	-	6.1	BEEKMAN 1	.1	L 8.00A	L10.30A	L 4.45PM					4.0	P. C. R. R. CROSSING Track Connection 2.2	20.5				
				7.2	LAKEDALE 0	.0				s10.30	1.34 936	E	3 A 19	6.2	QUENDALL	. 18.3	73	10.01		s 1.34 445
12.2	30 30 12.2 12.2	1		<u> </u>	Time Over Subdivision Average Speed Per Hour	-	12.2	12.2	12.2	s11.00	s 1.48	I	3 A 12	11.8	WBWILBURTON	D 12.7	26	s 9.48		s 1.12
EA					TRAINS OF THE SAME CLASS			DIRECTI	ON	s11.10	f 1.53	I	3 A 10	13.4	NORTHRUP	. 11.1	50	f 9.44		s 1.02
Extr No. 4	a trains must wa 475 has right o ver	it at Ro 476 Clo	oslyn i e Elum	intil to I	second class trains clear at C Seekman. No. 473 has right o	ver 474	Cle Elum	to Beek	man.	\$11.30	f 2.03	W 1/2 ME	3 A 7	17.5	KIRKLAND	P 7.0	60	s 9.33		s12.50
									7.4.D.D.					23.8	R. R. CROSSING	0.7				
WES		- 1:	H SU	IBD	IVISION (SNOQUALMIE)	BRANCI	i	EASTW	<u> </u>	-		-		24.1	BELT LINE JUNCTION	0.4				
3d Class	FIRST CLASS	ales,	22		Time Table No. 45 June 22, 1919		İ	CLASS	3d Class	A11.59AM See page 2	As 2.20Pl See this page	CTW	CF 55	24.5	CJB	0.0	100	L 9.13AM		L12.30™
923	445	el, Sca	Numbers	ron le	Succeeding No. 44B	city of	446		924	Mon., Wed., Fri.	Ex. Sun.					 		Ex. Sun.		Tue., Thu., Sat.
Wav	,	F. abl	Z	4 6	CTATIONS 8	í et	Passenger		Way							_ -				
Way Freight	Passenge	T i	o n	gin	STATIONS	, S	rassenger		Way Freight	3.14	.56				Time Over Subdivision			1.04		2.55
	Ex. Sun	aten	Station	Distance from Woodinville	Telegraph Offices and Calls	Car Cap Sidings	Ex. Sun.		Freight Ex. Mon.	3.14	26.3				Time Over Subdivision Average Speed Per Hour			22.5		8.4
Ex. Sun.	Ex. Sun	Water Turn	Station		Telegraph Offices and Calls		Ex. Sun.		Ex. Mon. See page 2	10.6	26.3 EASTWARD TRAINS ARI				Average Speed Per Hour TRAINS OF THE SAME	CLAS	s IN	22.5	ITE DIRECT	8.4
Freight Ex. Sun. L10.30	Ex. Sun	W CTW	C F 55	0.0	Telegraph Offices and Calls 27 27 27 27 27 27 27 27 27 27 27 27 27	.1 100	Ex. Sun. Seethispage As 9.12		Ex. Mon.	10.6	26.3 EASTWARD TRAINS ARI Tos. 445 and 446 will stop Tos. 445 and 446 register	on sign	nal at	Hou Black	Average Speed Per Hour TRAINS OF THE SAME aghton Crossing. River.			THE OPPOS	ITE DIRECT	8.4
Ex. Sun.	Ex. Sun L 2.25	M CT W	C F 55	0.0	Telegraph Offices and Calls	.1 100 .2 Spur 4	Ex. Sun. Seethispage As 9.12AM		Ex. Mon. See page 2 A 1.OOPM	10.6	26.3 EASTWARD TRAINS ARI Tos. 445 and 446 will stop Tos. 445 and 446 register	on sign	nal at	Hou Black	Average Speed Per Hour TRAINS OF THE SAME aghton Crossing.			THE OPPOS	ITE DIRECT	8.4
Ex. Sun.	Ex. Sun	M CT W	C F 55	3.9	Telegraph Offices and Calls	1 100 2 Spur 4 4 43	Ex. Sun. Seethispage As 9.12		Ex. Mon. See page 2	10.6 E	EASTWARD TRAINS ARE Tos. 445 and 446 will stop Tos. 445 and 446 register Siding located 600 feet we	on sign by ticke est of W	nal at t at l ilburt	Hou Black on st	Average Speed Per Hour TRAINS OF THE SAME aghton Crossing. River. Eation is time table station	n for tl	hat p	THE OPPOS	at work of the work from a longer	8.4
Ex. Sun.	Ex. Sun L 2.25	W CT Water	C F 55 B C 4 B C 7	0.0 3.9 6.7 8.0	Telegraph Offices and Calls CJWOODINVILLE	1 100 2 Spur 4 4 43	Ex. Sun. Seethispage As 9.12AM		Ex. Mon. See page 2 A 1.OOPM	10.6	EASTWARD TRAINS ARI Jos. 445 and 446 will stop Jos. 445 and 446 register Siding located 600 feet we	on sign by ticke est of W	nal at t at l ilburt	Hou Black on st	Average Speed Per Hour TRAINS OF THE SAME aghton Crossing. River. action is time table station.	n for th	hat po	THE OPPOS	at work of the work from a longer	8.4
Ex. Sun.	Ex. Sun L 2.25	WAter	C F 55 B C 4 B C 7	0.0 3.9 6.7 8.0	Telegraph Offices and Calls CJWOODINVILLED 39 3.9WILLOWS35 2.8 RMREDMONDD 32 1.3 PARADISE LOGG. RY. CRSG. 31 Track Connection 0.1	1 100 2 Spur 4 4 43 1 1 0 10	Ex. Sun. Seethispage As 9.12M f s 8.52		Ex. Mon. See page 2 A 1.OOPM	10.6 E	EASTWARD TRAINS ARI Jos. 445 and 446 will stop Jos. 445 and 446 register Siding located 600 feet we	on sign by ticke est of W	nal at at lilburt	Hou Black con st	Average Speed Per Hour TRAINS OF THE SAME aghton Crossing. River. action is time table station. BDIVISION (LOWEL) Time Table	l Lini	hat po	22.5 THE OPPOS	at work of the work from a longer	8.4
Ex. Sun. 10.30 ^{AM} 511.45 ^{AM} 924	Ex. Sun L 2.25 f s 2.40 f	Water	C F 55 BC 4 BC 7 BC 8½ BC 12	0.0 3.9 6.7 8.0 8.1	Telegraph Offices and Calls CJWOODINVILLED 39 3.9	1 100 2 Spur 4 4 43 1 1 0 10 9 Spur 3	Ex. Sun. Seethispage As 9.12All f s 8.52		Ex. Mon. See page 2 A 1.00PM s 11.45AM 923	10.6 E	EASTWARD TRAINS ARI Jos. 445 and 446 will stop Jos. 445 and 446 register Siding located 600 feet we	on sign by ticke est of W	ral at it at it	SUI	Average Speed Per Hour TRAINS OF THE SAME aghton Crossing. River. tation is time table station BDIVISION (LOWEL) Time Table	No.	E)	22.5 THE OPPOS	at work of the work from a longer	8.4
Ex. Sun. 10.30AM 511.45AM 924	Ex. Sun L 2.25 f s 2.40 f f s 3.03	MACT Water	C F 55 B C 4 B C 7 B C 8 B C 12	0.0 3.9 6.7 8.0 8.1 11.2	Telegraph Offices and Calls	1 100 2 Spur 4 4 43 1 1 0 10 9 Spur 3 4 33	Ex. Sun. Seethispage As 9.12AH f s 8.52 f s 8.30		Ex. Mon. See page 2 A 1.OOPM s11.45AM 923	10.6 E	EASTWARD TRAINS ARI Jos. 445 and 446 will stop Jos. 445 and 446 register Siding located 600 feet we	on sign by ticke est of W	ral at it at it	SUI	Average Speed Per Hour TRAINS OF THE SAME aghton Crossing. River. tation is time table station BDIVISION (LOWEL) Time Table	No. 41919	E)	22.5 THE OPPOS pint.	at work of the work from a longer	8.4
Ex. Sun. L10.30AM s11.45AM 924	Ex. Sun L 2.25 f s 2.40 f	w W MW MW	C F 55 B C 4 B C 7 B C 8 B C 12 B C 15	0.0 3.9 6.7 8.0 8.1 11.2 14.7	Telegraph Offices and Calls CJWOODINVILLED 39 3.9WILLOWS35 2.8 RMREDMONDD 32 1.3 PARADISE LOGG. RY. CRSG. 31 Track Connection 0.1	1 100 2 Spur 4 4 43 1 1 0 10 9 Spur 3 4 33 3 100	Ex. Sun. Seethispage As 9.12All f s 8.52		Ex. Mon. See page 2 A 1.00PM s 11.45AM 923	10.6 E	EASTWARD TRAINS ARI Jos. 445 and 446 will stop Jos. 445 and 446 register Siding located 600 feet we	on sign by ticke est of W	nal at at lilburt	SUI	Average Speed Per Hour TRAINS OF THE SAME aghton Crossing. River. tation is time table station BDIVISION (LOWEL) Time Table June 22, 1 Succeeding N	No. 41919 o. 44B	E)	22.5 THE OPPOS	at work of the work from a longer	8.4
Ex. Sun. L10.30AM s11.45AM 924 s 1.15PM s 2.30	Ex. Sun L 2.25f f s 2.40 f f s 3.03 s 3.13	w kimw	C F 55 B C 4 B C 7 B C 8½ B C 12 B C 15 B C 23	0.0 3.9 6.7 8.0 8.1 11.2 14.7 18.8	Telegraph Offices and Calls CJWOODINVILLED 39 3.9	1 100 2 Spur 4 4 43 1 1 0 10 9 Spur 3 4 33 3 100 0 22	Ex. Sun. Seethispage As 9.12M f s 8.52 f s 8.30 s 8.20 f		Ex. Mon. See page 2 A 1.00PM s s11.45AM 923 s10.25 s 9.55	10.6 E	EASTWARD TRAINS ARI Jos. 445 and 446 will stop Jos. 445 and 446 register Siding located 600 feet we	on sign by ticke est of W	mal at stat stat stat stat stat stat stat	SUI	Average Speed Per Hour TRAINS OF THE SAME aghton Crossing. River. Lation is time table station BDIVISION (LOWELL) Time Table June 22, 1 Succeeding N STATIO Telegraph Offices	No. 41919 o. 44B	E) 45	Single of the compact	at work of the west from a straigh	8.4
Ex. Sun. L10.30AM s11.45AM 924 s 1.15PM s 2.30	Ex. Sun L 2.25 f s 2.40 f t s 3.03 s 3.13 f s 3.40 923	w M CTW	C F 55 B C 4 B C 7 B C 12 B C 12 B C 12 B C 23	0.00 3.9 6.7 8.0 8.1 11.2 14.7 18.8 23.1	Telegraph Offices and Calls CJWOODINVILLED 39 3.9	1 100 2 Spur 4 4 43 1 1 0 10 9 Spur 3 4 33 3 100 0 22 1 18	Ex. Sun. Seethispage As 9.12AW f s 8.52 f f s 8.30 s 8.20 f s 8.01		Ex. Mon. See page 2 A 1.00PM s11.45AM 923 s10.25 s 9.55	10.6 E	EASTWARD TRAINS ARI Jos. 445 and 446 will stop Jos. 445 and 446 register Siding located 600 feet we	on sign by ticke est of W	mal at stat stat stat stat stat stat stat	SUI	TRAINS OF THE SAME aghton Crossing. River. Cation is time table station. BDIVISION (LOWEL) Time Table June 22, 1 Succeeding N STATIO Telegraph Offices F 69 0.0 OMSNOHOMIO.7 B 1 0.7	No. 4BONS and Ca	E) 45	22.5 THE OPPOS Dint. Jo Apparent Spring S	at work of the west from a straigh	8.4
Ex. Sun. L10.30AM s11.45AM 924 s 1.15PM s 2.30 s 3.30 9 3.45	Ex. Sun L 2.25f f s 2.40 f f s 3.03 s 3.13	w M CTW	BC 15 BC 19 BC 23 BC 29	0.0 3.9 6.7 8.0 8.1 11.2 14.7 18.8 23.1 26.0	Telegraph Offices and Calls CJWOODINVILLED 39 3.9	1 100 2 Spur 4 4 43 1 1 0 10 9 Spur 3 4 33 3 100 0 22 1 18	Ex. Sun. Seethispage As 9.12M f s 8.52 f s 8.30 s 8.20 f s 8.01 s 7.50		Ex. Mon. See page 2 A 1.00PM s s11.45AM 923 s10.25 s 9.55	10.6 E	EASTWARD TRAINS ARI Jos. 445 and 446 will stop Jos. 445 and 446 register Siding located 600 feet we	on sign by ticke est of W	mal at stat stat stat stat stat stat stat	SUI	Average Speed Per Hour TRAINS OF THE SAME aghton Crossing. River. tation is time table station BDIVISION (LOWEL) Time Table June 22, 1 Succeeding N STATIO Telegraph Offices F 69 0.0 OMSNOHOMI	No. 4BONS and Ca	E) 45	22.5 THE OPPOS Dint. Signings 1.4 150	at work of the west from a straigh	8.4
Ex. Sun. L10.30AM s11.45AM 924 s 1.15PM s 2.30	Ex. Sun L 2.25 f s 2.40 f t s 3.03 s 3.13 f s 3.40 923	w M CTW	B C 83 B C 12 B C 15 B C 12 B C 23 B C 26 B C 29 B C 32	0.00 3.9 6.7 8.00 8.1 11.2 14.7 18.8 23.1 26.00 32.0	Telegraph Offices and Calls CJWOODINVILLED 39 3.9	1 100 2 Spur 4 4 43 1 1 0 10 9 Spur 3 4 33 3 100 0 22 1 18 1 12 1 Spur 4	Ex. Sun. Seethispage As 9.12AM f s 8.52 f f s 8.30 s 8.20 f s 8.01 s 7.50 f		Ex. Mon. See page 2 A 1.00PM s11.45AM 923 s10.25 s 9.55	10.6 E	EASTWARD TRAINS ARI Jos. 445 and 446 will stop Jos. 445 and 446 register Siding located 600 feet we	on sign by ticke est of W	mal at stat stat stat stat stat stat stat	SUI	TRAINS OF THE SAME ghton Crossing. River. tation is time table station BDIVISION (Lowell Time Table June 22, 1 Succeeding N STATIO Telegraph Offices F 69 0.0 OMSNOHOMI 0.7 B 1 0.7 C.M.& St.P.Ry. C. 0.7	No. 41919 o. 44B N S and Ca	E) 45 .DN 1	22.5 THE OPPOS Dint. 100	at work of the west from a straigh	8.4
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Ex. Sun. L10.30 s11.45 s1.15 s 1.15 s 2.30 s 3.30 s 3.45 s 4.00	Ex. Sun L 2.25f f s 2.40 f f s 3.03 s 3.13 f s 3.40 g s 3.50 f s 4.05	W 12MW	BC 83 BC 26 BC 33 BC 36	0.00 3.9 6.7 8.00 8.1 11.2 14.7 18.8 23.1 26.0 32.0 32.9 35.9	Telegraph Offices and Calls CJWOODINVILLED 39 3.9	1 100 2 Spur 4 4 43 1 1 0 10 9 Spur 3 4 33 3 100 0 22 1 18 1 12 1 Spur 4 2 36 2 18	Ex. Sun. Seethispage As 9.1244 f s 8.52 f s 8.30 s 8.20 f s 7.50 f s 7.37		Ex. Mon. See page 2 A 1.00PM s s11.45AM 923 s10.25 s 9.55 s 8.30 s 8.00 s 7.50	WESTWARD	EASTWARD TRAINS ARE Jos. 445 and 446 will stop Jos. 445 and 446 register Joseph Good feet we	on sign by ticke st of W	TH Super Brown Water Brown WY	SUI	TRAINS OF THE SAME aghton Crossing. River. River. Ration is time table station. BDIVISION (LOWELI Time Table June 22, 1 Succeeding N STATIO Telegraph Offices P 69 0.0 OMSNOHOMI 0.7 EBEY J.C. O.7 B 5 5.6 C.M.& St.P.Ry J.C. O.7 B 6 6.3 WLOWELI Time Over Subcession of the same of the sa	No. 4BONS and Ca SH T Ilivision er Hour	E) 45 .DN	22.5 THE OPPOS Dint. 1.4 150 1.7 Spur 10 5.8 50 5.1 16		EASTWAR

WES	TWAR	D			S	EV	ENTH SUBDIVISION (HARTFORD LINE)]	EASTW	ARD	WE	STWAR	2D					TH SUBDIVISION LLINGHAM BRANCH)				EASTWARD
THIRD	CLASS	FIRST (CLASS	les, Wyes			Time Table No. 45		F	IRST CLASS	THIRD	CLASS	THIRD	CLASS	FIRST	CLASS	ез, Wyes			Time Table No. 45			FIRST CLASS	THIRD CLASS
935	927		443	Scal	Numbers	from	June 22, 1919 Succeeding No. 44B	ty of	4	44	928	936		931		443	l, Scale	Numbers	E a	June 22, 1919 Succeeding No. 44B	om 18 m	jo &	444	932
	Way Freight	F	Passenger	er, Fuel, Tables	on Nu	Distance fr Bromart	STATIONS BY STATIONS	Capacity	Pass	senger	Way Freight	Way Freight		Way Freight		Passenger	r, Fue Table	n N no	Distance from Wickersham	STATIONS	tance from Bellingham	Capacity of	Passenger	Way Freight
Mo., We., Fri.	Mo., We., Fri.		Daily	Water Turn	Station	Dista	Telegraph Offices and Calls	Car		aily page 2	Tu., Thu., Sat.	Tu., Thu., Sat. See page 2		Ex. Sun.	·	Daily	Wate Turn	Station	Dista Wick	Telegraph Offices and Calls	Dieta So. B	Car (Sidin	Daily	Ex. Sun.
L 3.15™		L	11.04	С		0.0	BROMART 20.0	Spur	r 5 A10	D.29AM		A11.15AM		L 8.00AM		L 1.35PM	Y W		0.0	WKWICKERSHAMDN	22.5	75	See page 2 As 8.004M	A 3.35PM
A 3.20™	9.00AM	8	1 1.10 936	WOY	CF 69	1.2	OMSNOHOMISHDN 18.8	150	0 s10	0.25	A 2.45PM	L1 1.1 OAM 443		s 8.15		f 1.42				1.3 MIRROR LAKE	1		931	s 3.25
1	9.25	s	11.20	w	CF 74	6.3	MAD 13.7	56	6 s10	0.15	s 2.25		<u> </u>	s 8.30		f 1.48		l		2.5 PARK	1	1	1	s 3.15
,	\$10.05	s	11.30		C F 77	9.4	HDD 10.6	102	2 s10	0.05	s 2.00			s 8.40		i				1.0BLUE CANYON4.2			f 7.41	s 3.10
	10.25	Ť	11.42		CF 82	13.9	GETCHELL 6.1	60	0 s 9	9.55	s12.55			. 0.10		, 1.02							1.41	5.10
	10.45AN See page 2	Ą	11.54AM See p. 2	w	CF 88	20.0	EDGECOMB 0.0	53	3 . 9	9.37AM	L12.18PM			. 005		1 014				TOWANDA		oug.		
Mo., We., Fri.			Daily							aily	Tu., Thu.,	Tu., Thu., Sat.		s 9.05		1 2.14				3.7			f 7.26	s 2.50
.05	1.45		.50		•		Time Over Subdivision			.52	2.27	.05		s 9.20		f 2.25				SILVER BEACH	1	Sdg.	s 7.18	s 2.35
14.4	11.4		24.0				Average Speed Per Hour			23.0	7.7	14.4		s 9.25		2.30 932			.	LARSON		30	7.15	s 2.30
9							RAINS OF THE SAME GLASS mish for motor connection from			OPPOSITE DI	RECTION			A10.05AM		A 2.45PM	WYCO	B M 20		WDBELLINGHAMD		50	L 7.00AM	L 1.40PM
No	s. 440 and	u 444 WIII	wait 19 i	пппп	s at Si	попо	mish for motor connection from	L EVE	erett.										21.9	G. N. CROSSING	0.6			
WES	TWARI	D			E	IGI	HTH SUBDIVISION			I	EASTW	ARD						B M 23	22.5	FNSO. BELLINGHAMD	0.0	50		
1							RRINGTON BRANCH)							Ex. Sun.	-	Daily							Daily	Ex. Sun.
	l:	SECOND	CLASS	yes			Time Table No. 45		SE	COND CLASS	<u> </u>			2.05		1.10				Time Over Subdivision			1.00	1.55
		1	469	Scales and W	ers	_	June 22, 1919	J _o						9.8	<u> </u>	17.6				Average Speed Per Hour			20.5	10.7
			403	Tuel, E	Numbers	Distance from Arlington	Succeeding No. 44B	acity	-	70			1							INS OF THE SAME CLA	ASS I	N TH	E OPPOSITE DIR	ECTION
			Mixed	rn Ta	Station	stance	STATIONS		g	ixed			No. 9	l has rigl	it over No	. 932 Wic	kersh	am to I	3ellin _i	gham.	Standard Control Control	7.0000000000000000000000000000000000000		
			Ex. Sun.	Tur			Telegraph Offices and Calls $\overset{\sim}{\Omega}\overset{\circ}{\Omega}$ ARLINGTONDN 28.9	Car		Sun.														
-			12.15PM	Y 15 M E			1.2 P		_	9.00AM	ļ											-		
			12.20				ARLINGTON JUNCTION 27.7	Sidir	ng	3.52														
			12.35				2.9		6 s 8															
			12.55				3.7		2 s 8	3.20														
		8	1.10				D 16.6	48	8 s 8	3.07														
		s	1.25		BK 13	14.3	HALTERMAN 14.6	15	5 s 7	7.58		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,											•	
		s	1.35		B K 15	16.0	ROWAN 12.9	No Sidin	o. s 7	7.51														,
		s	1.50	w	B K 17	18.1	HAZEL 10.8	45	5 5 7	7.43														
1	1												I											
	·	s	2.10		B K 21	21.8	FORTSON 7.1	Spur	12 s 7	7.28														
			2.10 2.25				1.1		12 s 7										•					

A 2.50PM CY BK 28 28.9DARRINGTON......D 0.0 24 L 7.00AM

Time Over Subdivision

Average Speed Per Hour EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

2.00

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 4 & 333	19.1	1 E	88
Younger	22.4	1 E	10
Hubner, F 42 & 333	41.0	1 E	
Nagrom, F 333, 4, S 3 & 42.	65.2	1 W	20

STATIONS	Miles	How Connected	Car Capacity
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.

Pontiac, F 443 & 444 12.8 Hozler				
Lavilla, F 443 & 444 14.7 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 Bear Creek 26.4 1 E 6 Grace, F 442, 443 & 444 26.6 Catheart, 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	Pontiac, F 443 & 444	12.8		• • • •
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 Bear Creek 26.4 1 E 6 Grace, F 442, 443 & 444 26.6 Catheart, 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	Hozler	13.0	1 E	3
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 Bear Creek 26.4 1 E 6 Grace, F 442, 443 & 444 26.6 Catheart, 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	Lavilla, F 443 & 444	14.7	•••	
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 Bear Creek 26.4 1 E 6 Grace, F 442, 443 & 444 26.6 Catheart, 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	Briarcrest,F 443 & 444	17.7		
Wayne, F 443 & 444 21.8 1 E 3 Hannan 22.2 1 E 14 Stockton 23.8 1 E 8 Bear Creek 26.4 1 E 6 Grace, F 442, 443 & 444 26.6 Catheart, 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	Lake Forest Park, F 443 & 444	18.6	1 W	8
Hannan 22.2 1 E 14 Stockton 23.8 1 E 8 Bear Creek 26.4 1 E 6 Grace, F 442, 443 & 444 26.6 Catheart, 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	Kenmore, F 443 & 444	19.8	1 E	7
Stockton 23.8 1 E 8 Bear Creek 26.4 1 E 6 Grace, F 442, 443 & 444 26.6 Catheart, 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	Wayne, F 443 & 444	21.8	1 E	3
Bear Creek 26.4 1 E 6 Grace, F 442, 443 & 444 26.6 Catheart, 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	Hannan	22.2	1 E	14
Grace, F 442, 443 & 444 26.6 Catheart, 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	Stockton	23.8	1 E	8
Catheart, 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	Bear Creek	26.4	1 E	6
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	Grace, F 442, 443 & 444	26.6	••••	••••
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	Cathcart, F441, 442, 443 & 444	33.7	1 W	12
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	Cobbner	36.1	1 W	
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	Madrona	46.2	1 E	Spur
Grantly	Ivanwood	57.2	1 E	
Pilchuck, S 441, 442, 443 & 444 66.9 1 E 20 Days F 443 & 444. 69.2 Siding 7 Holo	M. & A. Tfr	59.7	1 E	
Days F 443 & 444	Grantly	64.5	1 E	15
Holo 72.5 1 E	Pilchuck, S 441, 442, 443 & 444	66.9	1 E	20
	Days F 443 & 444	69.2	Siding	7
Ehrlich, F 443 & 444 74.3 1 E 2	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	••••	٠
Tiloh	80.7	1 E	12
Forrest Home, F 443 & 444	81.8		••••
Bradsbury	83.3	1 W	6
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
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	SUBD	IVIS	ION.
Distance fr	rom Bl	ack	River.

STATIONS	Miles	How Connected	Car Capacity	STATIO
Firloch, F 445 & 446	19.8	1 E	3	Hazelwood, F 445
Feriton	16.6	1 E	2	May Creek, F 44
Midlakes, F 445 & 446	12.7	1 W	5	Kennydale, F 44
Factoria, F 445 & 446	10.0		••••	Norco
Factoria	9.5	1 E	6	
]	

Miles	How Connected	Car Capacity
7.4		
6.7	1 E	4
5.4		
5.0	1 E	
	7.4 6.7 5.4	7.4 6.7 1 E 5.4

FIFTH SUBDIVISION.

Distance from Woodinville.												
Hargon	1.7	1 W	7	Lovo	30.8	1 E	15					
Hollywood, F 445 & 446	1.9	1 W	19	Niblock	32.5	1 W	100					
Samamish, F 445 & 446	9.8	1 E	6	Quariton	34.6	1 E						
Pickering, F 445 & 446	17.3	1 E	3	Tanners	38.1	1 E	9					
Grand Ridge, F 446	22.0	Siding	15	Weeks	38.3	1 E	20					

SIXTH SUBDIVISION. Distance from Snohomish.

				11	
Sherwood	4.2	1 E	4		

SEVENTH SUBDIVISION. Distance from Bromart.

			Distance fro	om Bromart.			
Bartlett	7.1	1 E	4	Harvey	17.7	1 E	4
Lake Cassidy	12.6	1 E	3	Sisco, F 443 & 444	18.3	1 E	15

EIGHTH SUBDIVISION. Distance from Arlington.

Cavano, S 469 & 470		Sid'g No. 1 Sid'g No. 3	31 29	Barco	24.6	1 E	20
Dicol		1 W	9	Wiese	26.5	1 E	20
Tulker	$\frac{19.2}{21.4}$	$\frac{1 \text{W} 1 \text{E}}{1 \text{E}}$	80	Giles	29.4	1 W	15
Cobridge.	24.1	1 E	20	Andron	29.7	Wye	

NINTH SUBDIVISION. Distance from Wickersham.

Gale, F 443 & 444 2.6	1 E	5	Jensen	10.0	1 W	4
Sloman 2.7	1 W	29	Mogul Log Co	14.6	1 E	24
Barker's Camp, F 443 & 444. 9.5			Matson	14.7	1 W	7

MAXIMUM CLEARANCES

														LIN	IIT	OF L	OAD -	-ME	ASURI	MEN	IT .							_				
															HEIC	HT A	BOVE	TO	P OF 1	RAIL										1		Max.
		1 ft. Wide		2 ft. Wide	3 W	ft. ide	4 ft. Wide		5 ft. Wide	6	S ft. Vide	7 f Wi	t. de	7 ft. 6 i Wide		8 ft. Wide	8 ft. 6 Wid		9 ft. Wide		. 6 in. Vide	10 ft Wide		ft. 2 ir Wide		t. 6 in. /ide	11 ft Wide		1 ft. 6 in Wide	Max. Heigh		Width
1st Subdivision	Main Line (Ellensburg-East Auburn)	17′ 8	5" 1	17′ 4″	17'	3*	17′	1" 1	6' 11"	16'	′ 8″	16'	1"	15′ 10)" 15	5′ 6 ″	15'	2"	14′ 10	14'	6"	14'	2" 1	4' 0'	13'	9"	13′	4" 1	12′ 4″	17'	5" 1	.1' 6'
2nd Subdivision	1 2.2	1	•	20′ 3″			i					20'	- 1	20′ 3		-	20'	1"	19′ 9	19	6"		_	8' 2'	_				18′ 4″	20′	3" 1	.1′ 6′
	Roslyn Branch	20′ 1	1" 2	20′ 11″	20'	11"	20′ 1	1" 2	20′ 11″	20'	11"	20'	11"	20′ 1	20	0' 11"	20'	11"	20′ 11	20	11"	20′ 1	1" 2	20′ 11′	20′	11"	20′ 1	.1" 2	20′ 11″	20′ 1.	1" 1	11' 6
4th Subdivision	Belt Line (Black River-Woodinville)	21'	5" 2	21′ 5″	21'	5*	21'	5" 2	21' 5'	21'	′ 5″	21'	3"	21'	20	0' 11"	20'	9"	20′ 7	20	5"	20'	3" 2	20′ 3′	20′	2"	20'	0" 1	19′ 10″	21'	5" 1	11′ 6′
5th Subdivision	Snoqualmie Branch	19'	2" 1	19' 2"	19'	2"	19'	2" 1	9′ 2	19	′ 2″	19'	2"	19'	2" 19	9' 2"	19'	2"	19′ 2	19	2"	19'	2" 1	19′ 2′	19'	2"	19'	2" 1	19′ 2″	19'	2" 1	11′ 6′
6th Subdivision	Everett Branch	21'	9" 2	21′ 9″	21'	9"	21′ 9	9" 2	21' 7'	21'	′ 2"	20'	10"	20′ 9	9" 20	0′ 7″	20'	5"	20′ 3	20	′ 1 ″	19′ 1	1" 1	19′ 11'	19′	9"	19'	7" 1	19′ 5″	21'	9" 1	11′ 6′
7th Subdivision	Hartford Line (Bromart-Edgecomb)	21'	3" 2	21′ 3″	21'	3"	21'	3" 2	21′ 3′	21	′ 3″	21'	2"	21' (20	0' 10"	20'	8"	20′ 6	20	4"	20'	2" 2	20′ 2'	20′	0"	19′ 1	10" 1	19′ 8″	21'	3" 1	11' 6'
8th Subdivision	Darrington Branch	18' 10	0" 1	18′ 10″	18'	10"	18′ 10	0" 1	8' 10'	18	′ 10″	18'	10"	18' 10	0" 18	8′ 10°	18'	10"	18′ 10	18	′ 10 ″	18' 1	0" 1	18′ 10'	18'	10"	18′ 1	10"	18′ 10 ″	18′ 1	0" 1	.1' 6
9th Subdivision		16′ 9	9"	16' 9 "	16'	9"	16′ 9	9" 1	6' 9'	16	′ 9″	16'	9"	16'	3" 16	6' 3"	16'	3"	16′ 3	16	′ 3″	16'	3" 1	16′ 3′	16'	3"	16'	3" 1	16′ 3 ′	16'	9" 1	1' 6'

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

	Ruling	Class	Z 3	Cla	ss Z	Class	W 3	Clas	s W	Clas	s Y 5	Class	Y 2	Clas	s F 1	Clas	s S	Clas	s E 4	Class E	3 or D 3	Clas	s C 6
DISTRICT	Grade %	Tons	Cars	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	1600	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	700	25	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Easton to Ellensburg	Down		imum Cars		mum Cars		80		80		80		60		60		50		50		50		40

Between Lester and Easton maximum 80 cars.

FIRST SUBI	DIVISION.	WESTWARD.
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Ellensburg to Easton 0	0.8	3500	100	2100	60	2200	60	1700	53	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester 2	2.2	1250	60	850	28	7 0 0	25	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Auburn Do	own	Maxin 99 Ca		Maxir 99 C			80	Maxir 80 C		Maxii 80 C		Maxii 60 C		Maxii 60 C		Maxii 60 C		Maxii 40 C		Maxin 40 C		Maxii 40 C	

Between Easton and Lester maximum 80 cars.

DISTRICTS.	Ruling	Cla	ss E 3	C	lass E	E 7	Class	F 3	Class	F1	Clas	s S 4	Clas	s W	Clas	s Y 5	DISTRICTS.	Ruling Grade	Clas	s E 3	Class	E 7	Class	s F 3	Class	s F 1	Class	S 4	Clas	s W	Class
Second Subdivision—Eastward.	Grade %	Tons	Care	то	ns C	ars	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
Sumas to Wickersham	0.5	1200	40) 140	00	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
Wickersham to Hoogdale	0.9	850	28	3 110	00	37	1075	36	1500	47	1500	47	2 20 0	60	2250	60	Interbay to Keith	1.2	-	18	625	20	600	19	750	25	750	25	975	32	1000
Hoogdale to Clear Lake	0.3	2000	50	250	00	60	2500	60	3000	60	3000	60	4000	80	4000	80	Keith to Woodinville		1200	40	1500	47			1800	50	.	50	2200	60	2250
Clear Lake to Edgecomb	0.6	950	30	128	50	39	1200	38	1800	50	1750	50	2300	60	2350	60	Woodinville to Maltby	1.9	-	11	425	15	400	14	600	19	600	19	850	28	875
Edgecomb to Bromart	0.4	1500	35	5 22	50	60	2000	60	2500	60	2500	60	3500	65	3500	65	Maltby to Arlington		2000	50	2500	60	2500		3000	60	3000	60	4000	80	4000
Bromart and Snohomish to Maltby.	1.3	340	11	4.5	50	15	425	14	625	21	625	21	900	30	950	30	Arlington to McMurray	1.0	-	23	815	28	790	26	950	32	950	32		42	1300
Maltby to Woodinville	Down	2000	50	250	00	60	2500	60	3000	60	3000	60	4000	80	4000	80	McMurray to Sedro-Woolley		2000	50	2500	60	2500		3000	60	.	60	4000	80	4000
Woodinville to Kenmore	0.7	1000	32	118	50	38	1125	37	1450	44	1450	44	1800	50	1850	52	Sedro-Woolley to Thornwood	1.0	·	20	765	22	740	21	950	32	950	32	1200	40	1250
Kenmore to Keith	0.8	800	27	100	00	23	975	32	1150	38	1150	38	1800	45	1850	47	Thornwood to Sumas	0,5		40	1500	50			1800	50	1800		2050	60	2100
Keith to Seattle	0.5	1500	35	5 22	50	60	2000	60	2500	60	2500	60	3500	65	3500	65	Thornwood to Sumas.				1000										
Fourth Subdivision—Eastward. Woodinville to Kirkland	1.0	800	27	7 97	75	32	960	32	1150	34	1150	3 8	1800	45	1850	47	Fourth Subdivision—Westward. Black River to Woodinville	0.5	700	37	1000	46	1000	46	1400	60	1400	60	1800	60	1800
Kirkland to Black River	0.3	2000	40	250	00	50	2500	50	2750	55	3000	60	4000	80	4000	80	Fifth Subdivision—Westward.		1000	40	1500	50	1500		2200	60					
Fifth Subdivision—Eastward. North Bend to Falls City	0.7	775	26	3 128	50	41	1200	40	1650	55							Woodinville to Issaquah Issaquah to Preston	2.3	1200 235	9	1500 365	50 14	1500 350	13	450	18					
Falls City to Preston	2.0	<u> </u>	_	_			400	13	550	18					<u> </u>		Preston to Falls City	1.6	650	20	700	22	700	22	850	30					
Preston to Woodinville		2000	_	_		50	-	50	3000	60							Falls City to North Bend	0.7	1300	40	1400	44	1400	44	1500	60					
Sixth Subdivision—Eastward. Lowell to Snohomish	1.0	800	27	7 100	00	33	980	33	1400	46	1400	46	1800	60	1850	60	Sixth Subdivision—Westward. Snohomish to Lowell	1.0	800	27	1000	33	980	33	1800	45	1800	45	2000	45	2000
Seventh Subdivision—Eastward Edgecomb to Getchell	1.8	425	14	1 5	50	20	525	18	700	23	700	23	1000	3 2	1050	32	Seventh Subdivision—Westward Snohomish to Machias	0.6	850	29	1000	33	975	32	1100	37	1100	37	1600	50	1600
Getchell to Snohomish	0.8	2000	50	250	00	60	2500	60	3000	60	3000	60	4000	80	4000	80	Machias to Getchell	1.5	425	14	550	18	525	17	675	23	675	23	1000	32	1000
																	Getchell to Edgecomb	0.0	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000
Eighth Subdivision—Eastward and Westward. Arlington and Darrington	0.8	2000	40	250	00	50	2500	50	3000	60	-				-		Ninth Subdivision—Westward. Wickersham to Mirror Lake	2.2	315	11	390	14	400	13	5 50	19					
													-				Mirror Lake to Agate Bay	1.1	1300	35	1600	43	1550	42	1800	60					
Ninth Subdivision—Eastward. Bellingham to Larson	2.1	300	11	1 4	25	14	375	13	525	19							Agate Bay to Silver Beach	0.9	950	28	1300	32	1250	32	1500	35					
Larson to Wickersham	0.0	1040	35	5 130	00	43	1250	42	1800	60					1	1	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 Stam-

pede 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.

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, Z and Z-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.

- 5a. Mallet and Class W-3 power, must not be double-headed over bridges except between Easton and Lester.
- 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 Junction switch at Palmer Junction.
- 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.)
- Standard Clocks.-Ellensburg, Lester and Auburn Transfer.
- Mountain Grade.—Easton to Lester.
- Helper District.—Between Auburn and Easton.
- Lap Sidings are located at Thorp, Bristol, Tenaway, Nelsons, Maywood, Eagle Gorge, Kanaskat and Covington. (Trains taking siding will head in at lap.)

41. FREIGHT TRAIN CONDUCTORS AND ENGINEMEN WILL COMPLY WITH THE FOLLOWING, CONCERNING THE HANDLING OF TRAINS THROUGH TUNNEL No. 8:

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

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. BULES 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

- 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.
- 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.

- 20a. See special rules on page 10 covering automatic signals between Lester and Easton.
- 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 arrived at 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.
- 23. Rule 316 is modified as follows: When the telephone is used, signalmen will transmit the words, represented by
- 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
- 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.
- 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.
- 30. Derail switches are located as follows, and must be kept set in derailing position when not in use:

Lester—West end of roundhouse track. Lester—West end of No. 1 track. Ellensburg—East end of east yard. Ellensburg—Caboose track. Nagrom—Spur 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. Switch lamps will not be maintained on above switches. Forcamp-East and west tracks. Eagle Gorge-West end of Eastward siding and west end of house track.

Kanaskat-West end of wye.

- 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
- 32. Electric coal bunker, located on west extension, Cle Elum, will not clear man on side of car or engine, and logs will not be handled on this track
- Dead freight trains will fill to tonnage at Cle Elum.
- 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.
- No. 3 will connect with No. 595 at Kanaskat.
- When making back-up movement, running test of air brakes must be made from rear of train.
- 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 engine just east of telegraph office) 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

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. (Delta)
- 5. Standard Clocks-Sedro-Woolley and Everett. (Delta)
- 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 Woolley 11:00 p. m. to 7:00 a. m. or at Wickersham, from 10:00 p. m. to 7:00 a. m., and at Woodinville from 6:00 p. m. to 8:00 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.

 Engines must not go in beyond 10 feet from frog on Brick spur Woodinville, account 18-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, Delta 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.
- 21. B & N Crossing 2800 feet West of Mile Post 113 north of Deming is protected with Cabin Interlocking Plant.

 Normal position of both home signals will show clear for N. P. trains.
- 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—Gravel Pit.

Arlington-Lead track west end.

Bryant-New M. & N. connection.

Bryant-West end siding.

Pilchuck-East end siding.

McMurray-West end log rollway.

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.

23. No engines of any class must go beyond right-of-way line on Clipper Shingle Co.'s track connected from McDonald's

No engines of any class must cross or use bridge on Lake Forest Park Spur, 2nd Sub-division.

No engines of any class must use cross-over from Siding No. 1 to Siding No. 2 at Delvan Second Sub-division.

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.

- 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.

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. 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. All descending trains must come to full stop 1200 feet west of west wye switch and run carefully from that point expecting to find main track occupied.

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 Class W or heavier engines must not go beyond frog on coal tracks at Renton.

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)

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.

Derail Switches-Lovo-Spur.

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.

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 wve 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.
- 35a. Trains pulling into side tracks or leaving the main line at junction points must pull entirely into clear main line before stopping to pick up the man attending the switch.
- 35b. Work Train Conductors will instruct their flagmen in writing.

SEVENTH SUBDIVISION

(HARTFORD LINE) 40. Registering Station-Snohomish, except clearance need not be obtained 12:01 a.m. to 8:00 a.m., unless stop signal is displayed.

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.

Speed Restrictions—Passenger trains will not exceed 35 miles per hour, and freight trains 20 miles per hour between Snohomish and Hartford.

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.

Cobridge-Spur.

Barco-Spur.

Wiese-Spur.

Darrington-Gay-Meagher tracks.

NINTH SUBDIVISION (BELLINGHAM BRANCH)

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. Bloedel-Donovan log track at Park outside of right of way not safe for cars or engines.

Derail Switches-

Sloman—Spur.

Park-Log Spur.

Agate Bay-West end siding.

Matson—Spur. Larson—East end siding.

Bellingham-Rip track.

Bellingham—Gas House track.

Between Bellingham and South Bellingham 568 feet east of G. N. crossing.

AUTOMATIC BLOCK SIGNALS.

43. It is possible for light engine 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 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.

SPECIAL RULES GOVERNING OPERATION OF AUTOMATIC SIGNALS BETWEEN LESTER AND EASTON.

Attention is particularly directed to the signal with two arms, used where traffic is moved in the same direction on parallel tracks shown very plainly in the revised book of transportation rules effective June 1st, page 134, figure 12. Below find a more detailed explanation of the operation of these signals as to the limits and directions they govern. The automatic signals governing eastward track between Lester and Stampede are operative for eastward trains only. The automatic signals governing the westward track between Stampede and Lester are operative for trains in either direction. Eastward trains holding order to use westward track will be governed by home signal located 1400 feet east of Lester.

If train crosses over at Kennedy to eastward track the lower arm of signal located at cross-over governs movement.

When both cross-over switches are open this signal will show clear or caution indication if block is not occupied.

The automatic signals governing eastward track between Martin and Easton are operative for trains in either direction.

Westward trains holding order to use eastward track will be governed by home-signal located 600 feet west of Easton.

If train crosses over at cross-over east of tunnel No. 2 the lower arm on signal located at east end of cross-over will govern this movement.

When both cross-over switches are open this signal will show clear or caution indication if block is not occupied. The automatic signals governing westward track between Easton and the cross-over at tunnel No. 2 cut are operative for westward trains only

The automatic signals governing westward track between tunnel No. 2 cut and Martin are operative for trains in either direction.

Eastward trains holding order to use westward track will be governed by home signal located at east switch at Martin and if has instructions to cross over to eastward track at cross-over east of tunnel No. 2 will be governed by lower arm on signal located at the west end of cross-over.

When both cross-over switches are open this signal will show clear or caution indication if block is not occupied. Eastward trains authorized to use the westward track thru to Easton must have train order authority to pass home-signal east of tunnel No. 2.

Be referred to page 7, Seattle Division time table, Rule 41, fifth paragraph. Westward freight trains when stopping to make inspection of wheels and brakes at Kennedy will do so with the engine just east of the telegraph office this so as to hold home signal at Stampede at stop until train is past Kennedy.

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).

P. A. REMINGTON, Chief Surgeon, Western Div., Tacoma.

FREDERICK ADAMS, Oculist, Seattle. P. W. WILLIS, Seattle. E. C. GROSS, 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). 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) E. C. HESTON, Roslyn.

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

E. HILLIS, 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

J. H. ROBINSON, Trainmaster, Seattle. J. F. FITZSIMMONS, Trainmaster, Seattle. W. H. PAGE, Trainmaster, Seattle. E. H. FRIBERG, Chief Dispatcher, Seattle.

