

United States Railroad Administration

WALKER D. HINES, Director General of Railroads

NORTHERN PACIFIC RAILROAD

SEATTLE DIVISION

TIME 45 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.

WESTWARD

FIRST SUBDIVISION (MAIN LINE)

EASTWARD

WESTWARD				FIRST SUBDIVISION (MAIN LINE)										EASTWARD								
THIRD CLASS		SECOND CLASS		FIRST CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Ellensburg	Time Table No. 45 June 22, 1919 Succeeding No. 44B				Distance from East Auburn	Car Capacity of Sidings	FIRST CLASS				THIRD CLASS	
939	937	603	333	41	3	1	STATIONS				2	4	42	334			938	940				
Way Freight Mo., We., and Fri.	Way Freight Tu., Thu., and Sat.	Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Telegraph Offices and Calls				Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily			Way Freight Mo., We., and Fri.	Way Freight Tu., Thu., and Sat.				
L 8.00AM		L 6.00PM	L 4.40PM	L 3.15AM	L 6.50AM	L 5.15PM	WCOT	1848	0.0	EB.....ELLENSBURG.....DN 3.6	102.1		A 10.50PM	A 1.10PM	A 9.20PM	A 5.30AM						
s 8.35		6.20	4.47	3.22	6.57	5.23		1851	3.6	.....SHOSKIN.....P 4.0	98.5	80	10.42	12.59	9.11	5.21		s 3.57			
s 9.10		6.35	s 4.54	3.30	s 7.05	5.30		1855	7.6	TP.....THORP.....DN 2.8	94.5	E 80 W 105	10.36	s 12.51	s 9.03	5.13		s 3.30				
s 9.22		6.42	4.59	3.35	7.11	5.36	W	1858	10.4	.....DUDLEY.....P 4.2	91.7	E 80 W 80	10.32	12.44	8.57	5.07		s 3.00			
s 9.40		6.56	5.06	3.44	7.20	5.44		1862	14.6	.....KOUNTZE.....P 2.6	87.5	80	10.25	12.36	8.50	4.57		s 2.43			
s 9.55		7.05	f 5.10	3.49	7.25	5.49		1865	17.2	BR.....BRISTOL.....DN 3.8	84.9	E 80 W 80	10.20	f 12.31	8.45	4.51		s 2.30				
s 10.15		7.20	5.16	3.55	7.31	5.55		1869	21.0	.....TEANAWAY.....P 3.8	81.1	E 80 W 80	10.12	12.23	8.38	4.41		s 2.15			
s 10.30AM 12.23PM 4		7.45	s 5.35	s 4.06	s 7.42	6.05	W C Y O	1873	24.8	CL.....CLE ELUM.....DN 4.2	77.3	500	s 10.06	s 12.17 939	s 8.32	s 4.30		s 2.00				
s 12.45		8.20 42	5.48	4.14 334	7.50	6.13		1877	29.0	.....BAKER.....P 2.7	73.1	80	9.57	12.06	8.20 603	4.14 41		s 12.45			
s 1.05		8.30	f 5.54	4.20	7.56	6.20		1880	31.7	.....NELSON.....P 2.7	70.4	E 80 W 80	9.53	f 12.01PM	8.16	4.10		s 12.35			
s 1.20		8.40	5.58	4.26	8.02	6.25		1883	34.4	.....TALMAGE.....P 3.7	67.7	80	9.49	11.56AM	8.12	4.06		s 12.20			
s 2.25		9.15	s 6.08	s 4.36	s 8.12	6.35	W C T Y	1886	38.1	DOUBLE TRACK ES...EASTON.....DN 4.0	64.0	180	s 9.43 603	s 11.51 940	s 8.07	s 4.01		12.05PM s 10.40AM 4				
s 2.45		9.35	6.20	4.47	8.23	6.47	W	1890	42.1	.....UPHAM.....P 4.4	60.0	W 70	9.33	11.42	7.57	3.52		s 10.25			
s 3.10		10.00 2	f 6.33	5.01	8.37	7.00	W	1894	46.8	RT.....MARTIN.....DN 3.2	58.6	E 70 W 90	9.23	11.33	7.48	f 3.41		s 10.10				
s 3.35		10.30	f 6.46	5.13	8.49	7.12	W	1897	49.7	SI.....STAMPEDE.....DN 2.8	52.4	E 70 W 70	9.11	11.21	7.36 333-1	f 3.29		s 9.50				
s 3.50		10.40	6.52	5.19	8.55	7.17	W	1901	52.0	DOUBLE TRACK.....BORUP.....P 2.8	50.1	E 70	9.02	11.12	7.27	3.20		s 9.30				
s 4.05		10.55	6.58	5.26	9.02	7.23		1904	54.8	KD.....KENNEDY.....DN 4.9	47.3	E 70	8.52	11.02	7.17	3.10		s 9.12				
A 4.40PM	L 7.00AM	11.30	s 7.12 42	s 5.41	s 9.16	7.37 42	W C T	1911	59.7	DM...LESTER.....DN 2.0	42.4	400	s 8.37	s 10.47	s 7.02	s 2.55		A 4.10PM L 8.30AM				
	s 7.10	11.40	f 7.20	5.47	f 9.21	7.42		1913	61.7	.....HOT SPRINGS.....P 5.2	40.4	F 80 P 11	8.26	10.36	f 6.48	2.40		s 8.55			
	s 7.30	11.59PM	f 7.34	5.57	f 9.31	7.54		1917	66.9	.....MAYWOOD.....P 3.9	35.2	E 80 W 80	8.15	10.22	f 6.38	2.30		s 3.05			
	s 7.50	12.15AM	f 7.46	6.07	f 9.41	8.06 2	W	1921	70.8	.....HUMPHREY.....P 3.5	31.3	E 80 W 80	8.06 1	10.13	f 6.27	2.23		s 2.35			
	s 8.15	12.27	s 7.57 2	f 6.17	f 9.51	8.14	W	1925	74.8	EG...EAGLE GORGE.....DN 2.2	27.8	E 60 W 80	7.57 333	s 10.04	f 6.17	f 2.14		s 2.05				
	s 8.30	12.35	8.02	6.24	9.58 4	8.20		1928	76.5	.....LEMOLO.....P 4.7	25.6	80	7.52	9.58 2	6.09	2.08		s 1.40			
	s 8.50	12.50	8.11	6.36	10.10	8.32		1932	81.2	JC....PALMER JCT.....D 1.2	20.9	80	7.40	9.49	5.58	1.57		s 1.10				
	s 9.00 9.55 4	1.00	s 8.15	s 6.41	s 10.15 10.22	8.36	W Y O	A 1	82.4	QV.....KANASKAT.....DN 3.3	19.7	E 75 W 80	7.37	s 9.45 937	s 5.54	s 1.55		s 1.00				
	s 10.10	1.10	8.20	6.47	10.28	8.44		A 4	85.7	.....BYRD.....P 2.1	16.4	80	7.30	9.28	5.43	1.44		s 12.15			
	s 10.34 3	1.39 334	s 8.25	s 6.53	s 10.34 937	8.49		A 7	87.8	AR.....RAVENSDALE.....DN 6.8	14.3	E 80 W 80 W Ext 120	7.25	s 9.23	s 5.37	f 1.39 603		s 12.01PM				
	s 11.15	2.05	f 8.36	f 7.05	f 10.46	9.00	W	A 14	94.6	.....COVINGTON.....P 3.0	7.5	E 80 W 80	7.10	9.08	5.21	f 1.26		s 11.15AM			
	s 11.40AM	2.15	8.41	f 7.11	f 10.52 938	9.05		A 17	97.6	.....WYNACO.....P 4.5	4.5	80	7.04	8.59	f 5.14	1.19		s 10.52 3			
	A 12.15PM	A 2.30AM	A 8.55PM s	A 7.23AM s	A 11.05AM s	A 9.18PM s	W Y O 3 m w	A 22	102.1	GR....EAST AUBURN.....DN	0 0		L 6.55PM	L 8.50AM	L 5.05PM	L 1.10AM		L 10.30AM				
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily	Daily	Daily	Daily	Daily				Time Over Subdivision			Daily	Daily	Daily	Daily		Mo., We., and Fri.	Tu., Thu., and Sat.			
6.47	4.10	8.30	4.15	4.08	4.08	4.03				Average Speed Per Hour			3.55	4.20	4.15	4.20		5.40	6.15			
8.8	10.2	12.1	24.1	24.7	24.7	25.2							26.1	23.6	24.1	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

Table with columns for Third Class, Second Class, First Class, and STATIONS. Includes train numbers (935, 927, 923, 675, 443, 441, 442, 444, 676, 924, 928, 936) and times.

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

Table showing train schedules between Keith and Seattle, including station names like KEITH, LAKE, BOTHELL, WOODVILLE, MALTBY, BROMART, and G.N. Stn.-Snohomish.

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

Table showing train schedules between Snohomish and Lowell, including station names like LOWELL, EVERETT, G. N. JUNCTION, and DELTA WYE.

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

Large table showing train schedules between Delta Wye and Kruse, including station names like KRUSE, M. & A. CROSSING, EDGECOMB, ARLINGTON, BRYANT, McMURRAY, MONTBORNE, BIG LAKE, CLEAR LAKE, THORNWOOD, WICKERSHAM, ACME, STANDARD, DEMING, NOOKSACK, and SUMAS.

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

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

WESTWARD			THIRD SUBDIVISION (ROSLYN BRANCH)				EASTWARD				
SECOND CLASS			Time Table No. 45 June 22, 1919 Succeeding No. 44B				SECOND CLASS				
477	475	473	Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from Cle Elum	STATIONS	Distance from Lakedale	474	476	478	
Mixed	Mixed	Mixed						Mixed	Mixed	Mixed	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Telegraph Offices and Calls				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	A 11.00AM	A 5.15PM	
s 1.20	s 9.25	s 7.05			2.0	.....MINE 5..... 1.5	5.2	s 8.20	s 10.50	s 5.05
s 1.30	s 9.35	s 7.15	0	CA 4	3.5	RS.....ROSLYN.....D 1.9	3.7	s 8.15	s 10.45	s 5.00	
s 1.38	s 9.43	s 7.23		CA 6	5.4	.....RONALD..... 0.7	1.8	s 8.05	s 10.35	s 4.50
A 1.45PM	A 9.50AM	A 7.30AM			6.1	.....BEEKMAN..... 1.1	1.1	L 8.00AM	L 10.30AM	L 4.45PM
					7.2	.....LAKEDALE..... 0.0	0.0			
.30	.30	.30	Time Over Subdivision				.30	.30	.30		
12.2	12.2	12.2	Average Speed Per Hour				12.2	12.2	12.2		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 Extra trains must wait at Roslyn until second class trains clear at Cle Elum.
 No. 475 has right over 476 Cle Elum to Beekman. No. 473 has right over 474 Cle Elum to Beekman.

WESTWARD		FIFTH SUBDIVISION (SNOQUALMIE BRANCH)				EASTWARD			
3d Class		Time Table No. 45 June 22, 1919 Succeeding No. 44B				3d Class			
923	445	Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from Woodinville	STATIONS	Distance from Sallal	Car Capacity of Sidings	446	924
Way Freight	Passenger							Passenger	Way Freight
Ex. Sun.	Ex. Sun.	Telegraph Offices and Calls				Ex. Sun.	Ex. Mon.		
L 10.30AM	L 2.25PM	CTW	CF 55	0.0	CJ.....WOODINVILLE.....D 3.9	39.1	100	A 9.12AM	A 1.00PM
	f		BC 4	3.9	.....WILLOWS..... 2.8	35.2	Spur 4	f	
s 11.45AM 924	s 2.40		BC 7	6.7	RM.....REDMOND.....D 1.3	32.4	43	s 8.52	s 11.45AM 923
				8.0	PARADISE LOGG. RY. CRSG. Track Connection 0.1	31.1			
	f		BC 8 1/2	8.1	.....CAMPTON..... 3.1	31.0	10	f	
	f		BC 12	11.2	.....INGLEWOOD..... 3.5	27.9	Spur 3	f	
s 1.15PM	s 3.03		BC 15	14.7	.....MONOHON..... 4.1	24.4	33	s 8.30	s 10.25
s 2.30	s 3.13	W 1/2 MW	BC 19	18.8	G.....ISSAQUAH.....D 4.3	20.3	100	s 8.20	s 9.55
	f		BC 23	23.1	.....HIGH POINT..... 2.9	16.0	22	f	
s 3.30 3.45	s 3.40 923		BC 26	26.0	RN.....PRESTON.....D 3.0	13.1	18	s 8.01	s 8.30
s 4.00	s 3.50	W	BC 29	29.0	.....FALL CITY..... 3.0	10.1	12	s 7.50	s 8.00
	f		BC 32	32.0	.....SNOQUALMIE FALLS..... 0.9	7.1	Spur 4	f	
s 4.20	s 4.05		BC 33	32.9	SO.....SNOQUALMIE.....D 3.0	6.2	36	s 7.37	s 7.50
A 4.45PM	A 4.15PM	YC	BC 36	35.9	BN.....NORTH BEND.....D 3.2	3.2	18	L 7.30AM 924	L 7.35AM 446
			BC 39	39.1	.....SALLAL..... 0.0	0.0	Spur 3		
Ex. Sun.	Ex. Sun.	Time Over Subdivision				1.42	5.25	Ex. Sun.	Ex. Mon.
6.15	1.50	Average Speed Per Hour				21.1	6.7		
5.6	19.3								

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 Siding located one-half mile east of Preston station is time table station for that point.

WESTWARD		FOURTH SUBDIVISION (BELT LINE)				EASTWARD			
THIRD CLASS		Time Table No. 45 June 22, 1919 Succeeding No. 44B				FIRST CLASS			
935	445	Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from Black River	STATIONS	Distance from Woodinville	Car Capacity of Sidings	446	936
Snohomish Way Frt. Mon., Wed., Fri.	Passenger							Passenger	Snohomish Way Frt. Tue., Thu., Sat.
Ex. Sun.	Ex. Sun.	Telegraph Offices and Calls				Ex. Sun.	Ex. Sun.		
L 8.45AM	L 1.24PM	Y	CF 21	0.0	BI.....BLACK RIVER.....DN 2.1	24.5	20	See Puget Sound T.T. A 10.17AM	See Puget Sound T.T. A 3.25PM
s 8.55 10.12 446	s 1.28	W	BA 22	2.1	RT.....RENTON.....D.....P. C. R. R. CROSSING..... 0.2	22.4	50	s 10.12 935	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			
s 10.30	1.34 936		BA 19	6.2	.....QUENDALL..... 5.6	18.3	73	10.01	s 1.34 445
s 11.00	s 1.48		BA 12	11.8	WB.....WILBURTON.....D 1.6	12.7	26	s 9.48	s 1.12
s 11.10	f 1.53		BA 10	13.4	.....NORTH RUP..... 4.1	11.1	50	f 9.44	s 1.02
s 11.30	f 2.03	W 1/2 ME	BA 7	17.5	.....KIRKLAND.....P 6.3	7.0	60	s 9.33	s 12.50
				23.8	.....R. R. CROSSING..... 0.3	0.7			
				24.1	.....BELT LINE JUNCTION.... 0.4	0.4			
A 11.59AM See page 2	A 2.20PM See this page	CTW	CF 55	24.5	CJ.....WOODINVILLE.....D 0.0	0.0	100	L 9.13AM	L 12.30PM
Mon., Wed., Fri.	Ex. Sun.	Time Over Subdivision				1.04	2.55	Ex. Sun.	Tue., Thu., Sat.
3.14	.56	Average Speed Per Hour				22.5	8.4		
10.6	26.3								

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 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. 45 June 22, 1919 Succeeding No. 44B					
		Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from Snohomish	STATIONS	Distance from Smelter	Car Capacity of Sidings
		WYOC	CF 69	0.0	OM.....SNOHOMISH.....DN 0.7	11.4	150
			BB 1	0.7	.....YARDEN..... 4.9	10.7	Spur 10
			BB 5	5.6	.....EBEY JCT..... .....C.M. & St.P.Ry. CROSSING... 0.7	5.8	50
			BB 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.

WESTWARD SEVENTH SUBDIVISION (HARTFORD LINE) EASTWARD

Table for Seventh Subdivision (Hartford Line) showing train schedules for Third Class (935, 927) and First Class (443) westward, and First Class (444) and Third Class (928, 936) eastward. Includes station names like Bromart, Snohomish, Machias, Hartford, Getchell, and Edgcomb.

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.

WESTWARD EIGHTH SUBDIVISION (DARRINGTON BRANCH) EASTWARD

Table for Eighth Subdivision (Darrington Branch) showing train schedules for Second Class (469) westward and Second Class (470) eastward. Includes station names like Arlington Junction, Cooper, Cicero, Oso, Halterman, Rowan, Hazel, Fortson, Sheomet, and Gebbott.

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

WESTWARD NINTH SUBDIVISION (BELLINGHAM BRANCH) EASTWARD

Table for Ninth Subdivision (Bellingham Branch) showing train schedules for Third Class (931) and First Class (443) westward, and First Class (444) and Third Class (932) eastward. Includes station names like Wickersham, Mirror Lake, Park, Blue Canyon, Towanda, Agate Bay, Silver Beach, Larson, and Bellingham.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. No. 931 has right over No. 932 Wickersham to Bellingham.

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

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

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

Pontiac, F 443 & 444	12.8	....	....	Chilco.....	78.4	1 W	7
Hozler.....	13.0	1 E	3	Nookechamp, F 443 & 444...	80.3	....	....
Lavilla, F 443 & 444	14.7	....	....	Tiloh.....	80.7	1 E	12
Briarcrest, F 443 & 444.....	17.7	....	....	Forrest Home, F 443 & 444..	81.8	....	....
Lake Forest Park, F 443 & 444	18.6	1 W	8	Bradsbury.....	83.3	1 W	6
Kenmore, F 443 & 444	19.8	1 E	7	Skagit Junction.....	85.5	1 E	7
Wayne, F 443 & 444.....	21.8	1 E	3	Delvan, F 443 & 444.....	89.9	1 E 1 W	....
Hannan.....	22.2	1 E	14	Norlum Spur.....	90.3	1 E	Spur
Stockton.....	23.8	1 E	8	Whitmarsh (on Norlum Spur)	88.1	1 E	....
Bear Creek.....	26.4	1 E	6	Hoogdale, F 441, 443 & 444..	92.2	1 W	4
Grace, F 442, 443 & 444.....	26.6	....	....	Prairie, S 443 & 444 & F 441..	95.8	1 W	....
Cathcart, F 441, 442, 443 & 444	33.7	1 W	12	Morgood.....	101.1	1 E	3
Cobbner.....	36.1	1 W	....	Saxon, F 441 & 442.....	102.1	1 E	6
Madrona.....	46.2	1 E	Spur	Clipper, F 441 & 442	107.3	1 W	4
Ivanwood.....	57.2	1 E	....	Pulton.....	108.0	1 E	4
M. & A. Tfr.....	59.7	1 E	....	Coyne.....	109.2	1 E	9
Grantly.....	64.5	1 E	15	Van Zandt, F 441 & 442.....	109.4	1 W	8
Pilehuck, S 441, 442, 443 & 444	66.9	1 E	20	Case, F 441 & 442.....	110.6	1 E	13
Days F 443 & 444.....	69.2	Siding	7	Elliton.....	113.6	1 E	..
Holo.....	72.5	1 E	....	Lawrence, F 441 & 442.....	116.3	1 E	6
Ehrlich, F 443 & 444.....	74.3	1 E	2				

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

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

**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.**

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

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Cavano, S 469 & 470	10.2	1 W	31	Barco.....	24.6	1 E	20
Dicol.....	10.4	1 W	29	Wiese.....	26.5	1 E	20
Tulker.....	19.2	1 W 1 E	9	Giles.....	29.4	1 W	15
Lampson.....	21.4	1 E	80	Andron.....	29.7	Wye	....
Cobridge.....	24.1	1 E	4				
			20				

**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

		LIMIT OF LOAD—MEASUREMENT																		Max. Height	Max. Width
		HEIGHT ABOVE TOP OF RAIL																			
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide			
1st Subdivision....	Main Line (Ellensburg-East Auburn).....	17' 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' 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 3		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	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	Maximum 99 Cars		Maximum 99 Cars			80		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	2200	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	700	25	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			80	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.	Ruling Grade %	Class E 3		Class E 7		Class F 3		Class F 1		Class S 4		Class W		Class Y 5		DISTRICTS.	Ruling Grade %	Class E 3		Class E 7		Class F 3		Class F 1		Class S 4		Class W		Class Y 5	
		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Second Subdivision—Eastward.																Second Subdivision—Westward.															
Sumas to Wickersham.....	0.5	1200	40	1400	46	1300	45	1650	50	1650	50	2200	60	2250	60	Seattle to Interbay.....	0.0	2000	50	2500	60	2250	60	3000	60	3000	60	3500	65	3500	65
Wickersham to Hoogdale.....	0.9	850	28	1100	37	1075	36	1500	47	1500	47	2200	60	2250	60	Interbay to Keith.....	1.2	550	18	625	20	600	19	750	25	750	25	975	32	1000	33
Hoogdale to Clear Lake.....	0.3	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80	Keith to Woodinville.....	0.4	1200	40	1500	47	1500	47	1800	50	1800	50	2200	60	2250	60
Clear Lake to Edgecomb.....	0.6	950	30	1250	39	1200	38	1800	50	1750	50	2300	60	2350	60	Woodinville to Maltby.....	1.9	320	11	425	15	400	14	600	19	600	19	850	28	875	29
Edgecomb to Bromart.....	0.4	1500	35	2250	60	2000	60	2500	60	2500	60	3500	65	3500	65	Maltby to Arlington.....	0.5	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Bromart and Snohomish to Maltby.	1.3	340	11	450	15	425	14	625	21	625	21	900	30	950	30	Arlington to McMurray.....	1.0	700	23	815	28	790	26	950	32	950	32	1400	42	1300	42
Maltby to Woodinville.....	Down	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80	McMurray to Sedro-Woolley.....	0.4	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80
Woodinville to Kenmore.....	0.7	1000	32	1150	38	1125	37	1450	44	1450	44	1800	50	1850	52	Sedro-Woolley to Thornwood.....	1.0	650	20	765	22	740	21	950	32	950	32	1200	40	1250	42
Kenmore to Keith.....	0.8	800	27	1000	23	975	32	1150	38	1150	38	1800	45	1850	47	Thornwood to Sumas.....	0.5	1200	40	1500	50	1500	50	1800	50	1800	50	2050	60	2100	60
Keith to Seattle.....	0.5	1500	35	2250	60	2000	60	2500	60	2500	60	3500	65	3500	65	Fourth Subdivision—Westward.															
Fourth Subdivision—Eastward.																Black River to Woodinville.....															
Woodinville to Kirkland.....	1.0	800	27	975	32	960	32	1150	34	1150	33	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—Westward.															
Fifth Subdivision—Eastward.																Woodinville to Issaquah.....															
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							Issaquah to Preston.....															
Preston to Woodinville.....	0.5	2000	40	2500	50	2500	50	3000	60																						
Sixth Subdivision—Eastward.																Sixth Subdivision—Westward.															
Lowell to Snohomish.....	1.0	800	27	1000	33	980	33	1400	46	1400	46	1800	60	1850	60	Snohomish to Lowell.....															
Seventh Subdivision—Eastward																Seventh Subdivision—Westward															
Edgecomb to Getchell.....	1.8	425	14	550	20	525	18	700	23	700	23	1000	32	1050	32	Snohomish to Machias.....															
Getchell to Snohomish.....	0.8	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80	Machias to Getchell.....															
Eighth Subdivision—Eastward and Westward.																Eighth Subdivision—Westward.															
Arlington and Darrington.....	0.8	2000	40	2500	50	2500	50	3000	60							Getchell to Edgecomb.....															
Ninth Subdivision—Eastward.																Ninth Subdivision—Westward.															
Bellingham to Larson.....	2.1	300	11	425	14	375	13	525	19							Wickersham to Mirror Lake.....															
Larson to Wickersham.....	0.9	1040	35	1300	43	1250	42	1800	60							Mirror Lake to Agate Bay.....															
																Agate Bay to Silver Beach.....															
																Silver Beach to Bellingham.....															

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.
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.
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- 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.)
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.)

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 90 pounds.

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

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

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

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

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

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

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

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

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.
- 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 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.
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:

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. Switch lamps will not be maintained on above switches.	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 and west end of house track. Kanaskat—West end of wye.
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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, and logs will not be handled on this track.
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.

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 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.

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 Camp-ton. Two C. M. & St. P. R. R. crossings between G. N. Junction and Roger. M. & A. crossing, 1.3 miles west of Kruse. Two G. N. crossings at Sedro-Woolley. 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 spur.

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)

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.
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 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.
- 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 3:00 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 cross-overs 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)

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.
 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.

44. 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).

A. 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.

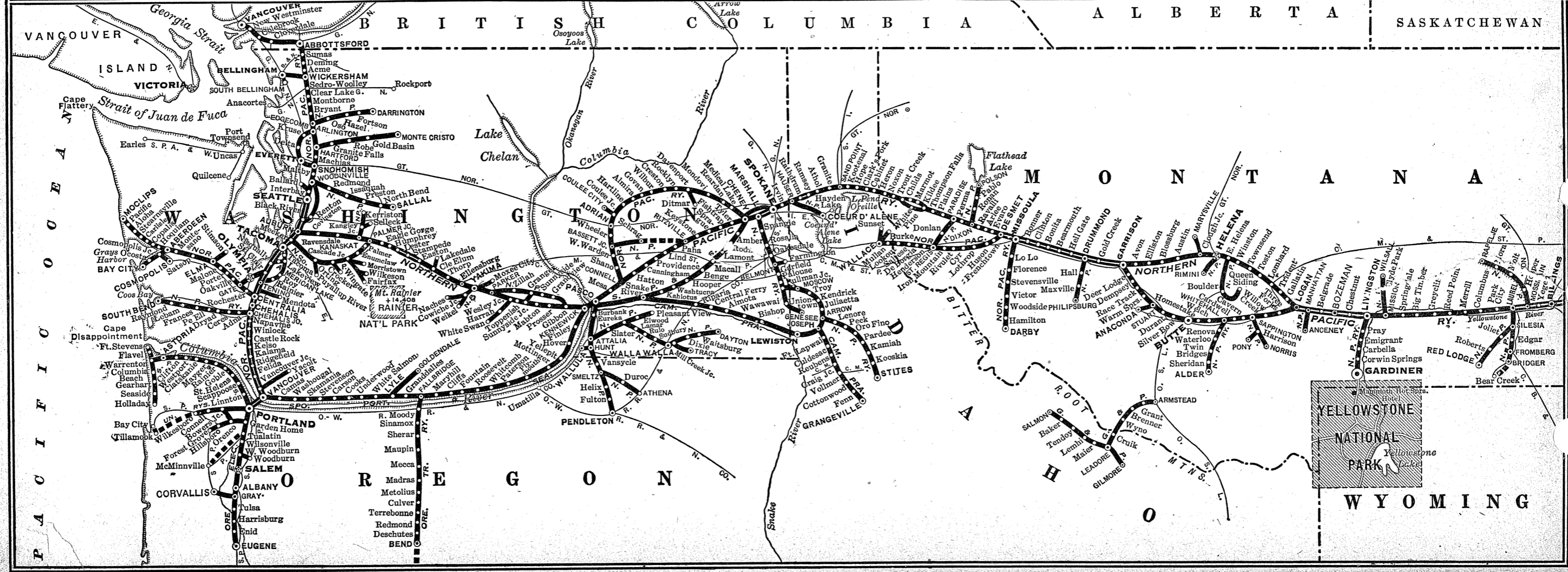
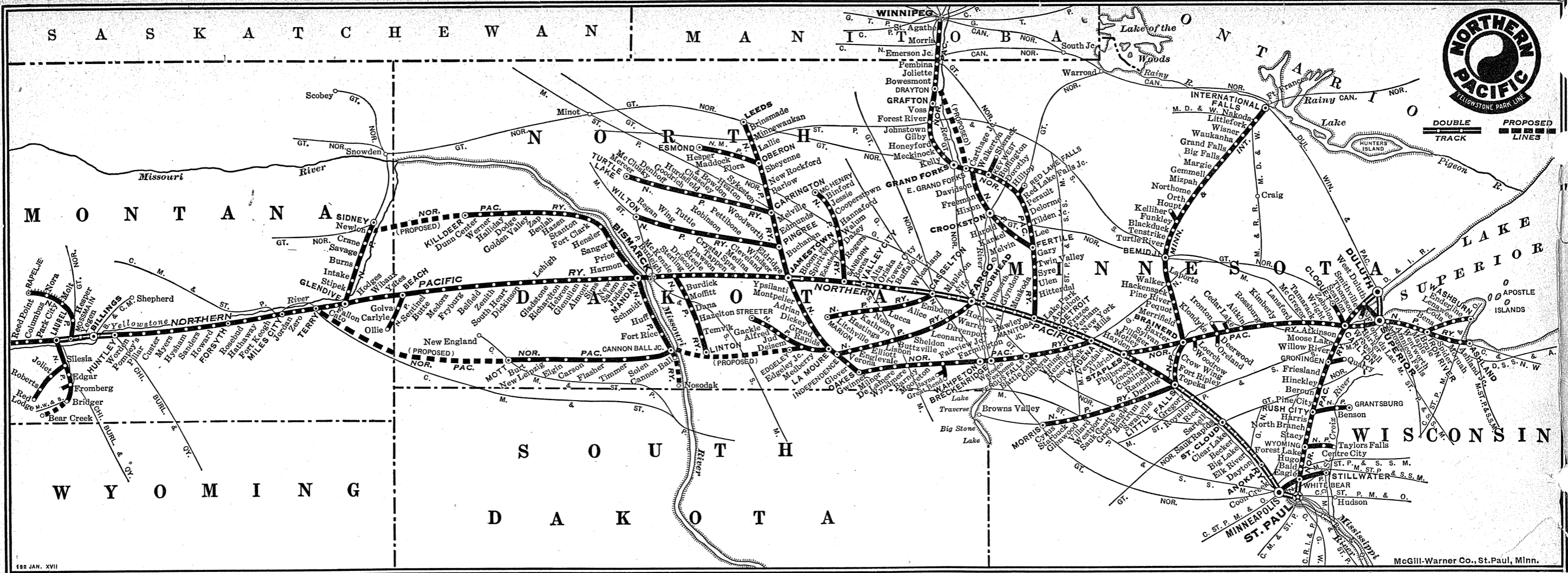
Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

J. H. ROBINSON,
Trainmaster, Seattle.

J. F. FITZSIMMONS,
Trainmaster, Seattle.

W. H. PAGE,
Trainmaster, Seattle.

E. H. FRIBERG,
Chief Dispatcher, Seattle.



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McGill-Warner Co., St. Paul, Minn.