

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 47A TABLE

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

SUNDAY, JULY 24, 1921.

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

E. C. BLANCHARD,
Assistant General Manager.

A. V. BROWN,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

T. H. LANTRY,
Superintendent.

J. M. RAPELJE,
General Manager.

P. H. McCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUBDIVISION (MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS					Water, Fuel, Station, Turn Tables, Wye and Yard Limits	Station Numbers	Distance from Ellensburg	Time Table No. 47A July 24, 1921. Succeeding No. 47.			Distance from East Auburn	Car Capacity of Sidings	FIRST CLASS					SECOND CLASS	THIRD CLASS	
939	937	603	337	333	41	3	1				STATIONS					2	4	42	334	338	602	938	940
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls					Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Daily	Mo., We., and Fri.	Tu., Thu., and Sat.
L 8.00AM		L 6.00PM	L 1.00AM	L 4.20PM	L 4.30AM	L 5.05PM	L 3.05AM	WCOT X	1848	0.0	EB ELLENSBURG 3.6	DN	102.1	A 2.00PM	A 11.45AM	A 8.45PM	A 5.30AM	A 12.50PM	A 9.00AM		A 4.00PM		
8.15		6.20	1.08	4.28	4.36	5.12	3.12		1851	3.6	SHOSKIN 4.0	P	98.5	1.53	11.38	8.38	5.23	12.43	8.51		3.50		
8.40 602		6.35	1.15	4.35	4.42	5.20	3.20		1855	7.6	TP THORP 2.8	DN Lap Siding	94.5	1.45	11.32	8.30	5.15	12.35	8.40 939		3.30		
9.22		6.42	1.20	4.40	4.46	5.25	3.25	W	1858	10.4	DUDLEY 4.3	P	91.7	1.41	11.27	8.24	5.07	12.29	8.31		3.00		
9.40		6.56	1.28	4.48	4.54 334	5.32	3.32		1862	14.6	KOUNTZE 2.6	P	87.5	1.35	11.20	8.16	4.54 41	12.20	8.20		2.43		
9.55		7.05	1.32	4.52	4.59	5.37	3.37		1865	17.3	BR BRISTOL 3.8	DN Lap Siding	84.9	1.30	11.15	8.11	4.48	12.14	8.13		2.30		
10.15		7.20	1.38	4.58	5.05	5.43	3.44		1869	21.0	TEANAWAY 3.5	P Lap Siding	81.1	1.22	11.08	8.04	4.40	12.06PM	8.03		2.15		
10.30AM 12.01PM 338		7.57 42	1.48	5.08	5.11	5.53	3.55	WCY OX	1873	24.8	CL CLE ELUM 4.3	DN	77.3	1.16 940	11.01	7.57 603	4.23	11.57AM 939	7.53		1.16 2		
12.45		8.10	1.56	5.16	5.19	6.01	4.03		1877	29.0	BAKER 2.7	P	78.1	1.07	10.52	7.45	4.14	11.46	7.43		12.45		
1.03 2		8.30	2.05	5.23	5.24	6.08	4.10 334		1880	31.7	NELSON 2.7	P Lap Siding	70.4	1.03 939	10.48	7.41	4.10 1	11.41	7.36		12.35		
1.20		8.40	2.08	5.28	5.28	6.13	4.14		1883	34.4	TALMAGE 3.7	P	67.7	12.59	10.44	7.37	4.06	11.36	7.29		12.20PM		
2.25		9.15	2.18	5.38	5.38	6.23	4.24	WCTY X	1886	38.1	ES EASTON 4.0	DN Crossover	64.0	12.52	10.39	7.30	4.01	11.31 940	7.10		11.40AM 338		
2.45		9.45	2.30	5.50	5.50	6.35	4.36	W	1890	42.1	UPHAM 4.4	P	60.0	12.43	10.31	7.21	3.52	11.22	6.58		10.15		
3.10		10.21 4	2.43	6.03	6.03	6.48	4.49	W	1894	46.8	RT MARTIN 3.3	DN	58.6	12.33	10.21 603	7.12	3.41	11.13	6.45		10.00		
3.35		10.40	2.55	6.15	6.15	7.00	5.01	W	1897	49.7	SI STAMPEDE 2.3	DN	59.4	12.21	10.09	7.00 332-3	3.29 337	11.01	6.25 1.41		9.20		
3.50		10.50	3.00	6.20	6.20	7.06	5.06	W	1901	52.0	BORUP 2.3	P	50.1	12.12	9.59	6.51	3.20	10.52	6.11		9.00		
4.05		11.05	3.06	6.26	6.26	7.13	5.12		1904	54.8	KD KENNEDY 4.0	DN Crossover	47.3	12.02PM	9.49	6.41	3.10	10.42	5.55		8.40		
4.40PM	L 7.00AM	11.30	3.20 334	6.40 42	6.40 602	7.28 42	5.26 602	WCT X	1911	59.7	DM LESTER 2.0	DN Crossover	42.4	11.40AM	9.25	6.19	2.44	10.20	4.35	A 2.00PM	L 8.00AM		
	7.10	11.40	3.25	6.45	6.45	7.33	5.31		1913	61.7	HOT SPRINGS 5.2	P	40.4	11.36	9.21	6.12	2.40	10.16	4.25		1.45		
	7.30	11.59PM	3.37	6.57	6.56	7.43	5.42		1917	66.9	MAYWOOD 3.9	P Lap Siding	35.2	11.25	9.12	6.00	2.30	10.02	4.05		1.00		
	7.50	12.15AM	3.49 602	7.09	7.10	7.50	5.56	W	1921	70.8	HUMPHREY 3.5	P	31.3	11.16	9.03	5.50	2.23	9.53	3.49 337		12.30PM		
	8.15	12.27	3.57	7.17	7.18	8.00	6.04	W	1925	74.3	EG EAGLE GORGE 2.3	DN Lap Siding	27.8	11.07	8.54	5.42	2.14	9.44	3.35		11.47AM		
	8.30	12.35	4.03	7.23	7.25	8.06	6.10		1928	76.5	LEMOLO 4.7	P	25.6	11.02 938	8.49	5.35	2.08	9.38	3.25		11.02 2		
	8.50	12.50	4.15	7.35	7.36	8.16	6.21		1932	81.3	JC PALMER JCT 1.3	D	20.9	10.53	8.39	5.22	1.57	9.29	3.00		10.35		
	9.25 338	1.00	4.19	7.39	7.40	8.20	6.24	WY OX	A 1	83.4	GV KANASKAT 3.3	DN Lap Siding	19.7	10.50	8.36	5.18	1.55	9.25 937	2.55		10.25		
	10.10	1.10	4.28	7.48	7.50	8.27 4	6.30		A 4	85.7	BYRD 2.1	P	16.4	10.43	8.27 3	5.08	1.44	9.13	2.40		9.22		
	10.39 2	1.39 334	4.34	7.54	7.58	8.42	6.34		A 7	87.8	AR RAVENSDALE 6.8	DN	14.3	10.39 937	8.23	5.02	1.39 603	9.07 938	2.30		9.07 338		
	11.15	2.05 602	4.48	8.09 4	8.12 935	8.58	6.46	W	A 14	94.6	CO COVINGTON 3.0	D Lap Siding	7.5	10.25	8.09 333	4.46	1.26	8.51	2.05 603		8.12 41		
	11.40AM	2.15	4.56	8.16	8.20	9.06	6.51		A 17	97.6	WYNACO 4.5	P	4.8	10.19	8.04	4.39	1.19	8.44	1.50		7.52		
	12.15PM	2.30AM	5.05AM	8.25PM	8.35AM 338	9.15PM	7.00AM	XY	A 22	102.1	GR EAST AUBURN	DN	0.0	11.10AM	7.55PM	4.30PM	1.10AM	8.35AM 41	1.25AM		7.30AM		
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Mo., We., and Fri.	Tu., Thu., and Sat.		
6.47	4.10	8.30	4.05	4.05	4.05	4.10	3.55							3.50	3.50	4.15	4.20	4.15	7.35	6.00	5.35		
8.8	10.2	12.1	25.0	25.0	25.0	24.5	26.1							26.6	26.6	24.1	23.6	24.1	13.5	7.1	8.8		

DOUBLE TRACK BETWEEN EASTON AND MARTIN. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. AUTOMATIC BLOCK BETWEEN ELLENSBURG AND MARTIN AND BETWEEN STAMPEDE AND EAST AUBURN. DOUBLE TRACK BETWEEN STAMPEDE AND LESTER. SEE SPECIAL INSTRUCTIONS, PAGES 5, 6, 7, 8, and 9. STAFF SYSTEM BETWEEN MARTIN AND STAMPEDE.

WESTWARD			THIRD SUBDIVISION (ROSLYN BRANCH)				EASTWARD		
SECOND CLASS			Time Table No. 47A July 24, 1921 Succeeding No. 47				SECOND CLASS		
477	475	473	STATIONS				474	476	478
Mixed	Mixed	Mixed	Telegraph Offices and Calls				Mixed	Mixed	Mixed
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
L 1.15PM	L 9.20AM	L 7.00AM	CL	CLE ELUM 2.0	DN	A	8.10AM	A 11.15AM	A 5.15PM
s 1.20	s 9.25	s 7.05		MINE 5 1.5		s	8.00	s 11.05	s 5.05
s 1.30	s 9.35	s 7.15	RS	ROSLYN 1.9	D	s	7.55	s 11.00	s 5.00
s 1.38	s 9.43	s 7.23		RONALD 0.7		s	7.45	s 10.50	s 4.50
A 1.45PM	A 9.50AM	A 7.30AM		BECKMAN 1.1		L	7.40AM	L 10.45AM	L 4.45PM
				LAKEDALE					
Ex. Sun.	Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.	Ex. Sun.	
.30	.30	.30		Time Over Subdivision		.30	1.10	.30	
12.2	12.2	12.2		Average Speed Per Hour		12.2	5.2	12.2	

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

No. 475 is superior to 476 Cle Elum to Beekman. No. 473 is superior to 474 Cle Elum to Beekman. 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., 5.10 p. m.; leave Beekman 10.45 a. m., 2.00 p. m., 5.45 p. m.

WESTWARD			FIFTH SUBDIVISION (SNOQUALMIE BRANCH)				EASTWARD		
3d Class			Time Table No. 47A July 24, 1921 Succeeding No. 47				3d Class		
923	FIRST CLASS		STATIONS				446	924	
Way Freight	Passenger		Telegraph Offices and Calls				Passenger	Way Freight	
Ex. Sun.	Ex. Sun.		Ex. Sun.				Ex. Sun.	Ex. Mon.	
L 10.30AM	L 2.25PM		CJ	WOODINVILLE 3.9	D	A	9.12AM	A 1.00PM	
f	f			WILLOWS 2.8		f			
s 11.45AM	s 2.40		RM	REDMOND 1.3	D	s	8.52	s 11.45AM	
				PARADISE LOGG. RY. CRSG. 0.1 Track Connection					
	f			CAMPION 3.1		f			
	f			INGLEWOOD 3.5		f			
s 1.15PM	s 3.03			MONOHON 4.1		s	8.30	s 10.25	
s 2.30	s 3.13		G	ISSAQUAH 4.3	D	s	8.20	s 9.55	
	f			HIGH POINT 2.9		f			
s 3.40	s 3.40		RN	PRESTON 3.0	D	s	8.01	s 8.30	
s 4.00	s 3.50			FALL CITY 3.0		s	7.50	s 8.00	
	f			SNOQUALMIE FALLS 0.9		f			
s 4.20	s 4.05		SO	SNOQUALMIE 3.0	D	s	7.37	s 7.50	
A 4.45PM	A 4.15PM		BN	NORTH BEND	D	L	7.30AM	L 7.35AM	
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Mon.		
6.15	1.50			Time Over Subdivision		1.42	5.25		
5.6	19.3			Average Speed Per Hour		21.1	6.7		

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

WESTWARD			FOURTH SUBDIVISION (BELT LINE)				EASTWARD		
THIRD CLASS			Time Table No. 47A July 24, 1921 Succeeding No. 47				THIRD CLASS		
935	675	445	STATIONS				446	676	936
Way Frt.	Ereight	Passenger	Telegraph Offices and Calls				Passenger	Freight	Way Frt.
Ex. Sun.	Ex. Sat.	Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Mon.	Ex. Mon.
L 8.45AM	L 7.47PM	L 1.24PM	BI	BLACK RIVER 2.1	DN	A	10.17AM	A 2.33AM	A 3.25PM
s 8.55	s 7.53	s 1.28		RENTON P. C. R. R. CROSSING 0.2		s	10.12	s 2.25	s 3.15
10.12				S. R. & S. CROSSING 1.7 Track Connection					
				P. C. R. R. CROSSING 2.2 Track Connection					
s 10.30	s 8.07	s 1.34		QUENDALL 5.6		s	10.01	s 2.15	s 1.34
s 11.00	s 8.28	s 1.48		WILBURTON 1.6	D	s	9.48	s 2.00	s 1.00
s 11.10	s 8.33	f 1.53		NORTHROP 4.1		f	9.44	f 1.55	f 12.45
s 11.30	s 8.46	f 2.03		KIRKLAND 6.3	P	s	9.33	s 1.35	s 12.25PM
				R. R. CROSSING 0.3					
A 11.59AM	A 9.08PM	A 2.20PM		BELT LINE JUNCTION 0.4					
936 See page 2	See page 2	See this page		WOODINVILLE 0.4	D	L	9.13AM	L 1.05AM	L 11.59AM
Ex. Sun.	Ex. Sat.	Ex. Sun.				Ex. Sun.	Ex. Mon.	Ex. Mon.	
3.14	1.21	.56		Time Over Subdivision		1.04	1.28	3.26	
10.6	18.1	26.3		Average Speed Per Hour		22.5	16.7	7.1	

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

WESTWARD			SIXTH SUBDIVISION (LOWELL LINE)				EASTWARD		
THIRD CLASS			Time Table No. 47A July 24, 1921 Succeeding No. 47				THIRD CLASS		
925			STATIONS						926
Way Frt.			Telegraph Offices and Calls						Way Frt.
Tu., Thu., Sat.			Ex. Sun.						Mo., We., Fri.
L 4.10PM			OM	SNOHOMISH 0.7	DN	A	7.45AM		
				VARDEN 4.9					
				C. M. & St. P. Ry. CROSSING 0.7					
A 4.40PM			W	LOWELL 5.1	DN	L	7.16AM		
See page 2									
Tu., Thu., Sat.				Time Over Subdivision			.29		
.30				Average Speed Per Hour			13.0		
12.6									

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

WESTWARD

SEVENTH SUBDIVISION
(HARTFORD LINE)

EASTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Bromart	Time Table No. 47A July 24, 1921. Succeeding No. 47		Distance from Edgcomb	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
927	Way Freight	443	Passenger				STATIONS	444			928	Passenger	Way Freight	
Mo., We., Fri.		Daily					Telegraph Offices and Calls				Daily See page 2	Tu., Thu., Sat.		See page 3
L 11.04AM	C					0.0	BROMART 1.2	20.0	Spur 5		L 10.29AM			
L 8.30AM	WY X	s 11.10	CF 69	1.2	OM	18.8	SNOHOMISH 5.1	DN	150		s 10.25		A 4.05PM	
s 8.50	W	s 11.20	CF 74	6.3	MA	13.7	MACHIAS 3.1	D	56		s 10.15		s 3.45	
s 9.05	X	s 11.30	CF 77	9.4	HD	10.6	HARTFORD 4.5	D	102		s 10.05		s 3.20	
s 9.55 444		f 11.42	CF 82	13.9		8.1	GETCH ELL 6.1		60		s 9.55 927		s 2.20	
A 10.20AM See page 2		A 11.54AM See p. 2	W	CF 88	20.0		EDGEComb		53		L 9.37AM s		L 1.45PM s	
Mo., We., Fri.		Daily									Daily		Tu., Thu., Sat.	
1.50		.50					Time Over Subdivision				.52		2.20	
10.2		24.0					Average Speed Per Hour				23.0		8.1	

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

WESTWARD

EIGHTH SUBDIVISION
(DARRINGTON BRANCH)

EASTWARD

SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Arlington	Time Table No. 47A July 24, 1921. Succeeding No. 47		Distance from Darrington	Car Capacity of Sidings	SECOND CLASS	
469	Mixed				STATIONS	470			Mixed	
Ex. Sun.					Telegraph Offices and Calls				Ex. Sun.	
L 12.15PM	CX Y ₁₀ ME	CF 91	0.0		ARLINGTON 1.2	DN P	23.9	132	A 9.00AM	
12.20			1.2		ARLINGTON JUNCTION 4.5		27.7		8.52	
s 12.35	W	BK 4	5.7		COOPER 2.9		23.2	Spur 6	s 8.31	
s 12.55		BK 7	8.6		CICERO 3.7		20.3	Spur 2	s 8.20	
s 1.10		BK 11	12.3		OSO 2.0	P	16.6	48	s 8.07	
s 1.25		BK 13	14.3		HALTERMAN 1.7		14.6	15	s 7.58	
s 1.35		BK 15	16.0		ROWAN 2.1		12.9		s 7.51	
s 1.50	W	BK 17	18.1		HAZEL 3.7		10.8	45	s 7.43	
s 2.10		BK 21	21.8		FORTSON 1.1		7.1	Spur 12	s 7.28	
s 2.25		BK 22	22.9		SHEOMET 3.0		6.0	Spur 3	s 7.22	
s 2.40		BK 24	25.9		GEBBOTT 3.0		3.0	Spur 8	s 7.11	
A 2.50PM	CY W	BK 28	28.9		DARRINGTON	P	0.0	24	L 7.00AM	
Ex. Sun.									Ex. Sun.	
2.35					Time Over Subdivision				2.00	
11.3					Average Speed Per Hour				14.5	

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

WESTWARD

NINTH SUBDIVISION
(BELLINGHAM BRANCH)

EASTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Wickersham	Time Table No. 47A July 24, 1921. Succeeding No. 47		Distance from So. Bellingham	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
931	Way Freight	443	Passenger				STATIONS	444			932	Passenger	Way Freight	
Ex. Sun.		Daily					Telegraph Offices and Calls				Daily		Ex. Sun.	
L 9.40AM		L 1.35PM	Y W	CF 128	0.0	WK	WICKERSHAM 1.3	D	22.5	75	See page 2 As 8.00AM		A 3.00PM	
s 9.55		f 1.42		BM 1	1.3		MIRROR LAKE 2.5		21.2	15	f 7.53		s 2.50	
s 10.05		f 1.48		BM 4	3.8		PARK 1.0		18.7	15	f 7.44		s 2.40	
s 10.15		f 1.52	W 2 ₁₀ M W	BM 5	4.8		BLUE CANYON 4.2		17.7	20	f 7.41		s 2.35	
f		f		BM 9	9.0		TOWANDA 2.4		13.5		f		f	
s 10.40		f 2.14 932		BM 11	11.4		AGATE BAY 3.7		11.1	35	f 7.26		s 2.14 443	
s 10.55		f 2.25		BM 15	15.1		SILVER BEACH 1.0		7.4		s 7.18		s 2.00	
s 11.00		2.30		BM 16	16.1		LARSON 4.4		6.4	30	7.15		s 1.55	
A 11.40AM		A 2.45PM	WYCO X	BM 20	20.5	WD	BELLINGHAM 1.4	D	2.0	50	L 7.00AM		L 1.00PM	
				BM 23	22.5	FN	SO. BELLINGHAM	D	0.0	50				
							G. N. CROSSING 0.6	TkConnection	0.6					
Ex. Sun.		Daily									Daily		Ex. Sun.	
2.00		1.10					Time Over Subdivision				1.00		2.00	
10.2		17.6					Average Speed Per Hour				20.5		10.2	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
EXCEPT NO 931 IS SUPERIOR TO 932 WICKERSHAM TO BELLINGHAM.

SPECIAL INSTRUCTIONS

FIRST SUB-DIVISION

(MAIN LINE)

1. **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 at page 134, figure 12, transportation rules.
The signals governing eastward track between Lester and Stampede control eastward trains only.
The signals governing the westward track between Stampede and Lester control trains in either direction.
Eastward trains using westward track will be governed by home signal located 1400 feet east of Lester.
When train crosses over from westward to eastward track at Kennedy 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 signals governing eastward track between Martin and Easton are operative for trains in either direction.
Westward trains using eastward track will be governed by home-signal located 600 feet west of Easton.
When train crosses over at cross-over east of tunnel No. 2 the lower arm on signal at east end of cross-over will govern the movement and when both cross-over switches are open the signal will show clear or caution indication if block is not occupied.
The signals governing westward track between Easton and cross-over at tunnel No. 2 cut control westward trains only.
The signals governing westward track between tunnel No. 2 cut and Martin control trains in either direction.
Eastward trains using westward track will be governed by home signal at east switch at Martin and if instructed to cross over to eastward track at cross-over east of tunnel No. 2 will be governed by lower arm on signal at 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 using the westward track thru to Easton must have train order authority to pass home-signal east of tunnel No. 2.
2. **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 (home signal).
3. **Helper District**—Between Easton and Lester.
4. **Pusher District**—Between Auburn and Lester.
5. **Card train order form AB** will govern the movement of trains between East Auburn and Auburn and between East Auburn and Auburn Yard, and trains must not move in this territory unless conductor and engineman each holds a copy properly filled out. Switch engines going around wye upon authority of work order do not need card train order form AB.
6. **Between Headworks and Humphrey** all toilets in trains must be kept locked and employees are cautioned against throwing off any refuse or articles, which might become unsanitary.
7. **At Humphrey**—No. one track will be used for westward trains and No. two track for eastward trains.
8. **At Nelson**, north siding will be used for eastward trains and south siding for westward trains.
9. **At Dudley**—No one track will be used for westward trains and No. two track for eastward trains.
10. **At Cle Elum**. Electric coal bunker, located on west extension, will not clear man on side of car or engine, and logs will not be handled on this track.
11. **Bridge Restrictions**—Engine Classes Q-5, W-3, Z, Z-2 and Z-3 10 miles per hour over Bridge 60, 3d crossing Green River.
12. **Speed Restrictions**—Eastward passenger trains thirty (30) miles per hour between extreme west switch Ellensburg yard and Ellensburg station. Cle Elum ten (10) miles per hour through incorporated city limits.
13. **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 westward train order signal at Martin, are interlocked with staff machines located in the telegraph office at Stampede and Martin, and except when used must be set normally at stop and cannot be cleared until the operator at opposite end of block returns staff to machine, which must not be done until rear of

train has passed 300 feet beyond the signal. After signal has been cleared for a train entering the tunnel it must be restored to stop immediately after the rear of the train has passed the signal.
In order to use the switches in Old Stampede yard, the staff must be used to unlock switch levers with, and levers will have to be returned to normal position before staff can be moved. 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.

14. **Mountain Grade Operation.**
Mountain grade between Easton and Lester.
Westward freight trains must not leave Stampede until preceding passenger trains have arrived at Lester and eastward freight trains must not leave Martin until preceding passenger trains have arrived at Easton.
At Martin when block is not clear for eastward trains operator will head them in on eastward siding.
At Easton eastward freight trains will stop clear of crossover at the water tank.
Sidings between Tunnel No. 3 and westward switches of sidings west of Tunnel No. 4 will be considered in Stampede station limits. The sidings between Tunnels Nos. 3 and 4 must not be used for the meeting or passing of trains.
Normal position of double track switches at Easton and Stampede will be for westward trains and at Martin and Lester for eastward trains.
Eastward freight trains will stop at Lester for Terminal Air Test and at Easton for inspection and to cool wheels.
Westward freight trains will stop at Easton for Terminal Air Test, at Kennedy (with engine just east of telegraph office) and at Lester for inspection and cool wheels.
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 a car to car inspection of the brakes will be made. 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.
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.
Through Tunnel No. 3.—On whistling for either Martin or Stampede the engineman must place the handle of the brake valve in full release position and obtain 90 pounds train pipe pressure as promptly as possible. (Engineman must see that low pressure governor head does not exceed 90 pounds.) Following this he must obtain "Proceed" signal before entering tunnel No. 3 to be passed from conductor to head engineman by helper engine whistle and head brakeman. Conductor will not give this signal until the train pipe pressure in the caboose has been increased to at least 80 pounds.
No retaining valves need be used with trains of all empties through tunnel No. 3, but such trains must be stopped and all retaining valves turned up before leaving either Old 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 engineman 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 until smoke and gas have cleared and it can be done safely. Blocking will be found on walls of tunnel on right hand side going east, about 100 feet apart and six feet above the rail.
Descending trains will carry 90 pounds train pipe pressure to Lester and to Easton. Following any stops during the descent the engineman must fully recharge the brakes before starting and the conductor must not give the "Proceed" signal until at least 80 pounds is shown by the caboose gauge.
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

per hour and must be so controlled that they can be stopped on emerging. operators can hand up sufficient number of respirators.

Speed of trains through Stampede tunnel No. 3 must not exceed 15 miles Passenger trains must not exceed 20 miles per hour and freight trains 12 miles per hour Hubner to Martin westward and Lester to Stampede eastward or between these points against the current of traffic in the opposite directions. Passenger trains must not exceed 30 miles per hour and freight trains 20 miles per hour Martin to Hubner eastward or Stampede to Lester westward.

Westward 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.

15. **Special Stops, Connections, Etc.**

No. 333 and 338 will stop on flag at Casway, Hubner, Nagrom, Forcamp, Baldi and Newker.

No. 42 will stop on flag at Hubner, Old Stampede and Nagrom.

No. 41 will stop on flag at Nagrom and Baldi.

No. 338 will connect with No. 596 at Kanaskat.

No. 334 will stop on flag at Nagrom and Stampede on Mondays.

No. 41 will connect with No. 595 at Kanaskat.

16. **Register Stations—**

Ellensburg.

Easton—For eastward trains and trains originating and terminating.

Lester—For westward trains and trains originating and terminating.

East Auburn.

Auburn Yard (For freight trains only.)

17. **Register Exceptions—**

At Lester, eastward through trains and at Easton, westward through trains will register by ticket, form 608.

At Easton, westward through trains and at Lester, eastward through trains will be furnished check of register, form 602.

18. **Bulletin Stations—**

Ellensburg, Easton, Lester and Auburn yard office.

19. **Standard Time Clocks—**

Ellensburg, Lester and Auburn yard office.

20. **Watch Inspectors—**

Ellensburg, F. A. Home; Cle Elum, J. A. Kartermann; Auburn, E. DeBarthe; Seattle, Houghton & Son, 215 Yesler Way.

21. **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.
Swauk.....	
Casway.....	
Ravensdale.....	East and West End Coal Tracks.
Lester.....	West End of Roundhouse Track.
Lester.....	West End of No. 1 Track.
Nagrom.....	Spur Track.
Forcamp.....	East End West Tracks.
Eagle Gorge.....	West End of Eastward Siding and West End of House Track.
Kanaskat.....	West End of Wye.
Cranmar.....	
Newker.....	
Berrydale.....	

Switch lamps will not be maintained on above switches.

SPECIAL INSTRUCTIONS—Continued

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COMMERCIAL SPURS.

	Miles from Ellensburg	How Connected	Car Capacity
Haybow	2.5	1 W	11
Swauk	13.5	1 E	3
Casway	19.1	1 E	88
Hubner	41.0	1 E	....
Nagrom	65.2	1 W	20
Forcamp	68.4	1 E 1 W	....
Baldi	73.3	1 E	8
Headworks	79.2	1 W	7
Henrys	89.6	1 E	....
Newker	90.6	1 E	....
Cranmar	92.0	1 W	4
Berrydale	95.6	1 E	....

SECOND SUBDIVISION.

(MAIN LINE)

- Card train order form AB will govern the movement of trains between Lowell and Everett and between Everett and G. N. Junction and trains must not move in this territory unless conductor and engineman each holds a copy properly filled out. N. P. Eastward trains secure card order at Delta Wye authorizing movement from G. N. Jct. to Everett and Westward trains will turn in card authorizing movement Everett to G. N. Jct. at Delta Wye.
- Pusher District—Between Snohomish and Woodinville.
- Draw Spans—Skagit River bridge between Sedro-Woolley and Clear Lake.
- At Everett—Normal position of gate at G. N. Crossing freight house track, one mile west of Lowell, is against N. P. trains.
- At Sedro Woolley—G. N. Crossings are protected against eastward N. P. trains by hand throw derail 200 feet west of first crossing. Deraill must be left in derail position when N. P. track is not in use. Normal position of gate at P. S. & B. Ry. crossing, just west of Depot, is against N. P. trains.
- Delta Wye Interlocking—Westward trains will call for route by one long, one short, one long blast of whistle. Eastward trains by two long, one short, one long blast of whistle.
- At Woodinville—Nos. 445 and 446 use the main line, 2d subdivision, between the depot and the Belt Line switch. These trains have no time card rights between the points named and must move under yard rules expecting to find other trains occupying the main track.
- At Wickersham—Nos. 443 and 444 make a back-up movement between the west wye switch and the depot. This movement must be properly protected.
- Bridge Restrictions—Twenty (20) miles per hour over draw span of Bridge 85, Skagit River.
- Engine Restrictions—At Delvan engines must not go beyond right-of-way line on Clipper Shingle Co.'s track connected from McDonald's Spur, and must not use cross-over from Siding No. 1 to Siding No. 2. Class W or heavier power must not go in on following spurs and tracks: East end No. 3 track—Arlington. Tiloh. Cream and Cannery Spur, and transfer track—Sedro-Woolley. Class S. Power is restricted from use of above spurs and tracks, except East. End No. 3—Arlington, and may go in as far as bridge at Tiloh. Class "W" engines cannot turn on table at Woodinville. 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.
- Special Stops, Connections, Etc. No. 441 will stop at Pilchuck and will stop on flag at Cathcart, Ehrlich, Hoogdale, Prairie, Saxon, Clipper, Van Zandt, Case and Lawrence. No. 442 will stop at Pilchuck and will stop on flag at Lawrence, Case, Van Zandt, Clipper, Saxon, Prairie, Hoogdale, Ehrlich, Cathcart, and Grace. No. 443 will stop at Pilchuck and Prairie and will stop on flag at Pontiac, Lavilla, Briarcrest, Lake Forest Park, Kenmore, Wayne, Grace, Cathcart, Days, Ehrlich, Nookechamp, Forrest Home, Delvan and Hoogdale. No. 444 will stop at Prairie and Pilchuck and will stop on flag at Hoogdale, Delvan, Forrest Home, Nookechamp, Ehrlich, Days, Cathcart, Grace, Wayne, Kenmore, Lake Forrest Park, Briarcrest, Lavilla and Pontiac. No. 441 stop at Kruse for passengers destined to points north of Kruse.

- Register Stations—Woodinville, Kruse, G. N. Station, Snohomish, Sedro-Woolley, Wickersham, Everett and Sumas.
- Register Exceptions—Kruse and G. N. Station, Snohomish, trains register by ticket, form 608.
- Bulletin Stations—Arlington, Sedro-Woolley, and Everett.
- Standard Time Clocks—Sedro-Woolley and Everett.
- Watch Inspectors—Everett, Charles M. Smith; Sedro-Woolley, Horace Condy.

COMMERCIAL SPURS.

	Miles from King St. Station	How Connected	Car Capacity
Pentiac.....	12.8	.....	.....
Hozler.....	13.0	1E	3
Lavilla.....	14.7	.....	.....
Briarcrest.....	17.7	.....	.....
Lake Forrest Park.....	18.6	1W	8
Kenmore.....	19.8	1E	12
Wayne.....	21.8	1E	3
Hannan.....	22.2	1E	14
Stockton.....	23.8	1E	8
Bear Creek.....	26.4	1E	6
Grace.....	26.6	.....	.....
Cathcart.....	33.7	1W	12
Cobbner.....	36.1	1W	.....
Madrona.....	46.2	1E	Spur
Ivanwood.....	57.2	.....	.....
M. & A. Tfr.....	59.7	1E	.....
Pilchuck.....	66.9	Siding	20
Days.....	69.2	Siding	7
Holo.....	72.5	1E	.....
Ehrlich.....	74.3	1E	2
Chilco.....	78.4	1W	7
Nookechamp.....	80.3	.....	.....
Tiloh.....	80.7	1E	12
Forrest Home.....	81.8	.....	.....
Skagit Junction.....	85.5	1E	7
Norlum Spur.....	87.6	1E	Spur
Whitmarsh (on Norlum Spur).....	88.1	1E	.....
Delvan.....	89.9	Siding	32
Hospital Spur (on Norlum Spur).....	90.3	1E	Spur
Hoogdale.....	92.2	1W	4
Prairie.....	95.8	1W	.....
Draydon.....	96.8	1E 1W	Conn.
Morgood.....	101.1	1E	3
Saxon.....	102.1	1E	6
Clipper.....	107.3	1W	4
Pulton.....	108.0	1E	4
Coyne.....	109.2	1E	9
Van Zandt.....	109.4	1W	8
Case.....	110.6	1E	13
Elliton.....	113.6	.....	.....
Lawrence.....	116.3	1E	6

- Deraill Switches are located as follows and must be kept set in derailing position when not in use:

Maltby-Florence Log Spur.
 Edgcomb-M & A Connection.
 Arlington—East End of House Track.
 Arlington—West End of 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.

THIRD SUBDIVISION.

(Roslyn Branch)

- At Roslyn extra trains must wait until second class trains clear at Cle Elum.

- At Beekman, engines must not pass under the tipple tracks on the Roslyn Fuel Company's tracks.
- At Cle Elum, Eastward trains must come to a stop 1200 feet west of wye switch and run carefully from that point expecting to find main track occupied.
- Register Station—Cle Elum.
- Bulletin Station—Cle Elum.
- Deraill Switches—Cle Elum—Upper switch at the head of wye toward Roslyn, will be set for the west leg. Roslyn—The switch on the main line, nearly in front of scale house will be set to act as deraill to prevent cars running down main line.

FOURTH SUBDIVISION.

(Belt Line)

- At Kirkland Depot is located 2250 feet east of passing siding.
- At Wilburton Depot is located 600 feet east of passing siding.
- At Black River, normal position of wye switch is for Tacoma leg.
- Engine Restrictions—At Renton, engines must not enter Glass Works spur, or go beyond frog on Rainier Valley lines interchange track. Class "W" or heavier engines must not go beyond frog on coal tracks. At Briquetville, N. P. engines must not go on loading track account of insufficient clearance.
- Speed Restrictions—Class "W" engines twenty (20) miles per hour between Black River and Woodinville.
- Special Stops, Connection, etc. No. 445 will stop on flag at Kennydale, May Creek, Hazelwood, Factoria, Midlakes, Houghton and Firloch. No. 446 will stop on flag at Firloch, Houghton, Midlakes, Factoria, Hazelwood, May Creek and Kennydale.
- Register Stations—Black River and Woodinville.
- Register Exceptions—At Black River, Nos. 445 and 446 register by ticket, form 608.

COMMERCIAL SPURS.

	Miles from Black River	How Connected	Car Capacity
Firloch.....	19.8	1 E	3
Houghton.....	16.9	.....	.....
Feriton.....	16.6	1 E	2
Midlakes.....	12.7	1 W	5
Factoria.....	10.0	.....	.....
Hazelwood.....	7.4	.....	.....
May Creek.....	6.7	1 E	4
Kennydale.....	5.4	.....	.....
Norco.....	5.0	1 E	.....
Briquetville.....	4.0	1 W	Conn.

- Deraill Switches—

P. C. R. R. Crossing at Renton is protected by deraills 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.

FIFTH DIVISION.

(Snoqualmie Branch)

- At North Bend, west wye switch will be lined for wye.
- At Preston depot is located one half mile west of passing siding. Trains departing must keep at least fifteen (15) minutes apart.
- Bridge Restrictions—Twenty (20) miles per hour over truss bridges and high trestles. Ten (10) miles per hour crossing Raging River Bridge. Speed will be restricted over Bridge 6, Sammamish River; Bridge 27.1, Raging River and Bridge 35, Snoqualmie River, as follows: Engines, classes S, S-1, S-2, S-3, S-4 and Q eight (8) miles per hour. Double header engines, class F-1, eight (8) miles per hour. Engines, Class Q-1 and heavier not permitted.

SPECIAL INSTRUCTIONS—Continued.

4. **Speed Restrictions**—Trains must not exceed schedule time Preston to Fall City and Preston to Isaquah. Fifteen (15) miles per hour between Bridge 49 and Snoqualmie Falls.
5. **Special Stops, Connections, etc.**
No. 445 will stop on flag at Hollywood, Sammamish, Sulphur Springs and Pickering.
No. 446 will stop on flag at Grand Ridge, Pickering, Sulphur Springs, Sammamish and Hollywood.
Nos. 923 and 924 will carry adult male passengers between Woodinville and North Bend.
6. **Register Stations**—Woodinville and North Bend.

COMMERCIAL SPURS

	Miles from Woodinville	How Connected	Car Capacity
Hargon	1.7	1 W	7
Hollywood	1.9	1 W	19
Sammamish	9.8	1 E	6
Sulphur Springs	13.7	...	...
Pickering	17.3	1 E	3
Grand Ridge	22.0	Siding	15
Lovo	30.8	1 E	15
Niblock	32.5	1 W	100
Tanner	38.1	1 E	9
Weeks	38.3	1 E	20

8. **Derail Switches**—
Lovo—Spur.

SIXTH SUBDIVISION.

(LOWELL LINE)

1. **Card train order, Form A-B**, will govern the movement of trains between Snohomish and Lowell and trains must not move in this territory unless conductor and engineman each holds a copy properly filled out, operators will not issue card for a steam train until preceding electric train has cleared the block.
2. **Between Snohomish and Ebey Slough bridges.** Trolley wires will not clear man on top of box car.
3. **Draw Spans**—Ebey slough bridge and Snohomish river bridge.
4. **Bridge Restrictions.**
Class F-1 or heavier engines six (6) miles per hour over Snohomish River and Ebey Slough drawbridges.
No engine heavier than Class "W" may be run over this subdivision.
5. **Speed Restrictions.**
Class F-1 or heavier engines fifteen (15) miles per hour between Snohomish and Lowell.
6. **Register Station**—Snohomish.

COMMERCIAL SPURS.

	Miles from Snohomish	How Connected	Car Capacity
Sherwood	4.2	1 E	4

SEVENTH SUBDIVISION.

(HARTFORD LINE)

1. **At Machias.** Depot is located just east of the passing siding.
2. **At Hartford**—Eastward freight trains will come to a stop at public road crossing just east of depot to clear Hartford Eastern Railway switch and ascertain that track is clear before proceeding.
3. **Draw Span**—Snohomish river bridge just east of Snohomish.
4. **Bridge Restrictions**—Heavier than Class "W" engines not permitted on this Subdivision.
Twenty (20) miles per hour over draw spans of Bridge 38, Snohomish river.
5. **Speed Restrictions**—Passenger trains 25 miles per hour and freight trains 20 miles per hour between Snohomish and Hartford.
Class "W" and Y-2 engines 20 miles per hour between Snohomish and Edgcomb.
6. **Special Stops, Connections, etc.**
No. 443 will stop on flag at Lake Cassidy and Sisco.
No. 444 will stop on flag at Sisco and Lake Cassidy.
Nos. 443 and 444 will wait 15 minutes at Snohomish for motor connection from Everett.
7. **Register Station**—Snohomish.

8. COMMERCIAL SPURS.

	Miles from Bromart	How Connected	Car Capacity
Lake Cassidy	12.6	1 E	3
Harvey	17.7	1 E	4
Sisco	18.3	1 E	15

9. Derail Switches—

Hartford—East end of Passing track.
Hartford—East end of house track.
Harvey—Spur.

EIGHTH SUBDIVISION.

(DARRINGTON BRANCH)

1. Bridge Restrictions—

Trains handling logs must not exceed ten (10) miles per hour over Howe Truss bridges Nos. 2, 7, 11-1, 18, 19 and 22.
Speed will be restricted over Bridge 2 and Bridge 7, Stillaguamish River; Bridge 10, Deer Creek; Bridge 11-1, Stillaguamiah River; Bridge 18, Boulder Creek; Bridge 22, Squire Creek, as follows: Engines, classes S, S-1, S-2, S-3, S-4 and Q eight (8) miles per hour. Double header engines, class F-1 eight (8) miles per hour. Engines, class Q-1 and heavier not permitted on this subdivision.

2. Engine Restrictions—At Darrington engines not permitted beyond 400 feet from frog on U. S. spur.

3. Register Stations—Arlington and Darrington.

4. Bulletin Stations—Arlington.

5. COMMERCIAL SPURS.

	Miles from Arlington	How Connected	Car Capacity
Trafton	7.6	...	...
Cavano	10.2	Sid'g No. 1	31
Tulker	19.2	1 W 1 E	80
Lampson	21.4	1 E	4
Cobridge	24.1	1 E	20
Barco	24.6	1 E	20
Wiese	26.5	1 E	20
Andron	27.9	Wye	...
Giles	29.2	1 W	15

6. 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)

1. **At Bellingham**, flagman must precede all trains between Magnolia and Laurel Sts. Trains must stop and be preceded by flagman crossing Holly St.
2. **At South Bellingham**—Insufficient clearance under the conveyor at the E. K. Wood Mill.
Normal position of gate at G. N. crossing near E. K. Wood Mill is against N. P. trains.
3. **At Wickersham**, wye switch will be set and locked for each leg.
4. **At Park**, Bloedel-Donovan log track must not be used beyond right of way.
5. **Bridge Restriction**—
Six (6) miles per hour over Bridge 20 (Silver Beach.)
6. **Engine Restriction**—
Engines heavier than class "Y-5" not permitted.
7. **Speed Restrictions**—
Fifteen (15) miles per hour between Mile Post 5 and Mile Post 8.
Eight (8) miles per hour over street car crossings at Kentucky Street and between that point and Bellingham Depot.
Eight (8) miles per hour over street car crossing between Silver Beach and Larson.
8. **Special Stops, Connections, Etc.**
No. 443 stop on flag at Gale and Barker's Camp.
No. 444 stop on flag at Barker's Camp and Gale.

9. Register Stations—
Wickersham and Bellingham.10. Bulletin Station—
Bellingham.11. Watch Inspector—
George E. Ludwig, Bellingham.

12. COMMERCIAL SPURS.

	Miles from Wickersham	How Connected	Car Capacity
Gale.....	2.6	1 E	5
Sloman.....	2.7	1 W	29
Barker's Camp.....	9.5	...	...
Jensen.....	10.0	1 W	4
Mogul Log Co.....	14.6	1 E	24
Matson.....	14.7	1 W	7

13. 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.

ALL SUBDIVISIONS.

1. 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.
2. To insure personal safety operators in double track territory, having train orders or messages for passings trains must stand on the right side of the train and never between the tracks.
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.
3. Lap Sidings—Unless otherwise instructed, trains taking siding must head in at the lap.
4. Siding blocked by occupied outfit cars must not be used to meet or pass trains.
5. Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop an approaching train.
6. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
7. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
8. Except as otherwise provided, or when running light without conductor, enginemen will only be required to consult register at initial or starting points.
9. Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.
10. **Speed Restrictions**—
Passenger trains must not exceed a speed of one minute or sixty seconds per mile.
Passenger trains with helper engines on rear thirty (30) miles per hour.
When Mallet engine is used, fifteen (15) miles per hour.
Class Q-5 engines fifty-five (55) miles per hour.
Class W engines thirty (30) miles per hour and Class W-3 engines twenty-five (25) miles per hour.
All trains thirty (30) miles per hour over interlocked crossings and fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Light engines backing up twenty (20) miles per hour.
11. The following signs when placed in columns provided indicate:
W—Water.
C—Fuel.
O—Track Scales.
T—Turntable.
Y—Wye.
D—Day office only.
DN—Day and night office.
P—Telephone.
X—Yard limits.

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		Maximum 99 Cars			80		80		60		60		50		50		50		40

Between Lester and Easton maximum 80 cars.

FIRST SUBDIVISION.—WESTWARD.

Ellensburg to Easton.....	0.8	3500	100	2100	60	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		Maximum 99 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars		Maximum 40 Cars		Maximum 40 Cars	

Between Easton and Lester maximum 80 cars.

DISTRICTS.	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.	1.8	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	38	1800	45	1850	47	Fifth Subdivision—Westward.															
Kirkland to Black River.....	0.3	2000	40	2500	50	2500	50	2750	55	3000	60	4000	80	4000	80	Woodinville to Issaquah.....															
Fifth Subdivision—Eastward.																Issaquah to Preston.....															
North Bend to Falls City.....	0.7	775	26	1250	41	1200	40	1650	55	Preston to Falls City.....																					
Falls City to Preston.....	2.0	260	9	415	14	400	13	550	18	Falls City to North Bend.....																					
Preston to Woodinville.....	0.5	2000	40	2500	50	2500	50	3000	60	Sixth Subdivision—Westward.																					
Sixth Subdivision—Eastward.																Snohomish to Lowell.....															
Lowell to Snohomish.....	1.0	800	27	1000	33	980	33	1400	46	1400	46	1800	60	1850	60	Seventh Subdivision—Westward.															
Seventh Subdivision—Eastward.																Snohomish to Machias.....															
Edgecomb to Getchell.....	1.8	425	14	550	20	525	18	700	23	700	23	1000	32	1050	32	Machias to Getchell.....															
Getchell to Snohomish.....	0.8	2000	50	2500	60	2500	60	3000	60	3000	60	4000	80	4000	80	Getchell to Edgecomb.....															
Eighth Subdivision—Eastward and Westward.																Ninth Subdivision—Westward.															
Arlington and Darrington.....	0.8	2000	40	2500	50	2500	50	3000	60	Wickersham to Mirror Lake.....																					
Ninth Subdivision—Eastward.																Mirror Lake to Agate Bay.....															
Bellingham to Larson.....	2.1	300	11	425	14	375	13	525	19	Agate Bay to Silver Beach.....																					
Larson to Wickersham.....	0.9	1040	35	1300	43	1250	42	1800	60	Silver Beach to Bellingham.....																					
																1.1															
																1.2															

ALL SUBDIVISIONS—Continued

AUTHORIZED SURGEONS
LOCATION OF STRETCHERS (S).

DR. P. A. REMINGTON, Chief Surgeon, Western District, Tacoma.
 DR. B. B. BACHELDER, Assistant Chief Surgeon, Western District, Tacoma.
 DR. FREDERICK ADAMS, Oculist, Seattle.
 DR. P. W. WILLIS, Seattle.
 DR. E. C. GROSS, Seattle.
 King St. Station, Seattle (S).
 Yard Office, Seattle (S).
 DR. L. J. D. SHULER, Seattle.
 Dr. C. L. DIXON, Renton.
 DR. E. M. ADAMS, Arlington (S).
 DR. N. S. McCREADY, Snohomish (S).
 DR. W. C. COX, Everett (S).
 DR. C. C. HARBOUGH, Sedro-Woolley (S).
 DR. W. E. GIBSON, Issaquah (S).
 DR. E. S. CLARK, Sumas (S).
 DR. R. T. BURKE, North Bend.
 DR. A. M. SMITH, Bellingham (S).
 Woodinville (S).
 DR. J. C. McCAULEY, Ellensburg (S).
 DR. R. R. PINKARD, Ellensburg (S).
 Easton (S).
 Lester (S).
 DR. E. C. HESTON, Roslyn.
 DR. F. W. McKNIGHT, Cle Elum (S).
 DR. B. E. HOYE, Auburn.
 DR. WM. H. BRANDT, Auburn.
 Auburn Yard Office (S).
 Auburn Station (S).
 DR. A. E. HILLIS, Oculist, Tacoma.
 DR. W. G. CAMERON, Specialist, Tacoma.
 N. P. B. A. Hospital, Tacoma (S).
 First aid boxes located at the following points.
 Bristol, Eagle Gorge, Kanaskat, Ravensdale.

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.

SPEED TABLE

Time	Per Mile		Miles Per Hour
	Mins.	Secs.	
1	..		60
1	1		59
1	2		58
1	3		57.1
1	4		56.2
1	5		55.3
1	6		54.5
1	7		53.7
1	8		52.9
1	9		52.1
1	10		51.4
1	12		50
1	15		48
1	20		45
1	25		42.3
1	30		40
1	40		36
1	45		34.3
1	50		32.7
2	..		30
2	10		27.6
2	15		26.6
2	20		25.7
2	30		24
2	40		22.5
2	45		21.8
2	50		21.2
3	..		20
3	9		19
3	21		18
3	31		17
3	45		16
4	..		15
5	..		12
6	..		10
7	30		8
10	..		6

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' 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"

FRED BRASTRUP
Trainmaster. Seattle

J. E. CAMPBELL
Trainmaster. Seattle

J. J. SEXTON
Trainmaster. Seattle

E. H. FRIBERG
Chief Dispatcher. Seattle

