NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 50 TABLE

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

SUNDAY, JULY 29, 1923

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,
General Manager.

A. V. BROWN,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

T. H. LANTRY,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUBDIVISION.
(MAIN LINE.)

EASTWARD

Time Table No. 50
July 29, 1923
Succeeding No. 49

THIRD CLASS		SECOND CLASS	FIRST CLASS										FIRST CLASS					SECOND CLASS	THIRD CLASS	
939	937	603	337	333	41	3	1	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Ellensburg	STATIONS Telegraph Offices and Calls		Distance from East Auburn	Car Capacity of Sidings	2	4	42	334	338	602	938	940
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger								Passenger	Passenger	Passenger	Passenger	Passenger		Way Freight	Way Freight
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily	Mo., We., and Fri.	Tu., Thu., and Sat.
L 8.00AM		L 4.20PM 3	L10.00AM	L 1.10AM	L 3.40AM	L 4.05PM 603	L 1.45AM	W C O X T	1848	0.0	EB ELLENSBURG 3.6 DN		102.1		As 2.15PM	As11.55PM	As 9.00PM	As 5.45AM	As12.30PM	A10.30AM		A 3.00PM
s 8.15		4.37	10.07 602	1.18	3.47	4.12	1.52		1851	3.6	SHOSKIN 4.0 P		98.5	80	2.08	11.48	8.53	5.38	12.22	10.07 337		s 2.50
s 8.40		4.58	s10.18	s 1.25	3.54	4.20	2.00		1855	7.6	TP THORP 2.8 DN Lap Siding		94.5	E 80 W 105	2.00	11.41	s 8.44	5.30	s12.15	9.45		s 2.40
s 8.55		5.10	f10.24	1.30	3.59	4.25	2.05	W	1858	10.4	DUDLEY 4.2 P		91.7	E 80 W 80	1.56	11.37	8.37	5.26	f12.08PM	9.35		s 2.25
s 9.24 602		5.30	10.31	1.38	4.06	4.31	2.12		1862	14.6	KOUNTZE 2.6 P		87.5	80	1.50	11.30	8.30	5.19	11.59AM	9.24 939		s 2.15
s 9.55		5.40	f10.37	1.42	4.11	4.38	2.17		1865	17.2	BR BRISTOL 3.8 DN Lap Siding		84.9	E 80 W 80	1.45	11.26	8.25	5.15	f11.54	9.15		s 2.05
s10.15		5.55	10.44	1.48	4.18	4.46	2.24		1869	21.0	TEANAWAY 3.8 P Lap Siding		81.1	E 80 W 80	1.38	11.19	8.17	5.08	11.46	9.05		s 1.50
s10.30AM 12.01PM 337-338		6.15	s10.52 939	s 1.58	4.26	s 4.55	s 2.32	W C Y O X	1873	24.8	CL CLE ELUM 4.2 DN		77.3	500	s 1.31 940	s11.12	s 8.10	s 5.00 4.43	s11.38 939	8.46		s 1.35 12.25 2
s12.40		6.35	11.03	2.06	4.35 334	5.06	2.43		1877	29.0	BAKER 2.7 P		73.1	80	1.22	11.04	8.01	4.35 41	11.28	8.36		s12.05PM
s12.55		6.45	f11.08	2.12	4.40	5.11	2.48		1880	31.7	NELSON 2.7 P		70.4	E 80 W 80	1.18	10.59	7.56	4 30	f11.24	8.28		s11.55AM
s 1.14 2		7.00	f11.19 338	2.18	4.48	5.19	2.54		1883	34.4	TALMAGE 3.7 P		67.7	80	1.14 939	10.54	7.51	4.25	f11.19 337	8.20		11.45
s 2.25		7.20	s11.27 940	s 2.28	s 4.58	s 5.30	s 3.04	W C T X Y	1886	38.1	ES EASTON 4.0 DN Crossover C. M. & St. P. Track Conn.		64.0	180	s 1.07	s10.47	s 7.42 603	s 4.15	s11.13 940	8.05		s11.30 10.15 337-338
s 2.45		7.40	11.39	2.40	5.10	5.43	3.16	W	1890	42.1	UPHAM 4.4 P		60.0	W 70	12.58	10.37	7.30	4.04	11.02	7.50		s10.00
s 3.10		8.10 42	f11.53AM	f 2.53	5.24	6.00	3.29	W	1894	46.5	RT MARTIN 3.2 DN		55.6	E 70 W 90	12.48	10.28	7.21	f 3.55	f10.53	7.35		s 9.45
s 3.35		8.30	f12.05PM	f 3.05	5.36	6.12	3.41 334	W	1897	49.7	SI STAMPEDE 2.3 DN		52.4	E 70 W 70	12.36 337	10.16	7.09 3	3.43 1-333	f10.41	7.14 41		s 9.20
s 3.50		8.40	12.11	3.10	5.41	6.18	3.46	W	1901	52.0	BORUP 2.8 P		50.1	E 70	12.27	10.05	7.01	3.35	10.32	7.00		s 9.00
s 4.05		8.50	12.18	3.16	5.47	6.26	3.52		1904	54.8	KD KENNEDY 4.9 DN Crossover		47.3	E 70	12.17PM	9.55	6.52	3.25	f10.22	6.38		s 8.45
A 4.40PM	L 7.00AM	9.33 4	s12.32 2	s 3.30 334	s 6.02 602	s 6.43 42	s 4.06 334	W C T X	1911	59.7	DM LESTER 2.0 DN Crossover		42.4	400	s11.57AM	s 9.33 603	s 6.32	s 2.58	s10.00	5.14	A 3.15PM	L 8.30AM
	s 7.10	9.53	f12.37	3.35	6.07	6.47	4.10		1913	61.7	HOT SPRINGS 5.2 P		40.4	F 80 P 11	11.53	9.28	6.25	2.53	f 9.56	4.45	s 3.00	
	s 7.30	10.15	f12.50	3.47	6.18	6.59	4.21 602		1917	66.9	MY MAYWOOD 3.9 DN Lap Siding		35.2	E 80 W 80	11.43	9.18	6.15	2.43	f 9.42	4.21 1	s 2.10	
	s 7.50	10.30	f 1.00	3.59 602	6.24	7.08	4.28	W	1921	70.8	HUMPHREY 3.5 P		31.3	E 80 W 80	11.35	9.10	6.07	2.35	f 9.33	3.59 333	s 1.50	
	s 8.15	10.45	s 1.08 938	s 4.07	6.32	7.15	4.35	W	1925	74.3	EG EAGLE GORGE 2.2 DN Lap Siding		27.8	E 60 W 80	11.29	9.03	f 6.00	f 2.27	s 9.24	3.38	s 1.08 337	
	s 8.30	10.53	1.14	4.13	6.39	7.20	4.40		1928	76.5	LEMOLO 4.7 P		25.6	80	11.24	8.58	5.53	2.20	9.18	3.28	s12.15PM	
	s 8.50	11.10	1.25	4.25	6.48	7.29	4.49		1932	81.2	JC PALMER JCT. 1.2 D		20.9	80	11.14	8.49	5.43	2.10	9.09	3.08	s11.45AM	
	s 9.05 338	11.15	s 1.28	s 4.30	6.51	s 7.33	4.52	W Y O X	A 1	82.4	GV KANASKAT 3.3 DN		19.7	80	s11.10	s 8.45	s 5.38	s 2.05	s 9.05 937	3.00	s11.35	
	s10.10	11.30	1.38	4.37	6.56	7.39	4.57		A 4	85.7	BYRD 2.1 P		16.4	80	11.00	8.34	5.25	1.53	8.53	2.48	s11.12	
	s10.54 2	11.40PM	s 1.43	s 4.42	7.00	7.43	5.01		A 7	87.8	AR RAVENSDALE 6.8 DN		14.3	E 80 W 80 W Ext 120	10.54 937-938	8.28	s 5.18	f 1.48	s 8.47	2.38	s10.54 2	
	s11.20	12.01AM	f 1.55	4.56	7.14	7.55	5.14	W	A 14	94.6	CO COVINGTON 3.0 DN Lap Siding		7.5	E 80 W 80	10.40	8.12	f 5.03	f 1.33	f 8.31	2.05	s 9.30	
	s11.40AM	12.15	f 2.01	5.03	7.21	8.04 4	5.21		A 17	97.6	WYNACO 4.5 P		4.5	80	10.32	8.04 3	4.54	1.25	f 8.22	1.50	s 9.10	
	A12.15PM	A12.30AM	As 2.10PM	As 5.13AM	A 7.30AM	As 8.13PM	As 5.30AM	X Y	A 22	102.1	GR EAST AUBURN DN		0.0		L10.23AM	L 7.55PM	L 4.45PM	L 1.15AM 602	L 8.13AM	L 1.25AM 334	L 8.50AM	
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.
7.09	5.15	8.10	4.10	4.03	3.50	4.08	3.45				Time Over Subdivision				3.52	4.00	4.15	4.13	4.17	9.05	6.25	4.05
8.3	8.1	12.5	24.5	25.6	27.0	24.7	27.2				Average Speed Per Hour				26.4	25.5	24.1	24.2	24.0	11.2	6.6	14.6

DOUBLE TRACK BETWEEN EASTON AND MARTIN.
DOUBLE TRACK BETWEEN STAMPEDE AND LESTER.

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

AUTOMATIC BLOCK BETWEEN ELLENSBURG AND MARTIN AND BETWEEN STAMPEDE AND EAST AUBURN.
STAFF SYSTEM BETWEEN MARTIN AND STAMPEDE.

SECOND SUBDIVISION.
(MAIN LINE.)

WESTWARD — EASTWARD

Time Table No. 50
July 29, 1923
Succeeding No. 49

WESTWARD THIRD CLASS 931	935	927	923	925	WESTWARD SECOND CLASS		675	WESTWARD FIRST CLASS		443	441	Water, Fuel, Scales, Turn Table, Wyes and Yard Limits	Station Numbers	Distance from King St. Sta., Seattle	STATIONS — Telegraph Offices and Calls	Distance from Sumas	Car Capacity of Sidings	EASTWARD FIRST CLASS		442	444	EASTWARD SECOND CLASS		676	EASTWARD THIRD CLASS		926	932	924	928	936
Way Freight	Way Freight	Way Freight	Way Freight	Way Freight			Freight			Passenger	Passenger									Passenger	Passenger			Freight		Way Freight	Way Freight	Way Freight	Way Freight	Way Freight
Ex. Sun.	Ex. Sun.	Mo., We., Fri.	Ex. Sun.	Tu., Thu., Sat.			Ex. Sun.			Daily	Ex. Sun.									Ex. Sun.	Daily			Ex. Sun.		Mo., We., Fri.	Ex. Sun.	Ex. Mon.	Tu., Thu., Sat.	Ex. Mon.
			L 8.25AM							L 9.30AM		X		0.0	UD SEATTLE DN King Street Station 1.4	128.0					A 5.40PM							A 3.40PM		
			8.32							9.35				1.4	END DOUBLE TRACK 2.6	126.6					5.35							3.26		
			s 8.45							f 9.42		W O X	C F 35	4.0	INTERBAY 2.9	124.0					f 5.25							s 3.16		
			8.55							s 9.49		W X Y	C F 37	6.9	FR FREMONT D 1.8	121.1	45				s 5.18							3.08		
			9.05							s 9.57			C F 39	8.7	BK UNIVERSITY D 7.1	119.3					s 5.12							2.54		
			s 9.30							f10.15			C F 46	15.8	LAKE 6.8	112.2	60				f 4.56							s 2.25		
			s 9.50				See page 3			s10.29			C F 53	22.6	B BOTHELL D 1.7	105.4	40				s 4.42		See page 3.					s 1.55		See page 3
	L12.10PM		A10.00AM				L12.30AM 676			s10.33		W C T X	C F 55	24.3	CJ WOODINVILLE DN 5.8	103.7	175				s 4.36		A12.01AM 675					L 1.50PM		A 9.23AM
	s12.50		See page 3				1.05			s10.49		X	C F 60	30.1	MB MALTBY D 7.4	97.9	77				s 4.23		11.30PM							s 9.00
	s 1.35						1.30			A11.03AM		C X		37.5	BROMART 0.6	90.5	Spur 5				4.01		10.50							7.50
	A 2.00PM						A 1.35AM							38.1	HO G. N. Stn.-Snohomish. DN 5.8	89.9	76				L s 3.58PM		L10.45PM							L 7.40AM

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

	L 2.30PM			L 3.00PM			L 1.55AM					X	B B 6	43.9	W LOWELL DN 1.5	84.1	70				A 3.48PM		A10.25PM			A 7.15AM				A 7.20AM
	A 2.45PM			A 3.15PM			2.05					WCOY X	B B 8	45.4	EV EVERETT DN 1.2	82.6	100				s 3.44		10.18			L 7.10AM				L 7.15AM
														46.6	PG G. N. JUNCTION DN 0.1	81.4														
														46.7	C. M. & St. P. R. R. CROSSING 0.7	81.3														
														47.4	C. M. & St. P. R. R. CROSSING 0.5	80.6														
							2.15							47.9	ROGER 0.5	80.1	160				3.36		10.08							
							A 2.20AM							48.4	WY DELTA WYE DN 6.0	79.6					L 3.35PM		L10.05PM							

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

							L 2.50AM			Via				54.4	K KRUSE DN 1.3	73.6	95				A 3.18PM		A 9.45PM						Via	
														55.7	M. & A. CROSSING 2.6	72.3													See page 4.	
		L10.30AM					3.05			L f 11.56AM		W	C F 88	58.3	EDGECOMB 3.1	69.7	45				f 3.10		9.30						A s 11.56AM	
		s10.52					s 3.20			s12.04PM		Y V M E X	C F 91	61.4	A ARLINGTON DN 1.2	66.6	132				s 3.00		s 9.15						s10.52	
													C F 92	62.6	ARLINGTON JUNCTION 2.5	65.4														
		s11.35AM					3.50			s12.19			C F 95	65.1	BT BRYANT D 6.3	62.9	72				s 2.52		9.00						s10.20	
		s12.20PM					4.25			s12.36		W	CF 101	71.4	MU McMURRAY D 5.8	56.6	65				s 2.37		8.38						s 9.45	
		s12.51 443					4.45			s12.51 927			CF 107	77.2	MONTBORNE 1.7	50.8	18				s 2.22		8.20						s 9.20	
		s 1.20					4.55			s12.56			CF 109	78.9	BG BIG LAKE D 4.1	49.1	70				s 2.18		8.14						s 9.05	
														83.0	P. S. & C. Ry. CROSSING Interlocked 1.3	45.0														
		s 2.06 444					5.20			s 1.09			CF 114	84.3	CA CLEAR LAKE D 3.2	43.7	195				s 2.06 927		7.55						s 8.50	
L 7.30PM		A 2.15PM					s 5.45 8.30			s 1.21		W C T X	CF 117	87.5	WL SEDRO-WOOLLEY DN Two G. N. Crossings 7.5 Track Conn	40.5	290				s 1.57		s 7.45 4.20		A 6.45PM				L 8.35AM	
8.00							s 9.00			s 1.40 444			CF 122	95.0	THORNWOOD 4.3	33.0	80				s 1.40 443		s 3.50		6.15					
A 8.25PM							s 9.20			A s 1.50PM	L 2.00PM	YWX	CF 128	99.3	WK WICKERSHAM D 4.9	28.7	75	A s 1.25PM	L 1.30PM				s 3.20		L 5.55PM					
See page 4.							s 9.40			See page 4.	s 2.16	W	CF 133	104.2	MC ACME D 2.1	f 23.8	18	s 1.09					s 2.52							
							s 9.50				f 2.22 676		CF 135	106.3	STANDARD 5.8	21.7	20	f 1.03					s 2.22 441							
							s10.10				s 2.39		CF 141	112.1	DEMING 2.1	15.9	45	f12.46					s 1.56							
														114.2	B. & N. RY. CROSSING Interlocked 7.4	13.8														
							s10.35				s 2.56		CF 151	121.6	NC NOOKSACK D 5.5	6.4	18	s12.29					s 1.25							
														127.1	B. & N. RY. CROSSING 0.9	0.9														
							A11.00AM				A 3.10PM	W C O T X	CF 157	128.0	SU SUMAS D	0.0	110	L12.15PM					L 1.00PM							
Ex. Sun.	Ex. Sun.	Mo., We., Fri.	Ex. Sun.	Tu., Thu., Sat.			Ex. Sun.			Daily	Ex. Sun.							Ex. Sun.	Daily				Ex. Sun.		Mo., We., Fri.	Ex. Sun.	Ex. Mcn.	Tu., Thu., Sat.	Ex. Mon.	
.55	2.35	3.45	1.35	.15			8.15			3.27	1.10				Time Over Subdivision			1.10	3.43				6.36		.05	.50	1.50	3.21	1.48	
12.1	8.1	7.6	15.3	6.0			12.6			22.7	24.6				Average Speed Per Hour			24.6	23.5				15.3		18.0	14.1	13.2	8.0	11.7	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 675 IS SUPERIOR TO No. 676 WICKERSHAM TO SUMAS.
SEE SPECIAL INSTRUCTIONS, PAGES 6, 7, 8 AND 9.

WESTWARD — THIRD SUBDIVISION. (ROSLYN BRANCH.) — EASTWARD

Time Table No. 50, July 29, 1923, Succeeding No. 49

SECOND CLASS 477	SECOND CLASS 475	SECOND CLASS 473	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Cle Elum	STATIONS — Telegraph Offices and Calls	Distance from Lakedale	SECOND CLASS 474	SECOND CLASS 476	SECOND CLASS 478
Mixed	Mixed	Mixed						Mixed	Mixed	Mixed
Ex. Sun.	Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.	Ex. Sun.
L 1.15PM	L 9.20AM	L 7.00AM	WCY XO	1873	0.0	CL **CLE ELUM** DN 2.0	7.2	A 8.10AM	A11.15AM	A 5.15PM
1.20	s 9.25	s 7.05			2.0	MINE FIVE 1.5	5.2	s 8.00	s11.05	s 5.05
s 1.30	s 9.35	s 7.15	O	C A 4	3.5	RS ROSLYN D 1.9	3.7	s 7.55	s11.00	s 5.00
s 1.38	s 9.43	s 7.23		C A 6	5.4	RONALD 0.7	1.8	s 7.45	s10.35	s 4.50
A 1.45PM	A 9.50AM	A 7.30AM			6.1	BEEKMAN 1.1	1.1	L 7.40AM	L10.30AM	L 4.45PM
					7.2	LAKEDALE	0.0			
Ex. Sun.	Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.	Ex. Sun.
.30	.30	.30				Time Over Subdivision		.30	.45	.30
12.2	12.2	12.2				Average Speed Per Hour		12.2	8.2	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.

WESTWARD — FIFTH SUBDIVISION. (SNOQUALMIE BRANCH.) — EASTWARD

Time Table No. 50, July 29, 1923, Succeeding No. 49

3d Class 923	FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Woodinville	STATIONS — Telegraph Offices and Calls	Distance from North Bend	Car Capacity of Sidings	FIRST CLASS		3d Class 924
Way Freight											Way Freight
Ex. Sun.											Ex. Mon.
											See page 2
L10.30AM			CW XY	C F 55	0.0	CJ **WOODINVILLE** DN 0.3	35.9	100			A s 1.00PM
					0.3	4th Sub. Div. R. R. Crossing 3.6	35.6				
				B C 4	3.9	WILLOWS 2.8	32.0	Spur 4			
s11.45AM 924				B C 7	6.7	RM REDMOND D 1.3	29.2	43			s11.45AM 923
					8.0	PARADISE LOGG. RY. CRSG. 0.1 Track Conn.	27.9				
				B C 8½	8.1	CAMPTON 3.1	27.8	10			
				B C 12	11.2	INGLEWOOD 3.5	24.7	Spur 3			
s 1.15PM				B C 15	14.7	MONOHON 4.1	21.2	33			s10.25
s 2.30			W ½MW	B C 19	18.8	G ISSAQUAH D 4.3	17.1	28			s 9.55
				B C 23	23.1	HIGH POINT 2.9	12.8	22			
s 3.40				B C 26	26.0	RN PRESTON D 3.0	9.9	18			s 8.30
s 4.00			W	B C 29	29.0	FALL CITY 3.0	6.9	12			s 8.00
				B C 32	32.0	SNOQUALMIE FALLS 0.9	3.9	Spur 4			
s 4.20				B C 33	32.9	SO SNOQUALMIE D 3.0	3.0	36			s 7.50
A 4.45PM			YC	B C 36	35.9	BN NORTH BEND D 0.3	0.0	18			L 7.35AM
Ex. Sun.											Ex. Mon.
6.15						Time Over Subdivision					5.25
5.6						Average Speed Per Hour					6.7

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

WESTWARD — FOURTH SUBDIVISION. (BELT LINE.) — EASTWARD

Time Table No. 50, July 29, 1923, Succeeding No. 49

THIRD CLASS 935	SECOND CLASS 675	FIRST CLASS	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Black River	STATIONS — Telegraph Offices and Calls	Distance from Woodinville	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS 676	THIRD CLASS 936
Way Frt.	Freight									Freight	Way Frt.
Ex. Sun.	Ex. Sat.									Ex. Mon.	Ex. Mon.
L 7.55AM	L10.50PM		Y	C F 21	0.0	BI **BLACK RIVER** DN 2.1	24.1	20		See Seattle Terminal T. T. A 2.10AM	See Seattle Terminal T. T. A12.40PM
s 8.25	11.00		WX	B A 22	2.1	RT RENTON D P. C. R. R. 0.2 Crossing	22.0	50		2.00	s12.20PM
					2.3	S. R. & S. CROSSING 1.7 Track Conn.	21.8				
					4.0	P. C. R. R. CROSSING 2.2 Track Conn.	20.1				
s 9.00	11.20			B A 19	6.2	QUENDALL 5.6	17.9	73		1.35	s11.45AM
s 9.48	11.38			B A 12	11.8	WB WILBERTON D 1.6	12.3	26		1.15	s11.25
s10.00	11.44PM			B A 10	13.4	NORTHRUP 4.1	10.7	50		1.10	s11.15
s10.45 936	12.02AM		W ½ME	B A 7	17.5	KIRKLAND P 6.3	6.6	60		12.50	s10.45 935
					23.8	5th SUB. DIV. R.R. CROSSING 0.3	0.3				
A11.15AM See Page 2	A12.25AM 676 See page 2		CW XY	C F 55	24.1	CJ **WOODINVILLE** DN	0.0	100		L12.25AM 675	L10.15AM
Ex. Sun.	Ex. Sat.									Ex. Mon.	Ex. Mon.
3.20	1.35					Time Over Subdivision				1.45	2.25
7.6	18.4					Average Speed Per Hour				14.0	10.0

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

WESTWARD — SIXTH SUBDIVISION. (LOWELL LINE.) — EASTWARD

Time Table No. 50, July 29, 1923, Succeeding No. 49

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Snohomish	STATIONS — Telegraph Offices and Calls	Distance from Smelter	Car Capacity of Sidings
WYO XC	C F 69	0.0	OM **SNOHOMISH** DN 0.7	11.4	150
	B B 1	0.7	VARDEN 4.9	10.7	Spur 10
		5.6	C.M.&St.P.Ry.CROSSING 0.7	5.8	
X	B B 6	6.3	W **LOWELL** DN	5.1	16
			Time Over Subdivision		
			Average Speed Per Hour		

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

SEE SPECIAL INSTRUCTIONS PAGES 6, 7, 8 and 9.

SEVENTH SUBDIVISION. (HARTFORD LINE.)

WESTWARD — EASTWARD

THIRD CLASS	FIRST CLASS	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Bromart	Time Table No. 50 July 29, 1923 Succeeding No. 49 STATIONS Telegraph Offices and Calls	Distance from Edgecomb	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
927	443								928
Way Freight	Passenger								Way Freight
Mo., We., Fri.	Daily								Tu., Thu., Sat.
	L 11.03AM	C		0.0	BROMART 1.2	20.0	Spur 5		
L 8.30AM	s 11.10	WY X	C F 69	1.2	OM SNOHOMISH 5.1 D N	18.8	150		A 2.15PM
s 8.50	s 11.22	W	C F 74	6.3	MA MACHIAS 3.1 D	13.7	56		s 1.40
s 9.05	s 11.32	X	C F 77	9.4	HD HARTFORD 4.5 D	10.6	102		s 1.10
s 10.00	f 11.44		C F 82	13.9	GETCHELL 6.1	6.1	60		s 12.30PM
A 10.20AM s	A 11.56AM f 928 See page 2	W	C F 88	20.0	EDGECOMB	0.0	53		L 11.56AM s 443
Mo., We., Fri.	Daily								Tu., Thu., Sat.
1.50	.53				Time Over Subdivision				2.19
10.2	23.7				Average Speed Per Hour				8.9

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

EIGHTH SUBDIVISION. (DARRINGTON BRANCH.)

WESTWARD — EASTWARD

SECOND CLASS	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Arlington	Time Table No. 50 July 29, 1923 Succeeding No. 49 STATIONS Telegraph Offices and Calls	Distance from Darrington	Car Capacity of Sidings	SECOND CLASS
469							470
Mixed							Mixed
Ex. Sun.							Ex. Sun.
L 12.15PM	CX Y_{16}^{3} ME	C F 91	0.0	A ARLINGTON 1.2 DN P	28.9	132	A 9.00AM
12.20			1.2	ARLINGTON JUNCTION 4.5 P	27.7		8.52
s 12.35	W	B K 4	5.7	COOPER 2.9	23.2	Spur 6	s 8.31
s 12.55		B K 7	8.6	CICERO 3.7	20.3	Spur 2	s 8.20
s 1.10		B K 11	12.3	OSO 2.0 P	16.6	48	s 8.07
s 1.25		B K 13	14.3	HALTERMAN 1.7	14.6	15	s 7.58
s 1.35		B K 15	16.0	ROWAN 2.1	12.9		s 7.51
s 1.50	W	B K 17	18.1	HAZEL 1.1	10.8	32	s 7.43
s 1.55		B K 19	19.2	TULKER 2.6	9.7	30	s 7.38
s 2.10		B K 21	21.8	FORTSON 1.1 P	7.1	Spur 12	s 7.28
s 2.25		B K 22	22.9	SHEOMET 3.0	6.0	Spur 3	s 7.22
s 2.40		B K 24	25.9	GEBBOTT 3.0	3.0	Spur 8	s 7.11
A s 2.50PM	CW	B K 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.

NINTH SUBDIVISION. (BELLINGHAM BRANCH.)

WESTWARD — EASTWARD

THIRD CLASS	FIRST CLASS	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Wickersham	Time Table No. 50 July 29, 1923 Succeeding No. 49 STATIONS Telegraph Offices and Calls	Distance from So. Bellingham	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
931	443							444	932
Way Freight	Passenger							Passenger	Way Freight
Ex. Sun.	Daily							Daily	Ex. Sun.
L 8.45PM	L 1.55PM	YW	CF 128	0.0	WK WICKERSHAM 1.3 D	22.5	75	A See page 2 s 1.25PM	See page 2 A 5.40PM
s 9.00	f 2.02		B M 1	1.3	MIRROR LAKE 2.5	21.2	33	f 1.18	s 5.30
s 9.15	f 2.08		B M 4	3.8	PARK 1.0	18.7	15	f 1.11	s 5.20
s 9.20	f 2.12	W 2 $\frac{1}{2}$ MW	B M 5	4.8	BLUE CANYON 4.2	17.7	20	f 1.07	s 5.09
f	f		B M 9	9.0	TOWANDA 2.4	13.5		f	f
s 9.55	f 2.34		B M 11	11.4	AGATE BAY 3.7	11.1	35	f 12.47	s 4.48
s 10.15	f 2.42		B M 15	15.1	SILVER BEACH 1.0	7.4		f 12.40	s 4.30
s 10.20	2.45		B M 16	16.1	LARSON 4.4	5.4	30	12.38	s 4.25
A 10.55PM	A 3.00PM	WYCO X	B M 20	20.5	WD BELLINGHAM 1.4 D	2.0	50	L 12.25PM	L 4.00PM
				21.9	G. N. CROSSING 0.6 Track Conn.	0.6			
			B M 23	22.5	SO. BELLINGHAM	0.0	50		
Ex. Sun.	Daily							Daily	Ex. Sun.
2.10	1.05				Time Over Subdivision			1.00	1.40
9.3	19.0				Average Speed Per Hour			20.5	12.3

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

SEE SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

(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 through 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 arm is also train order signal, and governs movement to Fifth 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 A-B** 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 hold a copy properly filled out.

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. 1 track will be used for westward trains and No. 2 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. 1 track will be used for westward trains and No. 2 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. **Speed Restrictions**—Eastward passenger trains twenty (20) miles per hour between extreme west switch Ellensburg yard and Ellensburg station. Cle Elum ten (10) miles per hour through incorporated city limits.

12. **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, flagging is not required. Headlight will be used both day and night.

13. **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 cross-over 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 train.
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 prompty 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.
On westward trains of all empties one-third of the retaining valves will be turned up commencing at the head end and alternating every third car before entering Tunnel No. 3 and stop will be made at New Stampede to turn up ballance of retainers. 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 out 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 operators can hand up sufficient number of respirators.
Speed of 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.
Passenger trains must not exceed 20 miles per hour and freight trains 15 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.

14. **Lester to East Auburn**—Trains consisting of 60 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 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.**

Nos. 337 and 338 will stop on flag at Casway, Hubner, Old Stampede, Nagrom, Forcamp, Baldi, Headworks, Newker, Cranmar and Berrydale.
No. 42 will stop at Nagrom and will stop on flag at Hubner.
No. 41 will stop at Nagrom and will stop at Cle Elum to discharge passengers from points east of Billings.
No. 338 will connect with No. 596 at Kanaskat.
No. 334 will stop on flag at Baldi and will stop on flag at Nagrom and Stampede on Mondays.

16. **Register Stations**—

Ellensburg.
Cle Elum—For first class trains.
Easton—For westward trains and trains originating and terminating.
Lester—For eastward 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, eastward through trains and at Lester, westward through trains will be furnished check of register, Form 602.
At Cle Elum first class trains register by ticket, Form 608. All westward trains and eastward second class and inferior trains will get register check on Form 602.

18. **Bulletin Stations**—

Ellensburg, Cle Elum, Easton, Lester and Auburn yard office.

19. **Standard Time Clocks**—

Ellensburg, Cle Elum, Easton, Lester and Auburn yard office.

20. **Watch Inspectors**—

Ellensburg, J. W. Cummins; Cle Elum, J. A. Karterman; Auburn, E. De Barthe; 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.
Hubner	
Nagrom	
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.

22. **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	2
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.)

1. **Logs**—Freight trains containing cars loaded with logs must not be run via King Street Tunnel.

2. **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.

3. **Draw spans Sakgit River Bridge between Sedro-Woolley and Clear Lake Salmon Bay Bascule Drawbridge, between Interbay and Fremont.** Home signal located east of Salmon Bay Bascule Drawbridge between Interbay and Fremont is equipped with two arms, upper arm when perpendicular controls movement to Fremont, lower arm when diagonally or caution controls movement to Ballard.

4. **Pusher District**—Between Snohomish and Woodinville.

5. **At Fremont**—Depot is located one-half mile west of passing siding.
Yard Linit rules will govern between location of yard limit board 2500 feet west of Fremont to end of double track.

6. **At Everett**—Normal position of gate at G. N. Crossing freight house track, one mile west of Lowell, is against N. P. trains.

7. **At Sedro-Woolley**—G. N. Crossings are protected against eastward N. P. trains by hand throw derail 200 feet west of first crossing. Derail 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.

8. **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.

9. **At Wickersham**—Nos. 443 and 444 make a back-up movement between the east wye switch and the depot. No. 442 turns on the wye. These movements must be properly protected.

10. **Bridge Restrictions**—Twenty (20) miles per hour over Bascule bridge, about one miles east of Fremont.
Twenty (20) miles per hour over draw span of Bridge 85, Skagit River.

11. **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:
Tiloh.
Cream and Cannery Spur, and transfer track—Sedro-Woolley.
Class S. Power is restricted from use of above spurs and tracks, except may go in as far as bridge at Tiloh.
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. **Speed Restrictions**—Six (6) miles per hour over public Road crossing leading to G. N. dock at Smith Cove. Fifteen (15) miles per hour over the crossing on Northlake Avenue located between yard limit board and Gas Works west of Fremont.
Six (6) miles per hour between Clay and Bell Streets.

13. **Special Stops, Connections, etc.**
Nos. 441 and 442 will stop on flag at Lawrence, Case, Van Zandt, Slipper and Saxon.
Nos. 443 and 444 will stop on flag at Prairie, Pilchuck, Hoogdale, Delvan, Forest Home, Nookchamp, Ehrlich, Days, Cathcart, Grace, Wayne, Kenmore, Lake Forest Park, Briarcrest, Lavilla, Pontiac and Keith.

14. **Register Stations—**
Seattle (King St. Station), Woodinville, Kruse, G. N. Station, Snohomish, Sedro-Woolley, Wickersham, Everett and Sumas.

15. **Register Exceptions—**
Kruse and G. N. Station, Snohomish, trains register by ticket, form 608.

16. **Bulletin Stations—**
Arlington, Sedro-Woolley, Everett and Seattle (King St. Station).

17. **Standard Time Clocks—**
Sedro-Woolley, Everett and Seattle (King St. Station).

18. **Watch Inspectors—**
Everett, Charles M. Smith; Sedro-Woolley, Horace Condy.
Seattle, W. H. Houghton and Son, 215 Yesler Way.

19. **Commercial Spurs—**

	Miles from King St.Station	How Connected	Car Capacity
Edgewater	7.2	1 E	8
Latona	8.7	1 E	4
Wood Spur	11.2	1 W	16
Keith	12.2	1 W	13
Pontiac	12.8	....	..
Hozler	13.0	1 E	3
Lavilla	14.7	....	..
Briarcrest	17.7	....	..
Lake Forest Park	18.6	1 W	8
Kenmore	19.8	1 E	12
Wayne	21.8	1 E	3
Hannan	22.2	1 E	14
Bear Creek	26.4	1 E	6
Grace	26.6	....	..
Cathcart	33.7	1 W	12
Cobbner	36.1	1 W	..
Ivanwood	57.2	....	..
M. & A. Tfr	59.7	1 E	..
Pilchuck	66.9	Siding	20
Days	69.2	Siding	7
Holo	72.5	1 E	..
Ehrlich	74.3	1 E	2
Nookechamp	80.3	....	..
Tiloh	80.7	1 E	12
Forrest Home	81.8	....	..
Skagit Junction	85.5	1 E	7
Norlum Spur	87.6	1 E	Spur
Whitmarsh (on Norlum Spur)	88.1	1 E	..
Hospital Spur (on Norlum Spur)	90.3	1 E	Spur
Delvan	89.9	Siding	41
Skalo	90.6	1 W	18
Hoogdale	92.2	1 W	4
Prairie	95.8	1 W	..
Draydon	96.8	1 E 1 W	Conn.
Morgood	101.1	I E	3
Saxon	102.1	1 E	6
Folum	102.8	1 W	4
Clipper	107.3	1 W	4
Pulton	108.0	1 E	4
Coyne	109.2	1 E	9
Van Zandt	109.4	1 W	8
Case	110.6	1 E	13
Elliton	113.6		..
Lawrence	116.3	1 E	6

20. **Derail Switches** are located as follows and must be kept set in derailing position when not in use:

Keith-Spur.
Kenmore-East and West End Siding.
Maltby-Florence Log Spur.
Edgecomb-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.)

1. **At Roslyn** Eastward trains departing must keep at least twenty (20) minutes apart.

2. **At Beekman,** engines must not pass under the tipple tracks on the Roslyn Fuel Companys' tracks.

3. **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.

4. **Speed Restrictions**—Cle Elum ten (10) miles per hour through incorporated city limits.

5. **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.

6. **Register Station**—Cle Elum.

7. **Bulletin Station**—Cle Elum.

8. **Derail Switches—**
Cle Elum—Upper switch at the head of wye toward Roslyn, will be set for the east leg.
Roslyn—East End Siding.

FOURTH SUBDIVISION.
(BELT LINE.)

1. **At Kirkland,** Depot is located 2250 feet east of passing siding.

2. **At Wilburton,** Depot is located 600 feet east of passing siding.

3. **At Black River,** normal position of wye switch is for Tacoma leg.

4. **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 no beyond frog on coal tracks.
At Briquetville, N. P. engines must not go on loading track account of insufficient clearance.

5. **Speed Restrictions—**
Class "W" and "W3" engines twenty (20) miles per hour between Black River and Woodinville.

6. **Register Stations—**
Black River and Woodinville.

7. **Commercial Spurs—**

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

8. **Derail Switches**—P. C. R. R. Crossing at Renton is protected by derails seventy-five feet east and seventy-five 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.
Midlakes—Godsey's Spur.

SPECIAL INSTRUCTIONS—Continued.

FIFTH SUBDIVISION.

(SNOQUALMIE BRANCH.)

1. **At North Bend,** normal position of west wye switch will be for the wye.
2. **At Preston** depot is located one half mile west of passing siding.
Trains departing must keep at least fifteen (15) minutes apart.
3. **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:
Enignes, 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.
4. **Speed Restrictions**—Trains handling logs must not exceed fifteen (15) miles per hour between Snoqualmie and Redmond.
Trains will not exceed fifteen (15) miles per hour Redmond to Issaquah.
5. **Special Stops, Connections, etc.**
Nos. 923 and 924 will carry adult male passengers between Woodinville and North Bend.
6. **Register Stations**—Woodinville and North Bend.

7. **Commercial Spurs**—	Miles from Woodinville	How Connected	Car Capacity
Hargon	1.7	1 W	15
Hollywood	1.9	1 W	19
Earlmont	4.8	1 E	6
Bebe	7.4	1 E 1 W	35
Sammamish	9.8	1 E	6
Pickering	17.3	1 E	3
Grand Ridge	22.0	Siding	15
Niblock	32.5	1 W	100
Tanner	38.1	1 E	9
Weeks	38.3	1 E	20

8. **Derail Switches**—
Preston—Mill Spur.

SIXTH SUBDIVISION.

(LOWELL LINE.)

1. **Card train order for AB,** 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. **Draw Spans**—Ebey slough bridge and Snohomish river bridge.
3. **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.
4. **Speed Restrictions.**
Class F-1 or heavier engines fifteen (15) miles per hour between Snohomish and Lowell.
5. **Register Station**—Snohomish.

6. **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**—Twenty (20) miles per hour over draw spans of Bridge 38, Snohomish river.
5. **Speed Restrictions**—Passenger trains, thirty (30) miles per hour and freight trains, fifteen (15) miles per hour between Snohomish and Hartford.
Class "W" and Y-2 engines, twenty (20) miles per hour between Snohomish and Edgecomb.
6. **Special Stops, Connections, etc.**
No. 443 will stop on flag at Lake Cassidy and Sisco.
7. **Register Station**—Snohomish.

8. **Commercial Spurs**—	Miles from Bromart	How Connected	Car Capacity
Manney	11.2	1 E	2
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, 10, 11-1, 18 and 22.
Speed will be restricted over Bridge 2 and Bridge 7, Stillaguamish River; Bridge 10, Deer Creek; Bridge 11-1, Stillaguamish 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 miles per hour. Engines, class Q-1 and heavier not permitted on this subdivision.
2. **Special Stops, Connections, etc.**
Nos. 469 and 470 will stop at Cavano.
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
Gay	16.5	1 W	Conn.
Vallamont	20.6	1 E 1 W	9
Lampson	21.4	1 E	4
Alvey	23.1	1 E	12
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.
Barco—Spur.
Wiese—Spur.
Darrington—Main track, 300 feet west of depot.

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**—Nos. 443 and 444 make a back-up movement between the east wye switch and the depot. No. 442 turns on the wye. These movements must be properly protected. Wye switch will be set and locked for east leg.
4. **At Park,** Bloedel-Donovan log track must not be used beyond right of way.
5. **Bridge Restriction**—
Ten (10) miles per hour over Bridge 15.
6. **Speed Restrictions**—
Passenger trains will not exceed schedule time and freight trains will not exceed fifteen (15) miles per hour between Wickersham and Bellingham.
Fifteen (15) miles per hour between Mile Post 5 and Mile Post 8.
Eight (8) miles per hour over street car crossings at Kentuckey Street and between that point and Bellingham Depot.
Eight (8) miles per hour over street car crossing between Silver Beach and Larson.
7. **Special Stops, Connections, etc.**
No. 443 stop on flag at Gale and Barker's Camp.
No. 444 stop on flag at Barkers' Camp and Gale.
8. **Register Stations**—
Wickersham and Bellingham.
9. **Bulletin Station**—
Bellingham.
10. **Watch Inspector**—
George E. Ludwig, Bellingham.

11. **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		
Mogul Log Co.	14.6	1 E	24
Matson	14.7	1 W	7

12. **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 tains consisting of 25 or more cars, must know that brakeman 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 passing trains must stand on the right side of the train and never between the tracks.
3. 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.
4. **Lap Sidings**—Unless otherwise instructed, trains taking sidings must head in at the lap.
5. Siding blocked by occupied outfit cars must not be used to meet or pass trains.
6. Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop an approaching train.
7. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
8. 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.
9. Except as otherwise provided, or when running light without conductor, enginemen will only be required to consult register at initial or starting points.
10. Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.
11. **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.
12. 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	Class D 3	Class C 6
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Auburn to Lester	1.0	2400	1700	1600	1100	1100	900	900	800	500	475	475	350
Lester to Easton	2.2	1250	850	700	550	575	450	450	400	250	235	235	175
Easton to Ellensburg	Down	Maximum 99 Cars	Maximum 99 Cars	Maximum 99 Cars									

Between Lester and Easton maximum 80 cars.

FIRST SUBDIVISION—WESTWARD.

Ellensburg to Easton	0.8	3500	2100	2200	1700	1550	1300	1250	1200	700	670	670	545
Easton to Lester	2.2	1250	850	700	550	575	450	450	400	250	235	235	175
Lester to Auburn	Down	Maximum 99 Cars	Maximum 99 Cars	Maximum 99 Cars									

Between Easton and Lester maximum 80 cars.

DISTRICTS.	Ruling Grade %	Class W 3	Class W	Class Y 2	Class Y 5	Class S 4	Class F 1
Second Subdivision—Eastward.		Tons	Tons	Tons	Tons	Tons	Tons
Sumas to Wickersham	0.5	2785	2200	2000	2245	1740	1650
Wickersham to Hoogdale	0.9	2500	2070	1800	2070	1585	1500
Hoogdale to Clear Lake	0.3	5000	4000	3200	4000	3170	3000
Clear Lake to Edgecomb	0.6	2700	2300	2000	2300	1690	1600
Edgecomb to Bromart	0.4	4000	3600	3200	3600	2500	2500
Bromart and Snohomish to Maltby	1.8	1100	900	800	910	660	625
Maltby to Woodinville	Down	5000	4000	4000	4000	3170	3000
Woodinville to Keith	0.7	2300	1800	1600	1800	1530	1450
Keith to Seattle	0.5	2785	2245	2000	2245	1740	1650
Fourth Subdivision—Eastward.							
Woodinville to Kirkland	1.0	2205	1800	1600	1800	1215	1150
Kirkland to Black River	0.3	4650	3790	3200	3790	2900	2750
Fifth Subdivision—Eastward.							
North Bend to Falls City	0.7			1585		1740	1650
Falls City to Preston	2.0			475		580	550
Preston to Woodinville	0.5			2000		1740	1650
Seventh Subdivision—Eastward.							
Edgecomb to Getchell	1.8	1180	950	800	950	740	700
Getchell to Snohomish	0.8	5000	4135	4000	4135	3170	3000
Eighth Subdivision—Eastward and Westward.							
Arlington and Darrington	0.8			4000	4000	3000	3000
Ninth Subdivision—Eastward.							
Bellingham to Larson	2.1	900	725	600	725	555	525
Larson to Wickersham	0.9	3040	2400	1000	2400	1900	1800

DISTRICTS.	Ruling Grade %	Class W 3	Class W	Class Y 2	Class Y 5	Class S 4	Class F 1
Second Subdivision—Westward.		Tons	Tons	Tons	Tons	Tons	Tons
Seattle to Interbay	0.0	5000	4135	3000	4135	3170	3000
Interbay to Keith	1.2	1600	1100	1000	1100	900	900
Keith to Woodinville	0.4	3040	2480	2000	2480	1900	1800
Woodinville to Maltby	1.9	1000	830	780	830	635	600
Maltby to Bromart	0.5	2200	1800	1500	1800	1500	1400
Bromart and Snohomish to Arlington	0.8	4000	3600	3200	3600	2500	2500
Arlington to McMurray	1.0	1600	1400	1250	1310	1000	950
McMurray to Sedro-Wooley	0.4	3040	2480	2000	2480	1900	1800
Sedro-Woolley to Thornwood	1.0	1600	1300	1050	1300	1000	950
Thornwood to Sumas	0.5	2785	2245	2000	2245	1740	1650
Fourth Subdivision—Westward.							
Black River to Woodinville	0.5	2365	1930	1700	1930	1480	1400
Fifth Subdivision—Westward.							
Woodinville to Issaquah	0.6			2100		1690	1690
Issaquah to Preston	2.3			425		450	450
Preston to Falls City	1.6			875		800	700
Falls City to North Bend	0.7			1585		1485	1475
Seventh Subdivision—Westward.							
Bromart and Snohomish to Hartford	0.6	1860	1515	1400	1515	1160	1100
Hartford to Getchell	1.5	1400	1100	1000	1100	900	775
Getchell to Edgecomb	0.0	5000	4135	3000	4135	3170	3000
Ninth Subdivision—Westward.							
Wickersham to Mirror Lake	2.2	930	760	750	760	580	550
Mirror Lake to Silver Beach	0.9	2200	1800	1500	1800	1250	1250
Silver Beach to Larson	1.2	1860	1515	1200	1515	1160	1100
Larson to Bellingham	Down—Maximum 80 Cars.						

ALL SUBDIVISIONS—Continued.

AUTHORIZED SURGEONS

LOCATION OF STRETCHERS (S).

DR. P. A. REMINGTON, Chief Surgeon, Western District, Tacoma.
DR. A. H. BUIS, Assistant Surgeon, Tacoma.
DR. M. ALLISON, Assistant Surgeon, 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. I. J. D. SHULER, Seattle.
DR. C. L. DIXON, Renton.
DR. E. M. ADAMS, Arlington (S).
DR. N. S. McCEADY, Snohomish (S).
DR. W. C. COX, Everett (S).
DR. C. M. HUNTER, Sedro-Woolley (S).
DR. W. E. GIBSON, Issaquah (S).
DR. E. S. CLARK, Sumas (S).
DR. R. T. BURKE, North Bend.
DR. ERNEST E. McKIBBEN, Kirkland.
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 Mins.	Per Mile Secs.	Miles Per Hour
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																	
		HEIGHT ABOVE TOP OF RAIL																Max. Height	Max. Width
		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 (Seattle "King St. Station" to Sumas)	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 2″	19′ 2″	18′ 6″	17′ 8″	17′ 0″	16′ 8″	16′ 1″	15′ 5″	14′ 6″	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′ 6″	21′ 5″	21′ 5″	21′ 5″	21′ 4″	21′ 4″	21′ 4″	21′ 4″	21′ 4″	21′ 3″	21′ 3″	21′ 3″	21′ 3″	21′ 3″	21′ 2″	21′ 0″	20′ 9″	21′ 6″	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	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	19′ 0″	11′ 6″
7th Subdivision...	Hartford Line (Bromart-Edgecomb)	21′ 3″	21′ 3″	21′ 3″	21′ 3″	21′ 3″	21′ 3″	21′ 2″	21′ 1″	20′ 11″	20′ 9″	20′ 7″	20′ 4″	20′ 2″	20′ 1″	19′ 11″	19′ 9″	19′ 7″	21′ 3″	11′ 6′
8th Subdivision...	Darrington Branch	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	18′ 8″	18′ 3″	17′ 8″	17′ 1″	19′ 1″	11′ 6″
9th Subdivision...	Bellingham Branch	19′ 2″	19′ 2″	17′ 11″	17′ 11″	17′ 11″	17′ 11″	17′ 11″	17′ 11″	17′ 1″	16′ 10″	16′ 8″	16′ 4″	15′ 11″	15′ 7″	15′ 5″	15′ 0″	14′ 7″	19′ 2″	11′ 6″

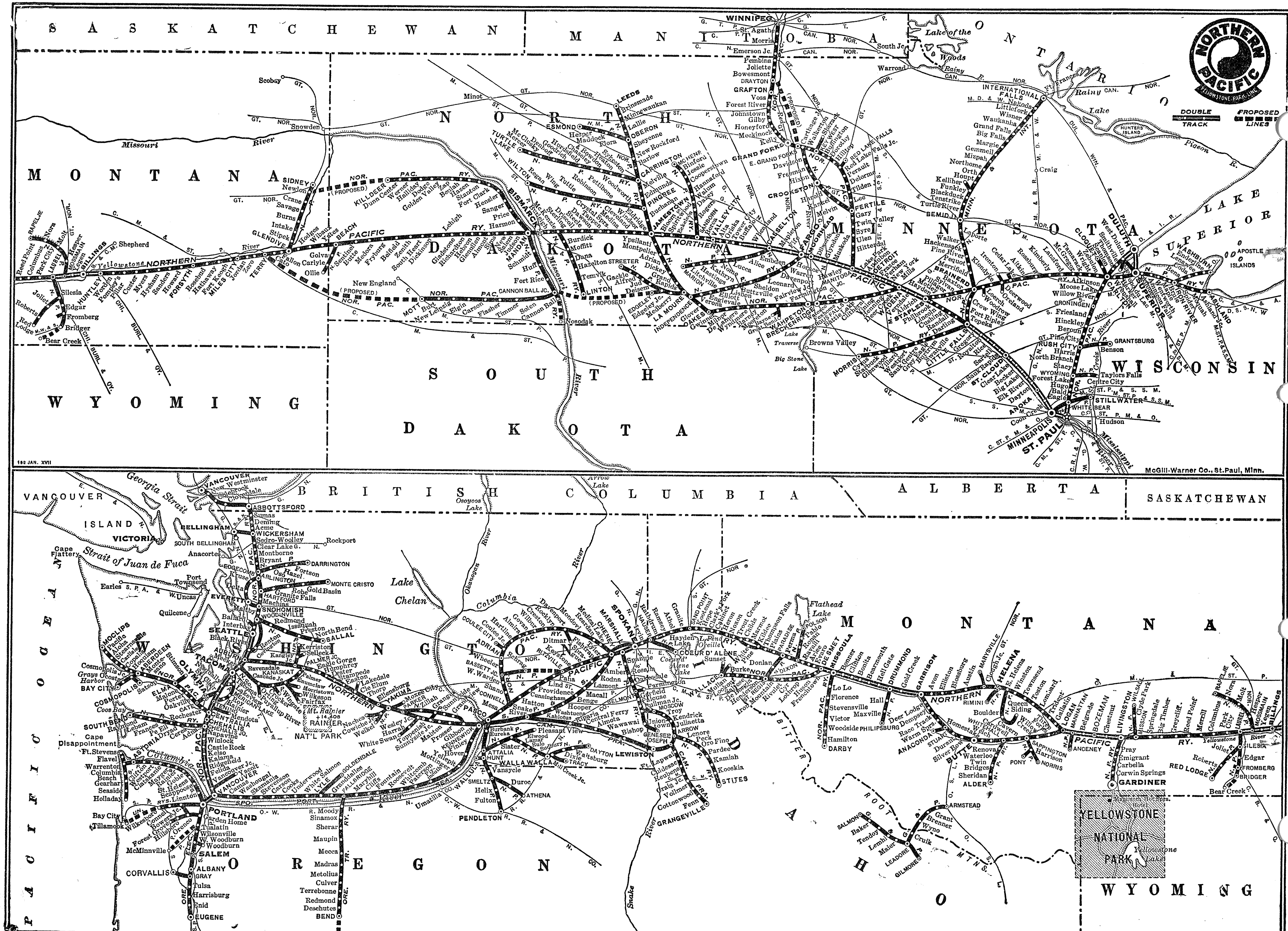
J. J. McCULLOUGH
Assistant Superintendent.

FRED BRASTRUP
Trainmaster.

J. E. CAMPBELL
Trainmaster.

J. J. SEXTON
Trainmaster.

E. H. FRIBERG
Chief Dispatcher.


NORTHERN PACIFIC
YELLOWSTONE PARK LINE
DOUBLE TRACK
PROPOSED LINES
SASKATCHEWAN
MANITOBA
ONTARIO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
WYOMING
LAKE SUPERIOR
Lake of the Woods
Rainy Lake
HUNTERS ISLAND
APOSTLE ISLANDS
Missouri River
Yellowstone River
Mississippi River
Pigeon R.
Red River
WINNIPEG
St. Agathe
Morris
Emerson Jc.
South Jc.
Warroad
INTERNATIONAL FALLS
Pembina
Joliette
Bowesmont
DRAYTON
GRAFTON
Voss
Forest River
Johnstown
Gilby
Honeyford
Meckinock
Kelly
GRAND FORKS
E. GRAND FORKS
CROOKSTON
RED LAKE FALLS
Red Lake Falls Jc.
FERTILE
Minot
Snowden
Scobey
LEEDS
ESMOND
OBERON
CARRINGTON
PINGREE
JAMESTOWN
VALLEY CITY
CASSELTON
FARGO
MOORHEAD
DETROIT
BISMARCK
MANDAN
DICKINSON
BEACH
GLENDIVE
SIDNEY
KILLDEER
MOTT
LINTON
CANNON BALL JC.
STREETER
LA MOURE
OAKES
WAHPETON
BRECKENRIDGE
FERGUS FALLS
WADENA
STAPLES
BRAINERD
LITTLE FALLS
ST. CLOUD
ANOKA
MINNEAPOLIS
ST. PAUL
STILLWATER
WHITE BEAR
Hudson
RUSH CITY
GRANTSBURG
Taylors Falls
Centre City
CARLTON
CLOQUET
DULUTH
SUPERIOR
ASHLAND
WASHBURN
IRON RIVER
BEMIDJI
MORRIS
BILLINGS
LAUREL
RAPELJE
HUNTLEY
FORSYTH
MILES CITY
TERRY
Red Lodge
Bear Creek
Bridger
Fromberg
192 JAN. XVII
McGill-Warner Co., St.Paul, Minn.
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
VANCOUVER ISLAND
VICTORIA
Georgia Strait
Strait of Juan de Fuca
Cape Flattery
PACIFIC OCEAN
WASHINGTON
OREGON
IDAHO
MONTANA
WYOMING
VANCOUVER
New Westminster
ABBOTTSFORD
BELLINGHAM
SOUTH BELLINGHAM
WICKERSHAM
Sedro-Woolley
Anacortes
Rockport
DARRINGTON
ARLINGTON
MONTE CRISTO
EVERETT
SNOHOMISH
WOODINVILLE
SEATTLE
SALLAL
North Bend
TACOMA
AUBURN
OLYMPIA
ABERDEEN
Hoquiam
MOCLIPS
COSMOPOLIS
BAY CITY
SOUTH BEND
CENTRALIA
CHEHALIS
Mt. Rainier +14,408
RAINIER NAT'L PARK
Ellensburg
YAKIMA
PASCO
KENNEWICK
CONNELL
RITZVILLE
ADRIAN
COULEE CITY
SPOKANE
CHENEY
MARSHALL
COEUR D'ALENE
WALLACE
SANDPOINT
LEWISTON
GRANGEVILLE
STITES
WALLA WALLA
PENDLETON
ATHENA
DAYTON
TRACY
VANCOUVER
PORTLAND
ASTORIA
SALEM
ALBANY
CORVALLIS
EUGENE
BEND
Lake Chelan
Columbia River
Snake River
Okanogan River
Osoyoos Lake
Arrow Lake
Flathead Lake
MISSOULA
DE SMET
DARBY
PHILIPSBURG
DRUMMOND
GARRISON
HELENA
MARYSVILLE
ANACONDA
BUTTE
ALDER
NORRIS
LOGAN
BOZEMAN
LIVINGSTON
GARDINER
SALMON
LEADORE
GILMORE
ARMSTEAD
BITTER ROOT MTNS.
YELLOWSTONE NATIONAL PARK
Mammoth Hot Sprs. Hotel
Yellowstone Lake
NORTHERN PACIFIC RY.