NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 520 TABLE

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

SUNDAY, AUGUST 15, 1926.

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.

A. V. BROWN,
General Manager.

J. E. CRAVER,
General Superintendent.

M. G. CRAWFORD,
Assistant General Superintendent of Transportation.

P. H. McCAULEY,
General Superintendent of Transportation.

F. R. BARTLES,
Superintendent.

WESTWARD — FIRST SUBDIVISION. (MAIN LINE.) — EASTWARD

Time Table No. 52D

August 15, 1926

Succeeding No. 52C

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	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 4.20PM 3	L10.00AM	L 1.40AM	L 4.25AM	L 4.05PM 603	L 2.18AM	W C O X T	1848	0.0	EB ELLENSBURG 3.6	DN	102.1		A s 2.15PM 940	A s12.12AM	A s10.00PM	A s 5.05AM	A s12.15PM	A s10.30AM		A s 2.00PM 2
	s 8.15			4.37	10.07 602	1.47	4.31	4.12	2.25		1851	3.6	SHOSKIN 4.0	P	98.5	78	2.08	12.05AM	9.52	4.57	12.07PM	10.07 337		s 1.30
	s 8.35			4.58	s10.15	s 1.55	4.38	f 4.18	2.31		1855	7.6	TP THORP 2.8	DN Lap Siding	94.5	E 78 W105	2.01	11.58PM	s 9.43	4.50	s11.59AM	9.40		s 1.10
	s 8.45			5.10	f10.20	2.00	4.42 334	4.24	2.36	W	1858	10.4	DUDLEY 4.2	P	91.7	E 78 W 78	1.58	11.54	9.35	4.42 41	f11.52	9.20		s12.50
	s 9.05 602			5.30	10.28	2.08	4.49	4.31	2.44		1862	14.6	KOUNTZE 2.6	P	87.5	78	1.50	11.46	9.28	4.30	11.44	9.05 939		s12.30
	s 9.15			5.40	f10.34	2.12	4.53	4.35	2.48		1865	17.2	BRISTOL 3.8	Lap Siding	84.9	E 74 W 78	1.45	11.42	9.23	4.24	f11.39	8.50		s12.20
	s 9.35			5.55	f10.40	2.18	4.59	4.40	2.53		1869	21.0	TEANAWAY 3.8	P Lap Siding	81.1	E 78 W 78	1.38	11.36	9.17	4.18	f11.33	8.35		s12.05PM
	s 9.55 11.25AM 337-333			6.15	s10.46 939-940	s 2.25	s 5.05	s 4.46	s 2.59	W C Y OX	1873	24.8	CL CLE ELUM 4.2	DN	77.3	E 60 W 60	s 1.31	s11.30	s 9.10	s 4.12 3.55	s11.25 11.18 939-940	8.20		s11.40AM 10.41 337-338
	s12.05PM			6.35	10.58	2.40	5.18	4.57	3.10		1877	29.0	BAKER 2.7	P	73.1	78	1.22	11.20	9.00	3.47	11.11	8.00		s10.28
	s12.20			6.45	f11.06 338	2.45	5.23	5.01	3.16		1880	31.7	NELSON 2.7	P	70.4	E 78 W 78	1.18	11.16	8.55	3.43	f11.06 337	7.50		s10.15
	s12.35			7.00	f11.12	2.50	5.27	5.05	3.21		1883	34.4	TALMAGE 3.7	P	67.7	78	1.14	11.12	8.50	3.39	f11.01	7.40		10.00
	s 1.07 2			7.20	s11.20	s 3.00	s 5.35	s 5.15	s 3.32 334	W C T X Y	1886	38.1	ES EASTON 4.0 C. M. & St. P.	DN Crossover Track Conn.	64.0	68	s 1.07 939	s11.05	s 8.42	s 3.32 1	s10.55	7.25		s 9.40
	s 1.30			7.40	11.28	3.13	5.46	5.26	3.45	W	1890	42.1	UPHAM 4.4	P	60.0	W 68	12.58	10.55	8.30	3.20	10.46	7.05		s 9.10
	s 1.50			8.20 42	f11.40	f 3.30	6.01	5.40	4.00	W	1894	46.5	RT MARTIN 3.2	DN	55.6	E 70 W 90	12.48	10.46	8.20 603	f 3.11	f10.37	6.45		s 8.50
	s 2.10			8.35	f11.49	f 3.39	6.10 602	5.49	4.09	W	1897	49.7	SI STAMPEDE 2.3	DN	52.4	E 70 W 70	12.39	10.37	8.11	3.02	f10.27	6.25 41		s 8.35
	s 2.30			8.50	f11.55AM	3.45	6.15	5.54	4.14	W	1901	52.0	BORUP 2.8	P	50.1	E 68	12.30	10.28	8.02	2.53	f10.20	6.05		s 8.15
	s 2.55			9.00	f12.01PM	3.52	6.21	6.00	4.20		1904	54.8	KD KENNEDY 4.9	D Crossover	47.3	E 70	12.20PM	10.18	7.52	2.43	f10.13	5.40		s 8.00
	A s 3.15PM	L 7.00AM		9.33	s12.17	s 4.10 602	s 6.36	s 6.15	s 4.35 602	W C T X	1911	59.7	DM LESTER 2.0	DN Crossover	42.4	E 68 W 68	s11.59AM	s 9.58	s 7.32	s 2.25	s10.00	4.40 4.05 333-1	A s 3.15PM	L 7.30AM
		s 7.10		9.50 4	f12.22	4.14	6.40	6.20	4.40		1913	61.7	HOT SPRINGS 5.2	P	40.4	78	11.52	9.50 603	7.25	2.17	f 9.50	3.57		s 3.00
		s 7.30		10.00	f12.32	4.24	6.49	6.28	4.50		1917	66.9	MY MAYWOOD 3.9	N Lap Siding	35.2	E 78 W 78	11.43	9.40	7.15	2.08	f 9.42	3.40		s 2.10
		s 7.50		10.15	f12.40	4.30	6.57	6.36	4.57	W	1921	70.8	HUMPHREY 3.5	P	31.3	E 78 W 78	11.35	9.32	7.07	2.00	f 9.34	3.28		s 1.50
		s 8.15		10.30	f12.50 938	f 4.38	7.03	f 6.42	5.06	W	1925	74.3	EG EAGLE GORGE 2.2	DN Lap Siding	27.8	E 60 W 78	11.29	9.25	f 7.00	f 1.53	s 9.26	3.15		s12.50 337
		s 8.30		10.40	12.56	4.43	7.07	6.55 42	5.12		1928	76.5	LEMOLO 4.7	P	25.6	78	11.24	9.20	6.55 3	1.48	9.20	3.08		s12.15PM
		s 8.50		11.00	f 1.05	4.50	7.15	7.03	5.22		1932	81.2	JC PALMER JCT. 1.2	D	20.9	78	11.14	9.10	6.43	1.40	f 9.11	2.52		s11.45AM
		s 9.00 338		11.05	s 1.10	f 4.55	7.18	s 7.08	5.25	W Y OX	A 1	82.4	GV KANASKAT 3.3	DN	19.7	78	s11.10	9.07	s 6.40	s 1.36	s 9.08 9.00 937	2.47		s11.35
		s10.10		11.15	f 1.17	5.02	7.23	7.13	5.30		A 4	85.7	BYRD 2.1	P	16.4	78	11.00	8.58	6.30	1.25	f 8.54	2.37		s11.12
		s10.54 2		11.22	s 1.22	f 5.10	7.28	7.18	5.35		A 7	87.8	AR RAVENSDALE 6.8	DN	14.3	E 78 W200	10.54 937-938	8.52	s 6.26	f 1.19	s 8.50	2.28		s10.54 2
		s11.20		11.44	f 1.35	5.22	7.38	7.28	5.45	W	A 14	94.6	CO COVINGTON 3.0	DN Lap Siding	7.5	E 78 W 78	10.40	8.38	f 6.11	f 1.06	f 8.36	2.05		s 9.30
		s11.40AM		11.55PM	f 1.41	5.30	7.43	7.35	5.50		A 17	97.6	WYNACO 4.5	P	4.5	78	10.32	8.32	6.04	12.59	f 8.30	1.55		s 9.10
		A12.15PM		A12.10AM	A s 1.50PM	A s 5.40AM	A s 7.50AM	A s 7.45PM	A s 6.00AM	X Y	A 22	102.1	GR EAST AUBURN	DN	0.0	55	L10.23AM	L 8.23PM	L 5.55PM	L12.50AM	L 8.22AM	L 1.40AM	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.
	5.32	5.15		7.50	3.50	4.00	3.25	3.40	3.42				Time Over Subdivision				3.52	3.49	4.05	4.00	3.38	8.17	6.25	4.32
	10.8	8.1		13.0	26.6	25.5	29.8	27.8	27.6				Average Speed Per Hour				26.4	26.7	25.0	25.5	28.1	12.3	6.6	13.1

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.

WESTWARD

SECOND SUBDIVISION.
(MAIN LINE.)

EASTWARD

Time Table No. 52D
August 15, 1926
Succeeding No. 52C

THIRD CLASS 935 Way Freight Ex. Sun.	THIRD CLASS 923 Way Freight Mo., We., Fri.	SECOND CLASS 469 Mixed Ex. Sun.	SECOND CLASS 675 Freight Ex. Sat.	FIRST CLASS 443 Passenger Ex. Sun.	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from King St. Sta., Seattle	STATIONS — Telegraph Offices and Calls	Distance from Sumas	Car Capacity of Sidings	FIRST CLASS 444 Passenger Ex. Sun.	SECOND CLASS 470 Mixed Ex. Sun.	SECOND CLASS 676 Freight Ex. Sat.	THIRD CLASS 924 Way Freight Tu., Thu., Sat.	THIRD CLASS 936 Way Freight Ex. Mon.
	L 7.00AM			L 7.50AM	X		0.0	UD SEATTLE DN King Street Station 1.4	128.0		A 6.45PM s		A 1.00AM	A 2.55PM s	
	7.20			7.55			1.4	NORTH PORTAL 2.6	126.6		6.38		12.50	2.40	
	s 7.30			f 8.01	W O X	C F 35	4.0	INTERBAY 2.9	124.0		f 6.30		12.40	s 2.30	
	7.40			s 8.08	W X Y	C F 37	6.9	FR FREMONT D 1.8	121.1	45	s 6.22		12.30	2.20	
	7.55			s 8.16		C F 39	8.7	BK UNIVERSITY D 7.1	119.3		s 6.17		12.20AM	2.10	
	s 8.15			f 8.30		C F 46	15.8	LAKE 6.8	112.2	60	f 6.03		11.55PM	s 1.40	
	s 8.30			s 8.45		C F 53	22.6	B BOTHELL D 1.7	105.4	40	s 5.50		11.35	s 1.10	See page 3
L12.10PM 936	A 8.45AM s 443		L 8.55AM 443	s 8.50 923-675	W C T X	C F 55	24.3	CJ WOODINVILLE D 5.8	103.7	175	s 5.45		11.25	L 1.00PM	A12.10PM 935
s12.50	See Page 3		9.40	s 9.05	X	C F 60	30.1	MB MALTBY D 7.4	97.9	77	s 5.32		11.05		s11.40AM
s1.35			10.00	A 9.20AM 936	C X		37.5	BROMART 0.6	90.5	Spur 5	5.16		10.25		10.33 9.33 443
A 1.40PM			A10.05AM	See Page 4			38.1	HO G. N. Stn.-Snohomish. DN 5.8	89.9	76	L 5.15PM s		L10.20PM		L 9.30AM

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

L 2.00PM			L10.25AM		X	B B 6	43.9	W LOWELL DN 1.5	84.1	70	A 5.05PM		A10.00PM		A 9.10AM
A s2.10PM			10.35		WCOY X	B B 8	45.4	EV EVERETT DN 1.2	82.6	100	s 5.00		9.50 9.30		L 9.00AM
					X		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						
							47.9	ROGER 0.5	80.1	160					
			A11.05AM				48.4	WY DELTA WYE DN Interlocked 6.0	79.6		L 4.48PM		L 9.15PM		

Hartford Line

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

			L11.35AM				54.4	K KRUSE DN 1.3	73.6	95	A 4.36PM		A 8.45PM		
							55.7	M. & A. CROSSING 2.6	72.3						
			11.45AM		L10.10AM f	W X	C F 88	58.3	EDGECOMB 3.0	69.7	45	f 4.28		8.30		
			L11 30AM		s10.20	Y W X M	C F 91	61.3	A ARLINGTON DN 0.9	66.7	132	s 4.22	A 9.00AM	8.10		
			A11.35AM			X	C F 92	62.2	ARLINGTON JUNCTION 2.9	65.8			L 8.52AM	7.50		
			12.25	See page 4.	s10.30		C F 95	65.1	BRYANT 6.3	62.9	72	s 4.12		7.40		
			12.50		s10.45	W	C F 101	71.4	McMURRAY 5.8	56.6	17	s 4.00		7.15		
			1.10		s10.58		C F 107	77.2	MONTBORNE 1.7	50.8	18	s 3.49		6.50		
			1.24		s11.03		C F 109	78.9	BIG LAKE 4.1	49.1	70	s 3.45		6.40		
								83.0	P. S. & C. Ry. CROSSING Interlocked 1.3	45.0						
			1.45		s11.13		C F 114	84.3	CA CLEAR LAKE D 3.2	43.7	80	s 3.34		6.15		
			s 2.00		s11.25	W C T X	C F 117	87.5	WL SEDRO-WOOLLEY DN Two G. N. Crossings 7.5 Track Conn	40.5	175	s 3.25		6.00		
			2.30		f11.40		C F 122	95.0	THORNWOOD 4.3	33.0	80	f 3.10		5.00		
			2.55 444		A11.50AM s	YWX	C F 128	99.3	WK WICKERSHAM D 4.9	28.7	75	L 3.00PM 675		4.45		
			3.10		See page 4.	W	C F 133	104.2	ACME 2.1	23.8	18			4.00		
			3.20				C F 135	106.3	STANDARD 5.8	21.7	20			3.55		
			3.40 676				C F 141	112.1	DEMING 2.1	15.9	35			3.40 675		
								114.2	B. & N. RY. CROSSING Interlocked 7.4	13.8						
			4.00				C F 151	121.6	NC NOOKSACK D 5.5	6.4	18			3.15		
								127.1	B. & N. RY. CROSSING 0.9	0.9						
			A 4.15PM			W C O T X	C F 157	128.0	SU SUMAS D	0.0	60			L 3.00PM		
Ex. Sun.	Mo., We., Fri.		Ex. Sun.	Ex. Sat.	Ex. Sun.						Ex. Sun.	Ex. Sun.	Ex. Sat.	Tu., Thu., Sat.	Ex. Mon.
2.00	1.45		.05	6.30	3.10			Time Over Subdivision			3.23	.08	8.50	1.55	2.10
10.5	13.9		10.8	17.9	24.8			Average Speed Per Hour			25.9	6.7	13.1	12.6	9.7

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. **DOUBLE TRACK BETWEEN SEATTLE AND NORTH PORTAL.** **SEE SPECIAL INSTRUCTIONS, PAGES 6, 7, 8 AND 9.**

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

Time Table No. 52D, August 15, 1926, Succeeding No. 52C

SECOND CLASS 473 Mixed Ex. Sun.	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 Mixed Ex. Sun.
L 7.00AM	WCY XO	1873	0.0	CL CLE ELUM DN 2.0	7.2	A 8.10AM s
s 7.05			2.0	MINE FIVE 1.5	5.2	s 8.00
s 7.15	O	C A 4	3.5	RS ROSLYN D 1.9	3.7	s 7.55
s 7.23		C A 6	5.4	RONALD 0.7	1.8	s 7.45
A 7.30AM s 474			6.1	BEEKMAN 1.1	1.1	L 7.40AM 473
			7.2	LAKEDALE	0.0	
Ex. Sun.						Ex. Sun.
.30				Time Over Subdivision		.30
12.2				Average Speed Per Hour		12.2

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

No. 473 is superior to No. 474 Cle Elum to Beekman.

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

Time Table No. 52D, August 15, 1926, Succeeding No. 52C

3d Class 923 Way Freight Mon., Wed., Fri.	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 Tue., Thu., Sat.
									See page 2
L 9.00AM		CW XY	C F 55	0.0	CJ WOODINVILLE DN 0.3	35.9	100		A 12.10PM s
				0.3	4th Sub. Div. Crossing 3.6	35.6			
			B C 4	3.9	WILLOWS 2.8	32.0	Spur 4		
s 10.00			B C 7	6.7	RM REDMOND D 1.3	29.2	50		s 11.45AM
				8.0	PARADISE LOG. 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 11.30AM			B C 15	14.7	MONOHON 4.1	21.2	50		s 10.25
s 1.00PM		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 Spur		
s 2.10			B C 26	26.0	RN PRESTON D 3.0	9.9	18		s 8.30
s 2.30		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 2.50			B C 33	32.9	SO SNOQUALMIE D 3.0	3.0	36		s 7.50
A 3.15PM s		YC	B C 36	35.9	BN NORTH BEND D 0.3	0.0	18		L 7.35AM
Mon., Wed., Fri.									Tue., Thu., Sat.
6.15					Time Over Subdivision				4.35
5.7					Average Speed Per Hour				7.8

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

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

Time Table No. 52D, August 15, 1926, Succeeding No. 52C

THIRD CLASS 935 Way Frt. Ex. Sun.	SECOND CLASS 675 Freight Ex. Sat.	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	THIRD CLASS 936 Way Frt. Ex. Mon.
L 7.55AM	L 7.30AM		YX	C F 21	0.0	BI BLACK RIVER DN 2.1	24.1	20			A 3.20PM
s 8.25	7.36		WX	B A 22	2.1	RT RENTON D P. C. R. R. 0.2 Crossing	22.0	50			s 3.10
					2.3	S. R. & S. CROSSING 1.7 Track Conn.	21.8				
8.50	7.45				4.0	BRIQUETTEVILLE P. C. R. R. CROSSING 2.2 Track Conn	20.1				2.50
s 9.00	7.50			B A 19	6.2	QUENDALL 5.6	17.9	73			s 2.40
s 9.48	8.10			B A 12	11.8	WILBURTON 1.6	12.3	26			s 2.20
s 10.00	8.15			B A 10	13.4	NORTHRUP 3.6	10.7	50			s 2.10
s 10.45	8.30		W ½MB	B A 7	17.0	KR KIRKLAND D 6.8	7.1	60			s 1.40
					23.8	5th SUB. DIV. CROSSING 0.3	0.3				
A 11.15AM See Page 2	A 8.50AM See page 2		CW XY	C F 55	24.1	CJ WOODINVILLE DN	0.0	100			L 1.10PM
Ex. Sun.	Ex. Sat.										Ex. Mon.
3.20	1.20					Time Over Subdivision					2.10
7.2	18.1					Average Speed Per Hour					11.1

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

No. 935 is superior to No. 936 Black River to Woodinville.

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

SIXTH 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. 52D August 15, 1926 Succeeding No. 52-C STATIONS Telegraph Offices and Calls	Distance from Edgecomb	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
	443								444	
	Passenger								Passenger	
	Ex. Sun.								Ex. Sun.	
	L 9.20 AM		C		0.0	BROMART 1.2	20.0	Spur 5		
	s 9.27		WY X	C F 69	1.2	OM SNOHOMISH D 5.1	18.8	150		
	s 9.38		W	C F 74	6.3	MA MACHIAS D 3.1	13.7	56		
	s 9.47		X	C F 77	9.4	HD HARTFORD D 4.5	10.6	102		
	f 9.57			C F 82	13.9	GETCHELL 6.1	6.1	60		
	A 10.10 AM f See page 2		WX	C F 88	20.0	EDGECOMB	0.0	53		
	Ex. Sun.									
	.50					Time Over Subdivision				
	24.0					Average Speed Per Hour				

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

SEVENTH SUBDIVISION. (DARRINGTON BRANCH.)

WESTWARD — EASTWARD

SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Arlington Junction	Time Table No. 52D August 15, 1926 Succeeding No. 52-C STATIONS Telegraph Offices and Calls	Distance from Darrington	Car Capacity of Sidings	SECOND CLASS	
469								470	
Mixed								Mixed	
Ex. Sun.								Ex. Sun.	
L 11.35 AM		X		0.0	ARLINGTON JUNCTION P 4.5	27.7		A See page 2 s 8.52 AM	
s 11.50 AM		W 2ME	B K 4	4.5	COOPER 1.9	23.2	Spur 6	s 8.31	
			B K 6	6.4	TRAFTON P 1.0	21.3			
s 12.10 PM			B K 7	7.4	CICERO 3.7	20.3	Spur 2	s 8.20	
s 12.25			B K 11	11.1	OSO P 2.0	16.6	48	s 8.07	
s 12.40			B K 13	13.1	HALTERMAN 1.7	14.6	15	s 7.58	
f 12.50			B K 15	14.8	ROWAN P 2.1	12.9		f 7.51	
s 1.05		W	B K 17	16.9	HAZEL 1.1	10.8	32	s 7.43	
s 1.10			B K 19	18.0	TULKER 2.6	9.7	30	s 7.38	
s 1.25			B K 21	20.6	FORTSON P 1.1	7.1	Spur 12	s 7.28	
s 1.40			B K 22	21.7	SHEOMET 6.0	6.0	Spur 3	s 7.22	
A 2.05 PM s		CW YX	B K 28	27.7	DARRINGTON P	0.0	24	L 7.00 AM	
Ex. Sun.								Ex. Sun.	
2.30					Time Over Subdivision			1.52	
11.1					Average Speed Per Hour			14.8	

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

EIGHTH 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. 52D August 15, 1926 Succeeding No. 52-C STATIONS Telegraph Offices and Calls	Distance from Bellingham	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
931	443								444	932
Way Freight	Passenger								Passenger	Way Freight
Ex. Sat.	Ex. Sun.								Ex. Sun.	Ex. Sat.
L 5.00 PM	L 11.50 AM		YW X	CF 12S	0.0	WK WICKERSHAM D 1.3	20.5	75	A See page 2 s 3.00 PM	A s 3.50 PM
s 5.15	f 11.55 AM			B M 1	1.3	MIRROR LAKE 2.5	19.2	33	f 2.50	s 3.40
s 5.30	f 12.05 PM			B M 4	3.8	PARK 1.0	16.7	15	f 2.43	s 3.30
s 5.35	f 12.08		W 2 MW	B M 5	4.8	BLUE CANYON 4.1	15.7	20	f 2.40	s 3.25
f	f 12.23			B M 9	8.9	TOWANDA 2.5	11.6		f 2.26	f
s 6.00	f 12.29			B M 11	11.4	AGATE BAY 3.7	9.1	35	f 2.19	s 3.05
s 6.20	f 12.37			B M 15	15.1	SILVER BEACH 1.0	5.4		f 2.10	s 2.55
s 6.25	12.40			B M 16	16.1	LARSON 4.4	4.4	30	2.07	s 2.45
A 7.00 PM s	A 12.55 PM s		WYCO X	B M 20	20.5	WD BELLINGHAM D	0.0	50	L 1.55 PM	L 2.10 PM
Ex. Sat.	Ex. Sun.								Ex. Sun.	Ex. Sat.
2.00	1.05					Time Over Subdivision			1.05	1.40
10.3	19.0					Average Speed Per Hour			19.0	12.3

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
Except No. 443 is superior to No. 444 Wickersham to Bellingham.

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 signals with two arms, used where traffic is moved in the same direction on parallel tracks.
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 stop-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 stop-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 stop 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 two 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 (stop-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 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. 2tra ck 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.
No. 6 track will be used for eastward trains and No. 7 track for westward trains.

11. **At Martin**—Westward passenger trains when meeting freight trains must not enter tunnel No. 3 until the tunnel has been cleared of smoke.

12. **At Lester**—No. 2 track will be used for westward trains and No. 3 track for eastward trains.

13. **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.
At locations and territory covered by slow boards instructing a reduction of speed to thirty-five (35) miles per hour, Class Q-6 engines will reduce speed to thirty (30) miles per hour.
Trains handling logs 25 miles per hour.

14. **Bridge Restrictions**—None.

15. **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

16. **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 enginemen will cut out low pressure governor head, then increase train line pressure to 90 pounds by turning up feed valve. When stop is made at Easton eastbound and Lester westbound restore train line pressure to 70 pounds by cutting in low pressure governor and readjusting feed valve.
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 balance 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 25 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.

17. **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.

18. **Special Stops, Connections, etc.**

No. 3 will stop on flag at Nagrom and Baldi.
No. 4 will stop on flag at Kanaskat for passengers destined to points east of Billings.
Nos. 337 and 338 will stop on flag at Swauk, Casway, Hubner, Old Stampede, Nagrom, Forcamp, Baldi, Headworks, Newker, Cranmar and Berrydale.
No. 42 will stop on flag at Nagrom and Hubner. Baldi on Sunday only.
No. 41 will stop on flag at Nagrom.
No. 338 will connect with No. 596 at Kanaskat.
No. 334 will stop on flag at Baldi.
No. 334 will stop on flag at Nagrom and Stampede on Mondays only.

19. **Register Stations**—

Ellensburg.
Easton—For westward trains and trains originating and terminating.
Lester—For eastward trains and trains originating and terminating.
East Auburn.

20. **Register Exceptions**—

At Lester, eastward first-class trains and at Easton, westward first-class 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 East Auburn, second class and inferior trains register by ticket, Form 608.

21. **Clearance Exceptions**—

At East Auburn, second class and inferior trains will not require clearance if train order signal is in clear position.

22. **Bulletin Stations**—

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

23. **Standard Time Clocks**—

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

24. **Watch Inspectors**—

Ellensburg, J. W. Cummins; Cle Elum, M. W. Davies; Auburn, F. H. Waldrom; Easton and Lester G. Davies, Seattle, Houghton & Son, 215 Yesler Way.

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

Ellensburg	East End of East Yard.
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 End Coal Tracks, West End House Track.
Hot Springs	West End Spur Track.
Lester	West End of Roundhouse Track.
Lester	West End of No. 1 Track.
Hubner	
Nagrom	
Eagle Gorge	West End of House Track.
Kanaskat	West End of Wye.
Cranmar	
Newker	
Berrydale	
East Auburn	East End Gravel-pit Siding.

SPECIAL INSTRUCTIONS.

26. **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. **At North Portal**—Westward N. P. trains from tunnel are governed by lower arm of semaphore located about 150 feet east of tower building. Eastward N. P. trains to the tunnel and to the waterfront are governed by semaphore signal located about 350 feet west of tower. Upper arm governs route to the tunnel; lower arm to the waterfront. Westward trains from the waterfront are governed by semaphore located about 300 feet east of tower. Upper arm governs movement, lower arm stationary in stop position. The dwarf signal at the base of this semaphore governs G. N. trains. At night and during foggy weather eastward trains will give one long blast of whistle for tunnel and three shorter blasts for waterfront. Westward trains from waterfront will give three blasts of whistle for N. P. main line.

2. **Interlocking plant at South portal of King Street tunnel**—Signals are of the dwarf type (low semaphores) and are located to the right of track governed; where two arms are on one post, higher arm governs trains along main tracks and lower arm trains diverging from main track.
Westward trains are governed by the semaphore block signal located about 50 feet south of the south portal of the King Street tunnel.
Eastward trains are governed by the semaphore block signal located 250 feet north of the portal of this tunnel.

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

4. **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 hold 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.

5. **Draw Spans**—Skagit River Bridge between Sedro-Woolley and Clear Lake Salmon Bay Bascule Drawbridge, between Interbay and Fremont.

6. **Signal Aspect**—Stop signal located east of Salmon Bay Bascule Drawbridge between Interbay and Fremont is equipped with two arms, upper arm when perpendicular governs movement to Fremont, lower arm when diagonal or caution governs movement to Ballard.

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

8. **At Fremont**—Depot is located one-half mile west of passing siding.

9. **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.

10. **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.

11. **Bridge and Engine Restrictions**—Twenty (20) miles per hour over Bascule bridge, about one mile east of Fremont.
Twenty (20) miles per hour over draw span of Bridge 85, Skagit River.
Class W or heavier power must not go in on following spurs and tracks:
Tiloh Spur.
Sedro-Woolley—Cream and Cannery Spur, and transfer track.
Clear Lake, Class Y-2 or heavier engines not permitted on Clear Lake Lumber Company's mill tracks.
Class W-3 or heavier engines must not go on 20 degree curve east of Standard Oil road crossing on condensary track at Arlington.
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.
Engines must not go on log rollway bridge at Fremont.

12. **Speed Restrictions**—Fifteen (15) miles per hour over the crossing on Northlake Avenue located between yard limit board and Gas Works west of Fremont.
Ten (10) miles per hour between Bay and Bell Streets, Seattle.
Trains handling logs 20 miles per hour.

13. **Special Stops, Connections, etc.**
Nos. 443 and 444 will stop on flag at Prairie, Pilchuck, Hoogdale, Delvan, Ehrlich, Days, Cathcart.

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, Seattle (King St. Station), (Roundhouse and Yard office).

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

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

19. **Commercial Spurs—**

	Miles from King St. Station	How Connected	Car Capacity
Wood Spur	11.2	1 W	16
Keith	12.2	1 W	13
Pontiac	12.8	....	..
Lavilla	14.7	....	..
Lake Forest Park	18.6	1 W	8
Kenmore	19.8	1 E	12
Wayne	21.8	1 E	3
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	1 W	2
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
Hoogdale	92.2	1 W	4
Prairie	95.8	1 W	..
Draydon	96.0	1 E 1 W	Conn.
Raywood	96.7	1 W	3
Saxon	102.1	1 E	6
Folum	102.8	1 W	4
Clipper	107.3	1 W	4
Coyne	109.2	1 E	9
Van Zandt	109.4	1 W	8
Case	110.6	1 E	13
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.
Lake Forest Park—Spur.
Kenmore—East End Siding.
Maltby—East End Siding.
Edgecomb—M. & A. Connection.
Arlington—Bronty Spur.
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—Old M. & N. Connection.
Bryant—West End Siding.
Pilchuck—East End Siding.
Montborne—East End Siding.
Clear Lake—West End Siding.
Sedro-Woolley—G. N. Transfer Track.
Sedro-Woolley—Coal Bunker Track.
Sedro-Woolley—Cinder track.
Delvan—East End Siding.
Thornwood—West End Siding.
Hoogdale—Spur.
Prairie—Connection to old line.
Wickersham—Christie's Spur.
Acme—Galbraith Spur.
Acme—Van Zandt 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 Company's tracks.

3. **At Cle Elum,** Eastward trains must come to a stop 1200 feet west of wye switch

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

5. **Register Station**—Cle Elum.

6. **Bulletin Station**—Cle Elum.

7. **Derail Switches—**
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. **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

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

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

6. **Register Exceptions—**
Black River, all trains register by ticket, Form 608.

7. **Commercial Spurs—**

	Miles from Black River	How Connected	Car Capacity
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

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.
Maycreek Spur.
Midlakes—Godsey's and Kardong Spurs

9. **Yard Limits at Renton** extend from yard limit board west of Renton to connections with double track at Black River.

SPECIAL INSTRUCTIONS.

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 and Engine Restrictions**—Twenty (20) miles per hour over high trestles.
Ten (10) miles per hour over Bridge 31.2.
Speed will be restricted over Bridge 6, Sammamish River; Bridge 27.1, Raging River and Bridge 35, Snoqualmie River, and spans on spur leading to Snoqualmie Lumber Company's mill 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.

4. **Speed Restrictions**—Twenty-five (25) miles per hour Woodinville to Fall City and fifteen (15) miles per hour Fall City to North Bend. Trains handling logs—twenty (20) miles per hour.

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. **Watch Inspector**—North Bend, D. H. Phillips.

8. **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
Sammamish	9.8	1 E	6
Pickering	17.3	1 E	3
Topac	21.0	1 E 1 W	10
Grand Ridge	22.0	Siding	15
Niblock	32.5	1 W	100
Tanner	38.1	1 E	9
Weeks	38.3	1 E	20

9. **Derail Switches—**
Issaquah—Coal Mine track.
Tanner—915 feet west Milwaukee Crossing.
Preston—East end siding.

SIXTH 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 span of Bridge 38, Snohomish river.

5. **Speed Restrictions**—Trains handling logs 20 miles per hour.

6. **Special Stops, Connections, etc.**
No. 443 will stop on flag at Lake Cassidy and Sisco.

7. **Watch Inspector**—Snohomish, H. L. Emmons.

8. **Commercial Spurs—**

	Miles from Bromart	How Connected	Car Capacity
Manney	11.2	1 E	2
Lake Cassidy	12.6	1 E	3
Sisco	18.3	1 E	15

9. **Derail Switches—**
Hartford—East end of Passing track.
Hartford—East end of House track.
Machias—East end of House siding.
Manney—Spur.
Getchell—East end of House track.

SEVENTH SUBDIVISION.

(DARRINGTON BRANCH.)

1. **Speed Restrictions**—Trains handling logs 20 miles per hour. All other trains, twenty-five (25) miles per hour.

2. **Bridge and Engine Restrictions**—Trains handling logs must not exceed ten (10) miles per hour over Howe truss bridges Nos. 2, 7, 11.1, 18 and 22.

Engines Class Q-1 and heavier will not be permitted.
Speed will be restricted over Bridge 10, Deer Creek, and Bridge 18, Boulder Creek, to eight (8) miles per hour.

3. **Special Stops, Connections, Etc.**—Nos. 469 and 470 will stop at Cavano.

4. **Register Stations**—Arlington and Darrington.

5. **Register Exceptions**—Arlington third class and inferior trains register by ticket, Form 608.

6. **Bulletin Stations**—Arlington.

7. **Watch Inspector**—Arlington, Owen Parker.

8. **Commercial Spurs—**

	Miles from Arlington Jct.	How Connected	Car Capacity
Trafton	6.4	....	..
Cavano	9.0	Sid'g No. 1	31
Gay	15.3	1 W	Conn.
Sepost	16.0	1 E 1 W	14
Vallamont	19.4	1 E 1 W	9
Alvey	21.9	1 E	12
Barco	23.4	1 E	20
Andron	26.7	Wye	..

9. **Derail Switches—**
Cavano—East and west ends.
Gay—Spur.
Hazel.
Tulker—East and west ends.
Fortson—Spur.
Alvey Spur.
Barco—Spur.
Darrington—Main track, 300 feet west of depot.

EIGHTH 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.
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.

2. **Bridge Restriction—**
Ten (10) miles per hour over Bridge 14.

3. **Speed Restrictions—**
Passenger trains will not exceed schedule time and freight trains will not exceed twenty (20) miles per hour between Wickersham and Bellingham, except
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.
Trains handling logs 20 miles per hour.

4. **Special Stops, Connections, etc.**
Nos. 443 and 444 stop on flag at Gale.

5. **Register Stations—**
Wickersham and Bellingham.

6. **Bulletin Station—**
Bellingham.

7. **Watch Inspector—**
Bellingham, George E. Ludwig.

8. **Commercial Spurs—**

	Miles from Wickersham	How Connected	Car Capacity
Gale	2.6	1 W	5
Woodnite	4.3	1 W	2
Barker's Camp	8.5	....	..
Mogul	14.6	1 E	24
Matson	14.7	1 W	7
Futurity	15.3	1 E	4
Upright Shingle Co.	15.4	1 E	7

9. **Derail Switches—**

Park	Log Spur.
Woodnite	Spur.
Agate Bay	West End Siding.
Matson	Spur.
Futurity	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 brakeman has had at least one year's experience in train-service before assigning him to flagging duties.

2. Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop an approaching train.

3. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.

4. 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.

5. Except as otherwise provided, enginemen will only be required to consult register at initial or starting points.

6. Great Northern engines, mountain type, Class P-2, may be permitted to operate over the same territory as Northern Pacific Class W-3 and Great Northern engines, Pacific type, Class H-4, may be permitted to operate over the same territory as the Northern Pacific Class T engines.

7. Trains handling logs on single track when meeting passenger trains will not proceed until the passenger train has moved by the log cars. Conductors will notify dispatchers when there are logs in their trains. Conductors of trains picking up cars loaded with logs must know personally cars are not overloaded or improperly loaded and are safe to move without loss of lading.

8. 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 and Q-6 engines fifty-five (55) miles per hour.
Class W, W-1, W-2, W-4 and G. N. Class J-2 engines 40 miles per hour and Class W-3, W-5 and G. N. Class O-5 engines and heavier 35 miles per hour.
Thirty (30) miles per hou over interlocked crossings and fifteen (15) miles per hour through crossovers, rturnouts and gauntlets.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Light engines backing up twenty (20) miles per hour.

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	3000	2500	2300	2500	2000	1700
Wickersham to Hoogdale	0.9	2750	2400	2100	2400	1800	1600
Hoogdale to Clear Lake	0.3	5000	4500	4000	4500	3500	3000
Clear Lake to Edgecomb	0.6	2800	2400	2100	2400	1800	1600
Edgecomb to Bromart	0.4	5000	4600	4200	4600	3000	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 Lake	0.7	3000	2800	2600	2800	2500	2200
Lake to Keith	0.8	2800	2400	2100	2400	1800	1500
Keith to Seattle	0.5	3000	2800	2600	2800	2500	2200
Fourth Subdivision—Eastward. Woodinville to Kirkland	1.0	2205	1800	1600	1800	1215	1150
Kirkland to Black River	0.3	5000	4500	4000	4500	3500	3000
Fifth Subdivision—Eastward. North Bend to Falls City	0.7			1585		1740	1650
Falls City to Preston	2.0			700		580	550
Preston to Woodinville	0.5			2300		2000	1700
Sixth Subdivision—Eastward. Edgecomb to Getchell	1.8	1200	1000	800	1000	750	700
Getchell to Snohomish	0.8	5000	4500	4000	4500	3500	3000
Seventh Subdivision—Eastward and Westward. Arlington and Darrington	0.8			5000	5000	4500	3000
Eighth Subdivision—Eastward. Bellingham to Larson	2.1	900	725	600	725	555	525
Larson to Wickersham	0.9	3050	2400	2200	2400	2000	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	4500	4000	4500	3500	3000
Interbay to Keith	1.2	1600	1250	1100	1250	1000	900
Keith to Woodinville	0.4	3500	3000	2500	3000	2200	2000
Woodinville to Maltby	1.9	1000	830	780	830	635	600
Maltby to Bromart	0.5	2200	1800	1600	1800	1500	1400
Bromart and Snohomish to Arlington	0.8	4000	3600	3200	3600	2700	2500
Arlington to McMurray	1.0	2250	2050	1900	2050	1650	1400
McMurray to Sedro-Wooley	0.4	4000	3600	3200	3600	2500	2000
Sedro-Woolley to Thornwood	1.0	1600	1300	1050	1300	1000	950
Thornwood to Sumas	0.5	3000	2500	2300	2500	2000	1700
Fourth Subdivision—Westward. Black River to Woodinville	0.5	2500	2250	2000	2250	1700	1500
Fifth Subdivision—Westward. Woodinville to Issaquah	0.6			2500		2100	1700
Issaquah to Preston	2.3			700		550	450
Preston to Falls City	1.6			900		800	700
Falls City to North Bend	0.7			2000		1600	1500
Sixth Subdivision—Westward. Bromart and Snohomish to Hartford	0.6	2000	1700	1500	1700	1200	1100
Hartford to Getchell	1.5	1500	1200	1100	1200	1000	800
Getchell to Edgecomb	0.0	5000	4500	3500	4500	3500	3000
Eighth Subdivision—Westward. Wickersham to Mirror Lake	2.2	930	760	750	760	580	550
Mirror Lake to Silver Beach	0.9	2500	2150	1750	2150	1500	1250
Silver Beach to Larson	1.2	2000	1700	1500	1700	1300	1100
Larson to Bellingham	Down— Maximum 80 Cars.						

ALL SUBDIVISIONS—Continued.

AUTHORIZED SURGEONS

LOCATION OF STRETCHERS (S).

	Telephone Office	Residence
DR. R. H. BEACH, Chief Surgeon, Western District, Tacoma	Main 787	Main 4349
DR. R. D. WRIGHT, Assistant Surgeon, Tacoma	Main 787	Main 8482Y
DR. J. W. GULLICKSON, Assistant Surgeon, Tacoma	Main 787	Main 7874
DR. F. H. GRANDY, Interne, Tacoma Hospital	Main 787	Main 787
DR. M. P. DORMAN, Interne, Tacoma Hospital	Main 787	Main 787
DR. R. E. McPHAIL, Interne, Tacoma Hospital	Main 787	Main 787
DR. FREDERICK ADAMS, Oculist, Seattle	East 0022	Ken. 0176
DR. R. WIGHTMAN, Oculist, Seattle	East 0022	Beacon 1164
DR. P. W. WILLIS, Seattle	Main 1103	East 1172
DR. E. C. GROSS, Seattle	Main 2418	East 3725
King St. Station, Seattle (S).		
Yard Office, Seattle (S).		
DR. I. J. D. SHULER, Seattle	Sunset 0441	Ken. 2638
DR. C. L. DIXON, Renton	9J	9M
DR. E. M. ADAMS, Arlington (S)	181	182
DR. N. S. McCEADY, Snohomish (S)	21	21
DR. W. C. COX, Everett (S)	Main 161	261
DR. C. M. HUNTER, Sedro-Woolley (S)	64	242
DR. S. W. HOLTON, Sedro-Woolley	1641	453
DR. W. E. GIBSON, Issaquah (S)	253	113
DR. E. S. CLARK, Sumas (S)	X-371	X-372
DR. R. T. BURKE, North Bend	285	284
DR. ERNEST E. McKIBBEN, Kirkland	Red 345	Red 343
DR. A. M. SMITH, Bellingham (S)	1387	308
DR. L. H. MEADOWS, Clear Lake	2022	2302
Woodinville (S).		
DR. J. C. McCAULEY, Ellensburg (S)	51	52
DR. R. R. PINKARD, Ellensburg (S)	136	29X
Easton (S).		
Lester (S).		
DR. E. C. HESTON, Roslyn	601	601
DR. F. W. McKNIGHT, Cle Elum (S)	1141	411
DR. B. E. HOYE, Auburn	9J	9M
DR. WM. H. BRANDT, Auburn	22J	22M
Auburn Yard Office (S).		
Auburn Station (S).		
DR. A. E. HILLIS, Oculist, Tacoma	Main 9205	Proctor 3211
DR. W. G. CAMERON, Specialist, Tacoma	Main 9205	Main 9202
N. P. B. A. Hospital, Tacoma (S).		
DR. W. B. MITCHELL, Sumner	72	110J
DR. C. E. JUDD, Sumner	54J	54M
DR. W. M. KARSHNER, Puyallup	None	Main 94
DR. F. J. CULLEN, Puyallup	None	Red 419
DR. G. M. McGREGOR, Kent, Wash	6J	6M

First aid boxes located at the following points.
Bristol, Eagle Gorge Kanaskat (S) 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	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′
7th 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″
8th 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″

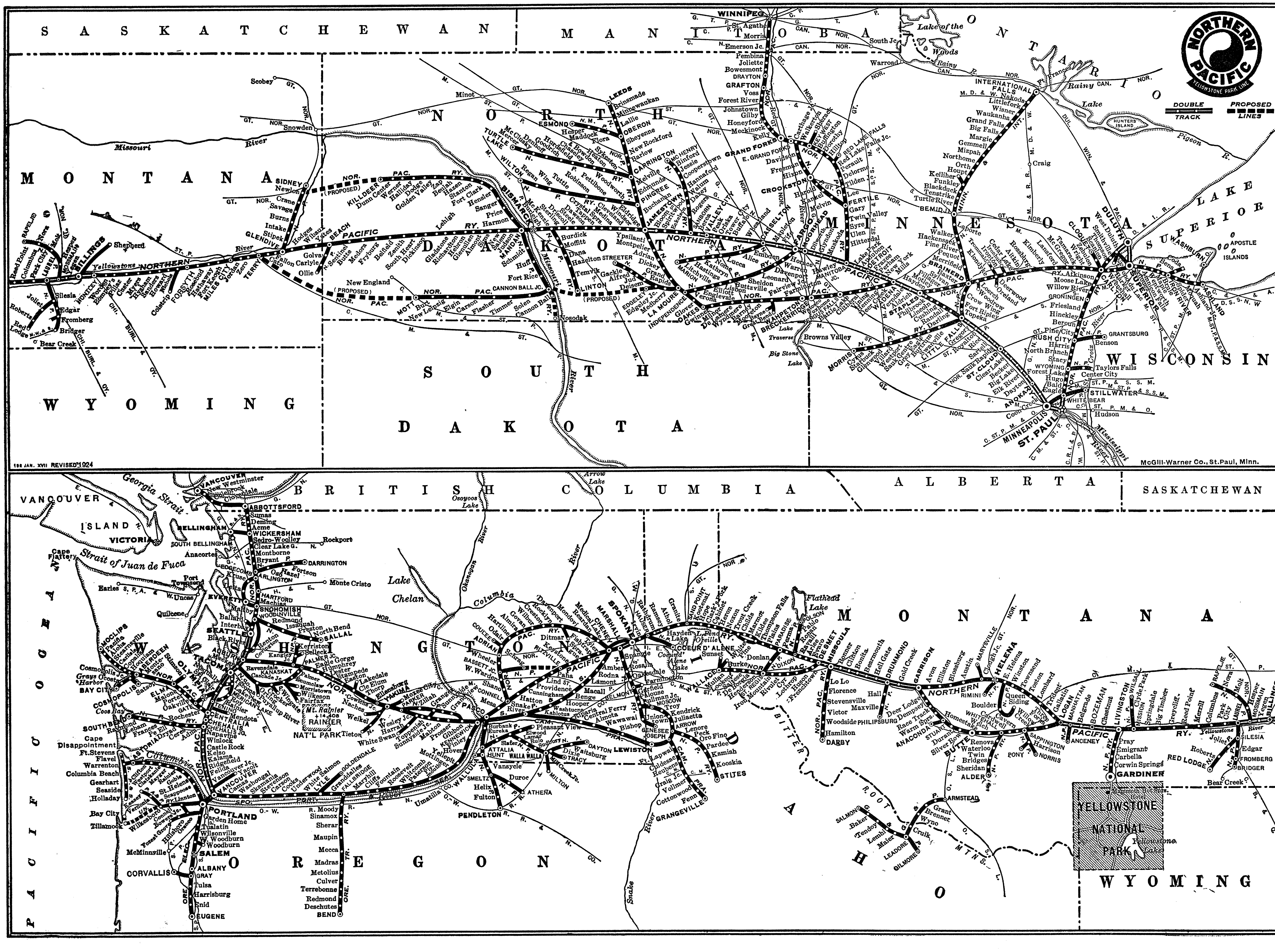
J. J. McCULLOUGH
Assistant Superintendent.

J. H. ROBINSON
Trainmaster.

J. E. CAMPBELL
Trainmaster.

J. J. SEXTON
Trainmaster.

FRANK KERGAN
Chief Dispatcher.


NORTHERN PACIFIC
YELLOWSTONE PARK LINE
DOUBLE TRACK
PROPOSED LINES
SASKATCHEWAN
MANITOBA
ONTARIO
NORTH DAKOTA
SOUTH DAKOTA
MONTANA
WYOMING
MINNESOTA
WISCONSIN
LAKE SUPERIOR
Lake of the Woods
Rainy Lake
Missouri River
Yellowstone River
WINNIPEG
GRAND FORKS
FARGO
MOORHEAD
JAMESTOWN
BISMARCK
MANDAN
DICKINSON
GLENDIVE
MILES CITY
FORSYTH
BILLINGS
DULUTH
SUPERIOR
ASHLAND
WASHBURN
BRAINERD
STAPLES
ST. CLOUD
MINNEAPOLIS
ST. PAUL
STILLWATER
INTERNATIONAL FALLS
APOSTLE ISLANDS
192 JAN. XVII REVISED 1924
McGill-Warner Co., St. Paul, Minn.
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
VANCOUVER ISLAND
VICTORIA
VANCOUVER
WASHINGTON
OREGON
IDAHO
MONTANA
WYOMING
PACIFIC OCEAN
Strait of Juan de Fuca
Georgia Strait
SEATTLE
TACOMA
OLYMPIA
EVERETT
BELLINGHAM
ABBOTTSFORD
SPOKANE
YAKIMA
PASCO
WALLA WALLA
PENDLETON
LEWISTON
GRANGEVILLE
COEUR D'ALENE
WALLACE
MISSOULA
HELENA
BUTTE
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GARDINER
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RAINIER NAT'L PARK
YELLOWSTONE NATIONAL PARK
Mammoth Hot Sprs. Hotel
Yellowstone Lake
Columbia River
Snake River
Lake Chelan
Flathead Lake
BITTER ROOT MTNS.