

# **NORTHERN PACIFIC RAILWAY COMPANY.**

## **SEATTLE DIVISION**

# **TIME 52E TABLE**

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

**SUNDAY, NOVEMBER 21, 1926.**

**For the Government of Employees 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

| THIRD CLASS        |                     |  |           |           |           |           |           |           | FIRST CLASS              |                            |            |           |           |           |           |           |  | SECOND CLASS |  | THIRD CLASS        |                     |
|--------------------|---------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------|----------------------------|------------|-----------|-----------|-----------|-----------|-----------|--|--------------|--|--------------------|---------------------|
| 939                | 937                 |  | 603       | 337       | 333       | 41        | 3         | 1         | STATIONS                 |                            |            |           |           |           |           |           |  | 602          |  | 938                | 940                 |
| Way Freight        | Way Freight         |  | Freight   | Passenger | Passenger | Passenger | Passenger | Passenger | STATIONS                 |                            |            |           |           |           |           |           |  | Freight      |  | Way Freight        | Way Freight         |
| Mo., We., and Fri. | Tu., Thu., and Sat. |  | Daily     | Daily     | Daily     | Daily     | Daily     | Daily     | STATIONS                 |                            |            |           |           |           |           |           |  | Daily        |  | Mo., We., and Fri. | Tu., Thu., and Sat. |
| L 8.00AM           |                     |  | L 4.20PM  | L 10.00AM | L 1.40AM  | L 4.25AM  | L 4.05PM  | L 2.18AM  | EB ELLENSBURG 3.6        | DN 102.1                   |            | A 2.15PM  | A 12.12AM | A 10.00PM | A 5.05AM  | A 12.50PM |  | A 10.30AM    |  |                    | A 2.00PM            |
| s 8.15             |                     |  | 4.37      | 10.07     | 1.47      | 4.31      | 4.12      | 2.25      | SHOSKIN 4.0              | P 98.5                     | 78         | 2.08      | 12.05AM   | 9.52      | 4.57      | 12.42     |  | 10.07        |  |                    | s 1.30              |
| s 8.35             |                     |  | 4.58      | 10.15     | 1.55      | 4.38      | 4.18      | 2.31      | TP THORP 2.8             | DN 94.5                    | E 78 W 105 | 2.01      | 11.58PM   | 9.43      | 4.50      | 12.35     |  | 9.40         |  |                    | s 1.10              |
| s 8.45             |                     |  | 5.10      | 10.20     | 2.00      | 4.42      | 4.24      | 2.36      | DUDLEY 4.2               | P 91.7                     | E 78 W 78  | 1.58      | 11.54     | 9.35      | 4.42      | 12.29     |  | 9.20         |  |                    | s 12.50             |
| s 9.05             |                     |  | 5.30      | 10.28     | 2.08      | 4.49      | 4.31      | 2.44      | KOUNTZE 2.6              | P 87.5                     | 78         | 1.50      | 11.46     | 9.28      | 4.30      | 12.21     |  | 9.05         |  |                    | s 12.36             |
| s 9.15             |                     |  | 5.40      | 10.34     | 2.12      | 4.53      | 4.35      | 2.48      | BRISTOL 3.8              | Lap Siding 84.9            | E 74 W 78  | 1.45      | 11.42     | 9.23      | 4.24      | 12.16     |  | 8.50         |  |                    | s 12.27             |
| s 9.35             |                     |  | 5.55      | 10.40     | 2.18      | 4.59      | 4.40      | 2.53      | TEANAWAY 3.8             | Lap Siding 81.1            | E 78 W 78  | 1.38      | 11.36     | 9.17      | 4.18      | 12.09     |  | 8.35         |  |                    | s 12.17             |
| s 9.55             |                     |  | 6.15      | 10.46     | 2.25      | 5.05      | 4.46      | 2.59      | CL CLE ELUM 4.2          | DN 77.3                    | E 60 W 60  | s 1.31    | 11.30     | 9.10      | 4.12      | 12.02PM   |  | 8.20         |  |                    | s 12.07PM           |
| 11.54AM            |                     |  | 6.35      | 10.58     | 2.40      | 5.18      | 4.57      | 3.10      | BAKER 2.7                | P 73.1                     | 78         | 1.22      | 11.20     | 9.00      | 3.47      | 11.47     |  | 8.00         |  |                    | s 10.28             |
| s 12.05PM          |                     |  | 6.45      | 11.06     | 2.45      | 5.23      | 5.01      | 3.16      | NELSON 2.7               | P 70.4                     | E 78 W 78  | 1.18      | 11.16     | 8.55      | 3.43      | 11.42     |  | 7.50         |  |                    | s 10.15             |
| s 12.20            |                     |  | 7.00      | 11.12     | 2.50      | 5.27      | 5.05      | 3.21      | TALMAGE 2.7              | P 67.7                     | 78         | 1.14      | 11.12     | 8.50      | 3.39      | 11.37     |  | 7.40         |  |                    | 10.00               |
| s 12.35            |                     |  | 7.20      | 11.20     | 3.00      | 5.35      | 5.15      | 3.32      | ES EASTON 4.0            | DN 64.0                    | 68         | s 1.07    | 11.05     | 8.42      | 3.32      | 11.30     |  | 7.25         |  |                    | s 9.40              |
| s 1.07             |                     |  | 7.40      | 11.28     | 3.13      | 5.46      | 5.26      | 3.45      | C. M. & St. P. UPHAM 4.4 | Crossover Track Conn. 60.0 | W 68       | 12.58     | 10.55     | 8.30      | 3.20      | 11.21     |  | 7.05         |  |                    | s 9.10              |
| s 1.30             |                     |  | 8.20      | 11.40     | 3.30      | 6.01      | 5.40      | 4.00      | RT MARTIN 3.2            | DN 55.6                    | E 70 W 90  | 12.48     | 10.46     | 8.20      | 3.11      | 11.12     |  | 6.45         |  |                    | s 8.50              |
| s 1.50             |                     |  | 8.35      | 11.49     | 3.39      | 6.10      | 5.49      | 4.09      | SI STAMPEDE 2.3          | DN 52.4                    | E 70 W 70  | 12.39     | 10.37     | 8.11      | 3.02      | 11.02     |  | 6.25         |  |                    | s 8.35              |
| s 2.10             |                     |  | 8.50      | 11.55AM   | 3.45      | 6.15      | 5.54      | 4.14      | BORUP 2.8                | P 50.1                     | E 68       | 12.30     | 10.28     | 8.02      | 2.53      | 10.53     |  | 6.05         |  |                    | s 8.15              |
| s 2.30             |                     |  | 9.00      | 12.01PM   | 3.52      | 6.21      | 6.00      | 4.20      | KD KENNEDY 4.9           | Crossover 47.3             | E 70       | 12.20PM   | 10.18     | 7.52      | 2.43      | 10.46     |  | 5.40         |  |                    | s 8.00              |
| s 2.55             |                     |  | 9.33      | 12.17     | 4.10      | 6.36      | 6.15      | 4.35      | DM LESTER 2.0            | DN 42.4                    | E 68 W 68  | 11.59AM   | 9.58      | 7.32      | 2.25      | 10.32     |  | 4.40         |  | A 3.15PM           | L 7.30AM            |
| A 3.15PM           |                     |  | 9.50      | 12.22     | 4.14      | 6.40      | 6.20      | 4.40      | HOT SPRINGS 5.2          | P 40.4                     | 78         | 11.52     | 9.50      | 7.25      | 2.17      | 10.24     |  | 3.57         |  |                    | s 3.00              |
| s 7.10             |                     |  | 10.00     | 12.32     | 4.24      | 6.49      | 6.28      | 4.50      | MY MAYWOOD 3.9           | Lap Siding 35.2            | E 78 W 78  | 11.43     | 9.40      | 7.15      | 2.08      | 10.14     |  | 3.40         |  |                    | s 2.10              |
| s 7.30             |                     |  | 10.15     | 12.40     | 4.30      | 6.57      | 6.36      | 4.57      | HUMPHREY 3.5             | P 31.3                     | E 78 W 78  | 11.35     | 9.32      | 7.07      | 2.00      | 10.05     |  | 3.28         |  |                    | s 1.50              |
| s 7.50             |                     |  | 10.30     | 12.50     | 4.38      | 7.03      | 6.42      | 5.06      | EG EAGLE GORGE 2.2       | Lap Siding 27.8            | E 60 W 78  | 11.29     | 9.25      | 7.00      | 1.53      | 9.56      |  | 3.15         |  |                    | s 12.50             |
| s 8.15             |                     |  | 10.40     | 12.56     | 4.43      | 7.07      | 6.55      | 5.12      | LEMOLO 4.7               | P 25.6                     | 78         | 11.24     | 9.20      | 6.55      | 1.48      | 9.50      |  | 3.08         |  |                    | s 12.15PM           |
| s 8.30             |                     |  | 11.00     | 1.05      | 4.50      | 7.15      | 7.03      | 5.22      | JC PALMER JCT. 1.2       | D 20.9                     | 78         | 11.14     | 9.10      | 6.43      | 1.40      | 9.41      |  | 2.52         |  |                    | s 11.45AM           |
| s 8.50             |                     |  | 11.05     | 1.10      | 4.55      | 7.18      | 7.08      | 5.25      | W Y OX KANASKAT 3.3      | DN 19.7                    | 78         | 11.10     | 9.07      | 6.40      | 1.36      | 9.38      |  | 2.47         |  |                    | s 11.35             |
| s 9.31             |                     |  | 11.15     | 1.17      | 5.02      | 7.23      | 7.13      | 5.30      | BYRD 2.1                 | P 16.4                     | 78         | 11.00     | 8.58      | 6.30      | 1.25      | 9.25      |  | 2.37         |  |                    | s 11.12             |
| s 10.10            |                     |  | 11.22     | 1.22      | 5.10      | 7.28      | 7.18      | 5.35      | AR RAVENSDALE 6.8        | DN 14.3                    | E 78 W 200 | 10.54     | 8.52      | 6.26      | 1.19      | 9.21      |  | 2.28         |  |                    | s 10.54             |
| s 10.54            |                     |  | 11.44     | 1.35      | 5.22      | 7.38      | 7.28      | 5.45      | CO COVINGTON 3.0         | Lap Siding 7.5             | E 78 W 78  | 10.40     | 8.38      | 6.11      | 1.06      | 9.08      |  | 2.05         |  |                    | s 9.30              |
| s 11.20            |                     |  | 11.55PM   | 1.41      | 5.30      | 7.43      | 7.35      | 5.50      | WYNACO 4.5               | P 4.5                      | 78         | 10.32     | 8.32      | 6.04      | 12.59     | 9.02      |  | 1.55         |  |                    | s 9.15              |
| s 11.40AM          |                     |  | A 12.15PM | A 12.10AM | A 1.50PM  | A 5.40AM  | A 7.50AM  | A 7.45PM  | GR EAST AUBURN           | DN 0.0                     | 55         | L 10.23AM | L 8.23PM  | L 5.55PM  | L 12.50AM | L 8.55AM  |  | L 1.40AM     |  |                    | L 9.00AM            |
| 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      |                          |                            |            | 3.52      | 3.49      | 4.05      | 4.00      | 3.40      |  | 8.17         |  | 6.15               | 5.04                |
| 10.8               | 8.1                 |  | 13.0      | 26.6      | 25.5      | 29.8      | 27.8      | 27.6      |                          |                            |            | 26.4      | 26.7      | 25.0      | 25.5      | 27.8      |  | 12.3         |  | 6.7                | 11.7                |

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

SEE SPECIAL INSTRUCTIONS, PAGES 5, 6, 7, 8 and 9.

## WESTWARD

**SECOND SUBDIVISION.**  
**(MAIN LINE.)**

## EASTWARD

| THIRD CLASS |  |  |                |                   | SECOND CLASS |          |          | FIRST CLASS |  |            | Water, Fuel, Scales,<br>Turn Tables, Wyee and<br>Yard Limits | Station Numbers | Distance from<br>King St. Sta., Seattle | Time Table No. 52E<br>November 21, 1926<br>Succeeding No. 52D |       | Distance from<br>Sumas | Car Capacity of<br>Sidings | FIRST CLASS |          | SECOND CLASS |            |            | THIRD CLASS |          |          |  |                    |                |  |  |  |  |
|-------------|--|--|----------------|-------------------|--------------|----------|----------|-------------|--|------------|--|-----------------|---|---|-------|------------------------|----------------------------|-------------|----------|--------------|------------|------------|-------------|----------|----------|--|--------------------|----------------|--|--|--|--|
|             |  |  | 935            | 923               |              | 469      | 675      |             |  | 443        |  |                 |   |   |       |                        |                            |             |          |              |            | 444        |             | 470      | 676      |  | 924                | 936            |  |  |  |  |
|             |  |  | Way<br>Freight | Way<br>Freight    |              | Mixed    | Freight  |             |  | Passenger  |  |                 |   |   |       |                        |                            |             |          |              |            | Passenger  |             | Mixed    | Freight  |  | Way<br>Freight     | Way<br>Freight |  |  |  |  |
|             |  |  | Ex. Sun.       | Mo., We.,<br>Fri. |              | Ex. Sun. | Ex. Sat. |             |  | Ex. Sun.   |  |                 |   |   |       |                        |                            |             |          |              |            | Ex. Sun.   |             | Ex. Sun. | Ex. Sat. |  | Tu., Thu.,<br>Sat. | Ex. Mon.       |  |  |  |  |
|             |  |  |                | L 9.35AM          |              |          |          |             |  | L 7.50AM   | X  |                 | 0.0                                     | UD SEATTLE DN   | 128.0 | A s 6.45PM             |                            |             | A 1.00AM |              | A s 2.25PM |            |             |          |          |  |                    |                |  |  |  |  |
|             |  |  |                | 9.50              |              |          |          |             |  | 7.55       |  |                 | 1.4                                     | NORTH PORTAL  | 126.6 | 6.40                   |                            |             | 12.50    |              | 2.10       |            |             |          |          |  |                    |                |  |  |  |  |
|             |  |  |                | s10.05            |              |          |          |             |  | f 8.03     | W O X  | CF 35           | 4.0                                     | INTERBAY  | 124.0 | f 6.32                 |                            |             | 12.40    |              | s 2.00     |            |             |          |          |  |                    |                |  |  |  |  |
|             |  |  |                | 10.15             |              |          |          |             |  | s 8.11     | W X Y  | CF 37           | 6.9                                     | FR FREMONT D  | 121.1 | s 6.24                 |                            |             | 12.30    |              | 1.45       |            |             |          |          |  |                    |                |  |  |  |  |
|             |  |  |                | 10.25             |              |          |          |             |  | s 8.21     |  | CF 39           | 8.7                                     | BK UNIVERSITY D   | 119.3 | s 6.16                 |                            |             | 12.20AM  |              | 1.35       |            |             |          |          |  |                    |                |  |  |  |  |
|             |  |  |                | s10.45            |              |          |          |             |  | f 8.37     |  | CF 46           | 15.8                                    | LAKE  | 112.2 | f 5.59                 |                            |             | 11.55PM  |              | s 1.05     |            |             |          |          |  |                    |                |  |  |  |  |
|             |  |  |                | s11.00            |              |          |          |             |  | s 8.54     |  | CF 53           | 22.6                                    | B BOTHELL D   | 105.4 | s 5.44                 |                            |             | 11.35    |              | s12.40     | See page 3 |             |          |          |  |                    |                |  |  |  |  |
|             |  |  |                | L12.10PM          | A11.10AM     |          | L 8.59AM |             |  | s 8.59     | W C T X  | CF 55           | 24.3                                    | CJ WOODINVILLE D  | 103.7 | s 5.39                 |                            |             | 11.25    |              | L12.30PM   | A12.10PM   |             |          |          |  |                    |                |  |  |  |  |
|             |  |  |                | s12.50            | See Page 2   |          | 9.40     |             |  | s 9.14     | X  | CF 60           | 30.1                                    | MB MALTBY D   | 97.9  | s 5.26                 |                            |             | 11.05    |              |            | s11.40AM   |             |          |          |  |                    |                |  |  |  |  |
|             |  |  |                | s1.35             |              |          | 10.00    |             |  | A 9.29AM   | C X  |                 | 37.5                                    | BROMART   | 90.5  | Spur 5 5.11            |                            |             | 10.25    |              |            | 10.33      |             |          |          |  |                    |                |  |  |  |  |
|             |  |  |                | A 1.40PM          |              |          | 10.05AM  |             |  | See Page 4 |  |                 | 38.1                                    | HO G. N. Stn.-Snohomish.DN                                    | 89.9  | 76 L 5.10PM            |                            |             | 11.20PM  |              |            | L 9.30AM   |             |          |          |  |                    |                |  |  |  |  |

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

|  |  |  |          |  |  |  |           |  |  |  |               |           |       |      |                                 |                       |      |      |     |          |  |  |  |              |  |  |  |          |  |  |
|--|--|--|----------|--|--|--|-----------|--|--|--|---------------|-----------|-------|------|---------------------------------|-----------------------|------|------|-----|----------|--|--|--|--------------|--|--|--|----------|--|--|
| BETWEEN SNOWHISH AND LOWELL TRAINS WILL BE GOVERNED BY GREAT NORTHERN RY. TIME TABLE RULES AND REGULATIONS |  |  |          |  |  |  |           |  |  |  |               |           |       |      |                                 |                       |      |      |     |          |  |  |  |              |  |  |  |          |  |  |
|  |  |  | L 2.00PM |  |  |  | L 10.25AM |  |  |  | Hartford Line | X         | B B 6 | 43.9 | W                               | LOWELL<br>1.5         | DN   | 84.1 | 70  | A 5.00PM |  |  |  | A 10.00PM    |  |  |  | A 9.10AM |  |  |
|  |  |  | A 2.10PM |  |  |  | 10.35     |  |  |  |               | WCOY<br>X | B B 8 | 45.4 | EV                              | EVERETT<br>1.2        | DN   | 82.6 | 100 | s 4.55   |  |  |  | 9.50<br>9.30 |  |  |  | L 9.00AM |  |  |
|  |  |  |          |  |  |  |           |  |  |  |               | X         |       | 46.6 | PQ                              | G. N. JUNCTION<br>0.1 | DN   | 81.4 |     |          |  |  |  |              |  |  |  |          |  |  |
|  |  |  |          |  |  |  |           |  |  |  |               |           |       | 46.7 | C. M. & St. P. R. R.            | CROSSING<br>0.7       |      | 81.3 |     |          |  |  |  |              |  |  |  |          |  |  |
|  |  |  |          |  |  |  |           |  |  |  |               |           |       | 47.4 | C. M. & St. P. R. R.            | CROSSING<br>0.5       |      | 80.6 |     |          |  |  |  |              |  |  |  |          |  |  |
|  |  |  |          |  |  |  |           |  |  |  |               |           |       | 47.9 | ROGER                           | 0.5                   |      | 80.1 | 160 |          |  |  |  |              |  |  |  |          |  |  |
|  |  |  |          |  |  |  | A 11.05AM |  |  |  |               |           |       | 48.4 | WY DELTA WYE<br>Interlocked 6.0 | DN                    | 79.6 |      |     | L 4.44PM |  |  |  | L 9.15PM     |  |  |  |          |  |  |

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

[illegible]

**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.<br>(ROSLYN BRANCH.)                        |          |                             |              | EASTWARD     |    |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| SECOND CLASS |  |  |  | Time Table No. 52E<br>November 21, 1926<br>Succeeding No. 52D | STATIONS | Telegraph Offices and Calls | SECOND CLASS |              |    |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Mixed        |  |  |  |   |          |                             | Mixed        |              |    |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ex. Sun.     |  |  |  |   |          |                             | Ex. Sun.     |              |    |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| L 7.00AM     |  |  |  |   |          |                             | A 8.10AM     |              |    |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|              |  |  |  | WCY XO  | 1873     | 0.0                         | CL           | CLE ELUM 2.0 | DN | 7.2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## EASTWARD

| THIRD CLASS |             | FIRST CLASS |           |             |        | Time Table No. 52E                       |    |                        |   |      | FIRST CLASS |                          | THIRD CLASS |            |
|-------------|-------------|-------------|-----------|-------------|--------|--|----|------------------------|---|------|-------------|--------------------------|-------------|------------|
|             | 931         |             | 443       |             |        | November 21, 1926<br>Succeeding No. 52-D |    |                        |   |      | 444         |                          | 932         |            |
|             | Way Freight |             | Passenger |             |        | STATIONS                                 |    |                        |   |      | Passenger   |                          | Way Freight |            |
|             | Ex. Sat.    |             | Ex. Sun.  |             |        | Telegraph Offices and Calls              |    |                        |   |      | Ex. Sun.    |                          | Ex. Sat.    |            |
|             | L 5.00PM    |             | L 11.50AM | YW          | CF 123 | 0.0                                      | WK | WICKERSHAM<br>1.3      | D | 20.5 | 75          | A See page 2<br>s 3.00PM |             | A s 3.50PM |
|             | s 5.15      |             | f 11.55AM |             | B M 1  | 1.3                                      |    | MIRROR LAKE<br>2.5     |   | 19.2 | 33          | f 2.50                   |             | s 3.40     |
|             | s 5.30      |             | f 12.05PM |             | B M 4  | 3.8                                      |    | PARK<br>1.0            |   | 16.7 | 15          | f 2.43                   |             | s 3.30     |
|             | s 5.35      |             | f 12.08   | W 2 s<br>MW | B M 5  | 4.8                                      |    | BLUE CANYON<br>4.1     |   | 15.7 | 20          | f 2.40                   |             | s 3.25     |
|             | f           |             | f 12.23   |             | B M 9  | 8.9                                      |    | TOWANDA<br>2.5         |   | 11.6 |             | f 2.26                   |             | f          |
|             | s 6.00      |             | f 12.29   |             | B M 11 | 11.4                                     |    | AGATE BAY<br>3.7       |   | 9.1  | 35          | f 2.19                   |             | s 3.05     |
|             | s 6.20      |             | f 12.37   |             | B M 15 | 15.1                                     |    | SILVER BEACH<br>1.0    |   | 5.4  |             | f 2.10                   |             | s 2.55     |
|             | s 6.25      |             | 12.40     |             | B M 16 | 16.1                                     |    | LARSON<br>4.4          |   | 4.4  | 30          | 2.07                     |             | s 2.45     |
|             | A s 7.00PM  |             | A 12.55PM | WYCO<br>X   | B M 20 | 20.5                                     | WD | BELLINGHAM             | D | 0.0  | 50          | L 1.55PM                 |             | L 2.10PM   |
|             | 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.**

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**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. 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. 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. **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.

To use the switches in Old Stampede yard, the staff must be used to unlock switch levers, 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

15. **Mountain Grade Operation.**

Mountain grade between Easton and Lester.

a 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.

b At Martin when block is not clear for eastward trains operator will head them in on eastward siding.

c At Easton eastward freight trains will stop clear of cross-over at the water tank.

d 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.

e Normal position of double track switches at Easton and Stampede will be for westward trains and at Martin and Lester for eastward trains.

f Eastward freight trains will stop at Lester for Terminal Air Test and at Easton for inspection and to cool wheels.

g 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.

h 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.

i 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.

j 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.

k 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.

l 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.

m 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.

n 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.

o 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.

p 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.

16. **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.

17. **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.

No. 333 will stop on flag at Old Stampede instead of Stampede.

18. **Register Stations—**

Ellensburg.

Easton—For westward trains and trains originating and terminating.

Lester—For eastward trains and trains originating and terminating.

East Auburn.

19. **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.

20. **Clearance Exceptions—**

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

21. **Bulletin Stations—**

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

22. **Standard Time Clocks—**

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

23. **Watch Inspectors—**

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

24. **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.

| 25. 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.)

- 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.
- 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, upper 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.
- Logs**—Freight trains containing cars loaded with logs must not be run via King Street Tunnel.
- 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.
- Draw Spans**—Skagit River Bridge between Sedro-Woolley and Clear Lake Salmon Bay Bascule Drawbridge, between Interbay and Fremont.
- 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.
- Pusher District**—Between Snohomish and Woodinville.
- At Fremont**—Depot is located one-half mile west of passing siding.
- At Sedro-Woolley**—G. N. Crossings are protected against eastward N. P. trains by hand throw derail 200 feet west of first crossing. Deraill must be left in derail position when N. P. track is not in use.
- 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.
- 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 Weyerhaeuser 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.

- Speed Restrictions**—Fifteen (15) miles per hour over the crossing on North-lake 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.
- Special Stops, Connections, etc.**  
Nos. 443 and 444 will stop on flag at Prairie, Pilchuck, Hoogdale, Delvan, Ehrlich, Days, Cathcart.
- Register Stations**—  
Seattle (King St. Station), Woodinville, Kruse, G. N. Station Snohomish, Sedro-Woolley, Wickersham, Everett and Sumas.

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

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

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

- 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            |

- Deraill 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.)

- At Roslyn** Eastward trains departing must keep at least twenty (20) minutes apart.
- At Beekman**, engines must not pass under the tippie tracks on the Roslyn Fuel Company's tracks.
- At Cle Elum**, Eastward trains must come to a stop 1200 feet west of wye switch
- Speed Restrictions**—Cle Elum ten (10) miles per hour through incorporated city limits.
- Register Station**—Cle Elum.
- Clearance Exceptions**—474 will not require clearance at Beekman.
- Bulletin Station**—Cle Elum.
- Deraill Switches**—  
Roslyn—East End Siding.

## FOURTH SUBDIVISION.

## (BELT LINE.)

- At Kirkland**, Depot is located 2250 feet east of passing siding.
  - At Wilburton**, Depot is located 600 feet east of passing siding.
  - 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
  - Speed Restrictions**—  
Class "W" and heavier engines, twenty (20) miles per hour between Black River and Woodinville.
  - Register Stations**—  
Black River and Woodinville.
  - 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            |
| Midlakes.....        | 12.7                   | 1 E           | 5            |
- Deraill Switches**—P. C. R. R. Crossing at Renton is protected by deraills 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 deraills is against N. P. trains.  
Maycreek Spur.  
Midlakes—Godsey's and Kardong Spurs.
  - 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**—At 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 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.**  
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.  
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.  
Light engines backing up twenty (20) miles per hour.



TONNAGE RATINGS—FREIGHT ENGINES.

FIRST SUBDIVISION—EASTWARD.

| DISTRICT                  | Ruling<br>Grade<br>% | Class<br>Z 3            | Class<br>Z              | Class<br>W 3            | Class<br>W | Class<br>Y 5 | Class<br>Y 2 | Class<br>F 1 | Class<br>S | Class<br>E 4 | Class<br>E 3 | Class<br>D 3 | Class<br>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                 | Maxi-<br>mum<br>99 Cars | Maxi-<br>mum<br>99 Cars | Maxi-<br>mum<br>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 | Maxi-<br>mum<br>99 Cars | Maxi-<br>mum<br>99 Cars | Maxi-<br>mum<br>99 Cars |      |      |      |      |      |     |     |     |     |

Between Easton and Lester maximum 80 cars.

| DISTRICTS.                                 | Ruling<br>Grade<br>% | Class<br>W 3 | Class<br>W | Class<br>Y 2 | Class<br>Y 5 | Class<br>S 4 | Class<br>F 1 | DISTRICTS.                                  | Ruling<br>Grade<br>%  | Class<br>W 3 | Class<br>W | Class<br>Y 2 | Class<br>Y 5 | Class<br>S 4 | Class<br>F 1 |
|--|----------------------|--------------|------------|--------------|--------------|--------------|--------------|---|-----------------------|--------------|------------|--------------|--------------|--------------|--------------|
| Second Subdivision—Eastward.               |                      | Tons         | Tons       | Tons         | Tons         | Tons         | Tons         | Second Subdivision—Westward.                |                       | Tons         | Tons       | Tons         | Tons         | Tons         | Tons         |
| Sumas to Wickersham. . . . .               | 0.5                  | 3000         | 2500       | 2300         | 2500         | 2000         | 1700         | Seattle to Interbay. . . . .                | 0.0                   | 5000         | 4500       | 4000         | 4500         | 3500         | 3000         |
| Wickersham to Hoogdale. . . . .            | 0.9                  | 2750         | 2400       | 2100         | 2400         | 1800         | 1600         | Interbay to Keith. . . . .                  | 1.2                   | 1600         | 1250       | 1100         | 1250         | 1000         | 900          |
| Hoogdale to Clear Lake. . . . .            | 0.3                  | 5000         | 4500       | 4000         | 4500         | 3500         | 3000         | Keith to Woodinville. . . . .               | 0.4                   | 3500         | 3000       | 2500         | 3000         | 2200         | 2000         |
| Clear Lake to Edgecomb. . . . .            | 0.6                  | 2800         | 2400       | 2100         | 2400         | 1800         | 1600         | Woodinville to Maltby. . . . .              | 1.9                   | 1000         | 830        | 780          | 830          | 635          | 600          |
| Edgecomb to Bromart. . . . .               | 0.4                  | 5000         | 4600       | 4200         | 4600         | 3000         | 2500         | Maltby to Bromart. . . . .                  | 0.5                   | 2200         | 1800       | 1600         | 1800         | 1500         | 1400         |
| Bromart and Snohomish to Maltby. . . . .   | 1.8                  | 1100         | 900        | 800          | 910          | 660          | 625          | Bromart and Snohomish to Arlington. . . . . | 0.8                   | 4000         | 3600       | 3200         | 3600         | 2700         | 2500         |
| Maltby to Woodinville. . . . .             | Down                 | 5000         | 4000       | 4000         | 4000         | 3170         | 3000         | Arlington to McMurray. . . . .              | 1.0                   | 2250         | 2050       | 1900         | 2050         | 1650         | 1400         |
| Woodinville to Lake. . . . .               | 0.7                  | 3000         | 2800       | 2600         | 2800         | 2500         | 2200         | McMurray to Sedro-Woolley. . . . .          | 0.4                   | 4000         | 3600       | 3200         | 3600         | 2500         | 2000         |
| Lake to Keith. . . . .                     | 0.8                  | 2800         | 2400       | 2100         | 2400         | 1650         | 1500         | Sedro-Woolley to Thornwood. . . . .         | 1.0                   | 1600         | 1300       | 1050         | 1300         | 1000         | 950          |
| Keith to Seattle. . . . .                  | 0.5                  | 3000         | 2800       | 2600         | 2800         | 2500         | 2200         | Thornwood to Sumas. . . . .                 | 0.5                   | 3000         | 2500       | 2300         | 2500         | 2000         | 1700         |
| Fourth Subdivision—Eastward.               |                      |              |            |              |              |              |              | Fourth Subdivision—Westward.                |                       |              |            |              |              |              |              |
| Woodinville to Kirkland. . . . .           | 1.0                  | 2205         | 1800       | 1600         | 1800         | 1215         | 1150         | Black River to Woodinville. . . . .         | 0.5                   | 2500         | 2250       | 2000         | 2250         | 1700         | 1500         |
| Kirkland to Black River. . . . .           | 0.3                  | 5000         | 4500       | 4000         | 4500         | 3500         | 3000         | Fifth Subdivision—Westward.                 |                       |              |            |              |              |              |              |
| Fifth Subdivision—Eastward.                |                      |              |            |              |              |              |              | Woodinville to Issaquah. . . . .            | 0.6                   |              |            | 2500         |              | 2100         | 1700         |
| North Bend to Falls City. . . . .          | 0.7                  |              |            | 1585         |              | 1740         | 1650         | Issaquah to Preston. . . . .                | 2.3                   |              |            | 700          |              | 550          | 450          |
| Falls City to Preston. . . . .             | 2.0                  |              |            | 700          |              | 580          | 550          | Preston to Falls City. . . . .              | 1.6                   |              |            | 900          |              | 800          | 700          |
| Preston to Woodinville. . . . .            | 0.5                  |              |            | 2300         |              | 2000         | 1700         | Falls City to North Bend. . . . .           | 0.7                   |              |            | 2000         |              | 1600         | 1500         |
| Sixth Subdivision—Eastward.                |                      |              |            |              |              |              |              | Sixth Subdivision—Westward.                 |                       |              |            |              |              |              |              |
| Edgecomb to Getchell. . . . .              | 1.8                  | 1200         | 1000       | 800          | 1000         | 750          | 700          | Bromart and Snohomish to Hartford. . . . .  | 0.6                   | 2000         | 1700       | 1500         | 1700         | 1200         | 1100         |
| Getchell to Snohomish. . . . .             | 0.8                  | 5000         | 4500       | 4000         | 4500         | 3500         | 3000         | Hartford to Getchell. . . . .               | 1.5                   | 1500         | 1200       | 1100         | 1200         | 1000         | 800          |
|  |                      |              |            |              |              |              |              | Getchell to Edgecomb. . . . .               | 0.0                   | 5000         | 4500       | 3500         | 4500         | 3500         | 3000         |
| Seventh Subdivision—Eastward and Westward. |                      |              |            |              |              |              |              | Eighth Subdivision—Westward.                |                       |              |            |              |              |              |              |
| Arlington and Darrington. . . . .          | 0.8                  |              |            | 5000         | 5000         | 4500         | 3000         | Wickersham to Mirror Lake. . . . .          | 2.2                   | 930          | 760        | 750          | 760          | 580          | 550          |
| Eighth Subdivision—Eastward.               |                      |              |            |              |              |              |              | Mirror Lake to Silver Beach. . . . .        | 0.9                   | 2500         | 2150       | 1750         | 2150         | 1500         | 1250         |
| Bellingham to Larson. . . . .              | 2.1                  | 900          | 725        | 600          | 725          | 555          | 525          | Silver Beach to Larson. . . . .             | 1.2                   | 2000         | 1700       | 1500         | 1700         | 1300         | 1100         |
| Larson to Wickersham. . . . .              | 0.9                  | 3050         | 2400       | 2200         | 2400         | 2000         | 1800         | Larson to Bellingham. . . . .               | Down—Maximum 80 Cars. |              |            |              |              |              |              |

ALL SUBDIVISIONS—Continued.

AUTHORIZED SURGEONS  
LOCATION OF STRETCHERS (S).

|   | Telephone   | Residence    |
|---|-------------|--------------|
|   | Office      |              |
| 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. S. R. BOYNTON, Bellingham.....                            |             |              |
| 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).                                       |             |              |
| 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  | Per Mile | Miles    |
|-------|----------|----------|
| Mins. | Secs.    | 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.

