

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 54 TABLE

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

SUNDAY, MAY 6, 1928.

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

A. V. BROWN,
General Manager.

J. E. CRAVER,
General Superintendent.

M. G. CRAWFORD,
Assistant General Superintendent of Transportation.
P. H. McCAULEY,
General Superintendent of Transportation.

F. R. BARTLES,
Superintendent.

WESTWARD

FIRST SUBDIVISION. (MAIN LINE.)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS				Water, Fuel, Scales, Turn Tables, Wye and Yard Limits	Station Numbers	Distances from Ellensburg	Time Table No. 54 May 6, 1928 Succeeding No. 53			Distances from East Auburn	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS	
939	937	603	337	333	3	1	STATIONS				2	4	334			338	602	938	940				
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight									
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Mo., We., and Fri.	Tu., Thu., and Sat.									
L 7.00AM		L 4.20PM	L 9.15AM	L 12.25AM	L 3.45PM	L 1.40AM	W C O X T	1848	0.0	EB ELLENSBURG 3.6	DN	102.1	Yard	A 3.30PM	A 11.52PM	A 5.05AM	A 8.45PM	A 10.30AM		A 2.00PM			
s 7.15		4.37	9.23	12.33	3.53	1.48		1851	3.6	SHOSKIN 4.0	P	98.6	78	3.24	11.46	4.58	8.37	10.10		s 1.30			
s 7.30		4.58	s 9.31	s 12.42	f 4.00	1.54		1855	7.6	TP THORP 2.8	DN Lap Siding	94.5	E 78 W 105	3.17	11.39	4.51	s 8.30	9.50		s 1.10			
s 8.00		5.10	f 9.37 602	12.48	4.04	1.58	W	1858	10.4	DUDLEY 4.2	P	91.7	E 78 W 78	3.12	11.34	4.46	f 8.24	9.37 337		s 12.50			
s 8.25		5.30	9.46	12.58	4.13	2.07		1862	14.6	KOUNTZE 2.6	P	87.5	78	3.03	11.25	4.36	8.15	9.05		s 12.36			
s 8.50 602		5.40	f 9.51	1.03	4.17	2.11		1865	17.2	BR BRISTOL 3.8	N	84.9	100	2.59	11.21	4.30	f 8.10	8.50 939		s 12.27			
s 9.00		5.55	f 9.58	1.09	4.24	2.17		1869	21.0	TEANAWAY 2.8	P Lap Siding	81.1	E 78 W 78	2.53	11.15	4.23	f 8.04	8.35		s 12.17PM			
s 9.15 10.07 337		6.15	s 10.07 939	s 1.15	s 4.32	s 2.24	W C Y O X	1873	24.8	CL CLE ELUM 4.2	DN	77.3	E 60 W 60	s 2.47	s 11.09	s 4.16	s 7.58	8.25		s 11.50AM			
s 10.35		6.35	10.18	1.33	4.43	2.34		1877	29.0	BAKER 2.4	P	73.1	78	2.37	10.59	3.54	7.47	8.05		s 10.35			
s 10.50		6.45	f 10.23 940	1.39	4.47	2.38		1880	31.7	NELSON 3.0	P	70.4	100	2.33	10.55	3.50	f 7.43	7.55		s 10.23 337			
s 11.10		6.55	f 10.28	1.45	4.52	2.43		1883	34.4	TALMAGE 3.7	P	67.7	78	2.28	10.50	3.45	f 7.38	7.45		10.00			
s 11.30AM		7.10 338	s 10.38	s 1.55	s 5.00	s 2.51	W C T X Y	1886	38.1	ES EASTON 4.0	DN Crossover Track Conn.	64.0	68	s 2.22	s 10.44	s 3.38	s 7.32 603	7.30		s 9.40			
s 12.05PM		7.30	10.50	2.09	5.12	3.03	W	1890	42.1	UPHAM 4.4	P	60.0	W 68	2.10	10.32	3.23	7.21	7.10		s 9.10			
s 12.40		8.03	f 11.03	f 2.24	5.26	3.16 334	W	1894	46.6	RT MARTIN 3.2	DN	55.6	E 70 W 90	2.00	10.22	f 3.13 1	f 7.11	6.52		s 8.50			
s 1.00		8.30	f 11.13	f 2.35	5.35	3.25	W	1897	49.7	SI STAMPEDE 2.8	DN	52.4	E 70 W 70	1.51	10.13	3.04	f 7.02	6.35		s 8.35			
s 1.15		8.50	f 11.18	2.41	5.40	3.30	W	1901	52.0	BORUP 2.8	P	50.1	E 68	1.43	10.05	2.55	f 6.54	6.15		s 8.15			
s 1.35		9.10	f 11.24	2.49	5.46	3.36		1904	54.8	KD KENNEDY 4.9	D Crossover	47.3	E 70	1.34	9.56	2.46	f 6.44	5.55		s 8.00			
A 2.00PM	L 7.00AM	9.41 4	s 11.38	s 3.06	s 5.59	s 3.48	W C T X	1911	59.7	DM LESTER 2.0	DN Crossover	42.4	E 68 W 68	s 1.19	s 9.41 603	s 2.31	s 6.30	5.25		A 1.10PM L 7.30AM			
s 7.10		9.50	f 11.43	3.12	6.04	3.53		1913	61.7	HOT SPRINGS 5.2	P	40.4	78	1.11	9.33	2.23	f 6.23	4.55		s 12.55			
s 7.30		10.10	f 11.53AM	3.22	6.13 338	4.02		1917	66.9	MY MAYWOOD 3.9	N Lap Siding	35.2	E 78 W 78	1.01	9.23	2.13	f 6.13 3	4.30		s 12.25			
s 7.50		10.25	f 12.01PM 938	3.30	6.21	4.10 602	W	1921	70.8	HUMPHREY 3.5	P	31.3	E 78 W 78	12.53	9.15	2.05	f 6.02	4.10 1		s 12.01PM 337			
s 8.15		10.35	f 12.09	f 3.40 602	f 6.28	4.17	W	1925	74.3	EG EAGLE GORGE 2.2	DN Lap Siding	27.8	E 54 W 78	f 12.46	9.08	f 1.58	s 5.54	3.40 333		s 11.45AM			
s 8.30		10.45	12.14	3.46	6.33	4.22		1928	76.5	LEMOLO 4.7	P	25.6	78	12.41	9.03	1.53	5.48	3.25		s 11.30			
s 8.50		11.00	f 12.25	3.58	6.44	4.33		1932	81.2	JC PALMER JCT. 1.2	D	20.9	78	12.31	8.53	1.43	f 5.36	3.05		s 11.10			
s 9.31		11.05	s 12.29 2	f 4.04	s 6.48	4.36	W Y O X	A 1	82.4	QV KANASKAT 3.3	DN	19.7	78	s 12.29 337	8.50	s 1.40	s 5.32	3.00		s 11.00			
s 10.10		11.15	f 12.36	4.12	6.55	4.42		A 4	85.7	BYRD 2.1	P	16.4	78	12.19	8.41	1.29	f 5.22	2.45		s 10.10			
s 10.50		11.22	s 12.41	f 4.18	f 6.59	4.46		A 7	87.8	AR RAVENSDALE 6.8	DN	14.3	E 78 W 200	12.15	8.37	f 1.24	s 5.17	2.35		s 9.50			
s 11.20		11.44	f 12.54	4.33	7.09	4.56	W	A 14	94.6	CO COVINGTON 3.0	DN Lap Siding	7.5	E 78 W 78	12.03PM	8.25	f 1.09	f 5.02	2.05		s 8.40			
s 11.57AM 2		11.55PM	f 1.00	4.40	7.14	5.01		A 17	97.6	WYNACO 4.5	P	4.5	78	11.57AM 937	8.19	1.01	f 4.55	1.55		s 8.25			
A 12.15PM	A 12.10AM	A 1.10PM	A 4.50AM	A 7.25PM	A 5.15AM	X Y	A 22	102.1	GR EAST AUBURN	DN	0.0	90	L 1.48AM	L 8.10PM	L 12.50AM	L 4.45PM	L 1.40AM		L 8.10AM				
Mo., We., and Fri.	Tu., Thu., and Sat.	Daily	Daily	Daily	Daily	Daily				Time Over Subdivision				Daily	Daily	Daily	Daily	Daily		Mo., We., and Fri.	Tu., Thu., and Sat.		
6.08	5.15	7.50	3.55	4.25	3.40	3.35				Average Speed Per Hour				3.42	3.42	4.15	4.00	8.50		5.00	6.30		
9.7	8.1	13.0	26.1	23.1	27.8	28.5								27.6	27.6	24.0	25.5	11.5		8.5	9.2		

DOUBLE TRACK BETWEEN EASTON AND MARTIN. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. AUTOMATIC BLOCK BETWEEN ELLENSBURG AND MARTIN AND BETWEEN STAMPEDE AND EAST AUBURN. STAFF SYSTEM BETWEEN MARTIN AND STAMPEDE. SEE SPECIAL INSTRUCTIONS, PAGES 6, 7, 8, 9 and 10.

WESTWARD		THIRD SUBDIVISION. (ROSLYN BRANCH.)						EASTWARD			
SECOND CLASS		Time Table No. 54 May 6, 1928 Succeeding No. 53						SECOND CLASS			
	473	STATIONS							474		
	Mixed	Telegraph Offices and Calls							Mixed		
	Ex. Sun.								Ex. Sun.		
L	7.00AM	WCY XO	1873	0.0	CL	CLE ELUM 2.0	DN	7.2	A	8.10AM	
s	7.05			2.0		MINE FIVE 1.5		5.2	s	8.00	
s	7.15	O	CA 4	3.5	RS	ROSLYN 1.9	D	3.7	s	7.55	
s	7.23		CA 6	5.4		RONALD 0.7		1.8	s	7.45	
A	7.30AM			6.1		BEEKMAN 1.1		1.1	L	7.40AM	
s	474			7.2		LAKEDALE		0.0	s	473	
	Ex. Sun.								Ex. Sun.		
	.30	Time Over Subdivision							.30		
	12.2	Average Speed Per Hour							12.2		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT:
 No. 473 is superior to No. 474 Cle Elum to Beekman.

WESTWARD		FOURTH SUBDIVISION. (BELT LINE.)										EASTWARD										
THIRD CLASS		SECOND CLASS		FIRST CLASS		Time Table No. 54 May 6, 1928 Succeeding No. 53										FIRST CLASS		SECOND CLASS		THIRD CLASS		
	935	675				STATIONS														936		
	Way Frt.	Freight				Telegraph Offices and Calls														Way Frt.		
	Tue., Thu., Sat.	Ex. Sat.																		Wed., Fri. and Sun.		
L	7.45AM	L	7.30AM			YX	CF 21	0.0	BI	BLACK RIVER 2.1	D	24.1	20								A	12.01PM
s	8.15		7.35			WX	BA 22	2.1	RT	RENTON P. C. R. R. 0.2 Crossing	D	22.0	50								s	11.50AM
								2.3		S. R. & S. CROSSING 1.7 Track Conn.		21.8										
	8.30		7.42					4.0		BRIQUETTEVILLE P. C. R. R. CROSSING 2.2 Track Conn		20.1										11.20
s	8.40		7.47				BA 19	6.2		QUENDALL 5.6		17.9	73								s	11.10
s	9.00		8.00				BA 12	11.8		WILBURTON 1.6		12.3	26								s	10.50
s	9.15		8.03				BA 10	13.4		NORTHRUP 3.6		10.7	50								s	10.30
s	10.00		8.10			W 1/2 ME	BA 7	17.0	KR	KIRKLAND 6.8	D	7.1	58								s	10.00
								23.8		5th SUB. DIV. CROSSING 0.3		0.3										
A	10.20AM	A	8.25AM			CW	CF 55	24.1	CJ	WOODINVILLE	D	0.0	Yard								L	9.30AM
	See page 3		See page 3			XY																Wed., Fri. and Sun.
	Tue., Thu., Sat.	Ex. Sat.																		Time Over Subdivision		
	2.35	.55																		2.31		
	9.3	25.3																		Average Speed Per Hour		
																				9.6		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT:
 No. 935 is superior to No. 936 Black River to Woodinville.

WESTWARD		FIFTH SUBDIVISION. (SNOQUALMIE BRANCH.)						EASTWARD				
3d Class		Time Table No. 54 May 6, 1928 Succeeding No. 53						FIRST CLASS		3d Class		
	923	STATIONS							924			
	Way Freight	Telegraph Offices and Calls							Way Freight			
	Mon., Wed., Fri.								Tue., Thu., Sat.	See page 3		
L	10.50AM	CW XY	CF 55	0.0	CJ	WOODINVILLE 0.3	D	35.9	Yard		A	12.10PM
				0.3		4th Sub. Div. Crossing 3.6		35.6			s	
			BC 4	3.9		WILLOWS 2.8		22.0	Spur 4			
s	11.30AM		BC 7	6.7	RM	REDMOND 1.4	D	29.2	50		s	11.45AM
			BC 8 1/2	8.1		CAMPTON 3.1		27.8	10			
			BC 12	11.2		INGLEWOOD 3.5		24.7	Spur 3			
s	12.01PM		BC 15	14.7		MONOHON 4.1		21.2	50		s	10.25
s	12.30	W 1/2 RW	BC 19	18.8	G	ISSAQUAH 4.3	D	17.1	28		s	9.55
			BC 23	23.1		HIGH POINT 2.9		12.8	22 Spur			
s	1.20		BC 26	26.0	RN	PRESTON 3.0	D	9.9	18		s	8.30
s	1.35	W	BC 29	29.0		FALL CITY 3.0		6.9	12		s	8.00
			BC 32	32.0		SNOQUALMIE FALLS 0.9		3.9	Spur 4			
s	1.50		BC 33	32.9	SO	SNOQUALMIE 3.0	D	3.0	36		s	7.50
A	2.15PM	YC	BC 36	35.9	NB	NORTH BEND	D	0.0	18		L	7.35AM
	Mon., Wed., Fri.								Tue., Thu., Sat.	4.35		
	3.25	Time Over Subdivision							4.35			
	10.5	Average Speed Per Hour							7.8			

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

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 East Auburn** the transfer track will be known as siding. The Gravel Pit Siding will be known as "Extension", and may be used by trains as per Rule 105, or when directed by train dispatcher.
3. **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. Westward trains holding main track, meeting eastward trains at Palmer Junction, will stop east of the overlap sign located about 1000 feet east of Palmer Junction.
4. **Helper District**—Between Easton and Lester.
5. **Pusher District**—Between Auburn and Lester.
6. **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.
7. **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.
8. **At Humphrey**—No. 1 track will be used for westward trains and No. 2 track for eastward 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 Easton**—The normal position of switch leading from east end of west No. 2 track to eastward main track, will be set for No. 2 track.
12. **At Martin**—Westward passenger trains when meeting freight trains must not enter tunnel No. 3 until the tunnel has been cleared of smoke.
13. **At Lester**—No. 2 track will be used for westward trains and No. 3 track for eastward trains.
14. **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 (30) miles per hour, Class Q-6 engines will reduce speed to twenty-five (25) miles per hour. Trains handling logs 25 miles per hour.
15. **Staff system between Stampede and Martin**—No train, engine, or propelled car will run in either direction until engineman receives from operator a staff which must be retained and delivered to the operator at the opposite end of the block. The possession of a staff makes the train superior to all other trains between Stampede and Martin.

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

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

16. **Mountain Grade Operation.**

Mountain grade between Easton and Lester.

a) Engines pushing freight trains between Lester and Easton may be cut off while moving; speed of such trains to be reduced to ten miles per hour before pusher is cut off.

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, 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. 1003, 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 engineman has 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 engineman 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.

q) 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 30 miles per hour and freight trains 20 miles per hour Martin to Hubner eastward or Stampede to Lester westward. 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, nor while running against the current of traffic between these points.

17. **Lester to East Auburn**—Trains consisting of 60 cars or more will use retaining valves on head portion of train as follows:

Trains of 60 to 80 cars will use 12 retainers.

Trains of 80 cars or more 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 of less than sixty cars, retainers will be used on request of the engineman but not to exceed ten. These retaining valves must be turned down before engine passes over the hump at bridge between East Auburn and east leg of the wye switch.

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

No. 3 will stop on flag at Nagrom and Baldi.

No. 4 will stop on flag at Kanaskat for passengers destined to points east of Billings, and at Eagle Gorge on Sundays to let off passengers.

Nos. 337 and 338 will stop on flag at Swauk, Casway, Hubner, Old Stampede, Nagrom, Forcamp, Baldi, Headworks, Newker, Cranmar and Berrydale.

No. 334 will stop on flag at Baldi.

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

No. 334 will stop at Thorp on Mondays only.

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

19. **Register Stations**—

Ellensburg.

Easton—For westward trains and trains originating and terminating.

Lester—For eastward trains and trains originating and terminating.

East Auburn.

20. **Register Exceptions**—

At Lester, eastward first-class trains and at Easton, westward first-class trains will register by ticket, Form 608.

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

At East Auburn, second class and inferior trains register by ticket, Form 608.

21. **Clearance Exceptions**—

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

22. **Bulletin Stations**—

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

23. **Standard Time Clocks**—

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

24. **Watch Inspectors**—

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

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

Ellensburg	.....	East End of East Yard.
Cle Elum	.....	East End of East Extension.
Easton	.....	East End of Siding.
Easton	.....	East End of No. 2 Track.
Easton	.....	East End of Interchange Track.
Stampede	.....	West End of No. 2 Track.
Swauk	.....
Casway	.....
Ravensdale	.....	East End Coal Tracks, West End House Track.
Hot Springs	.....	West End Spur Track.
Lester	.....	West End of Roundhouse Track.
Lester	.....	West End of No. 1 Track.
Hubner	.....
Nagrom	.....
Eagle Gorge	.....	West End of House Track.
Kanaskat	.....	West End of Wye.
Newker	.....
East Auburn	.....	East End Extension.

SPECIAL INSTRUCTIONS.

26. Commercial Spurs—	Miles from Ellensburg	How Connected	Car Capacity
Haybow.....	2.5	1 W	11
Swauk.....	13.5	1 E	3
Casway.....	19.1	1 E	88
Hubner.....	41.0	1 E	..
Nagrom.....	65.2	1 W	20
Forcamp.....	68.4	1 E-1W	Wye
Baldi.....	73.3	1 E	8
Headworks.....	79.2	1 W	7
Henrys.....	89.6	1 E	Conn.
Newker.....	90.6	1 E	Conn.

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 an automatic return derail switch stand located 200 feet west of first crossing, and may be run through by westward trains, but must be manually operated by eastward trains. Deraul 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 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. 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.
No. 675 will carry passengers between Sedro-Woolley and Sumas on Monday, Wednesday and Friday, will stop at Wickersham and stop on flag at Thornwood, Acme, Deming and Nooksack.
No. 676 will carry passengers between Sumas and Sedro-Woolley on Sunday, Tuesday and Thursdays, will stop on flag at Nooksack, Deming, Acme and Thornwood, and will stop at Wickersham.

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

- Register Exceptions**—Kruse and G. N. Station Snohomish, trains register by ticket, form 608. Trains 443 and 444 register by ticket form 608 at Woodinville, Wickersham and Everett.

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

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

- Watch Inspectors**—Everett, Charles M. Smith; Sedro-Woolley, Horace Condy; Arlington, Owen Parker; Seattle, Arnt Setter, 521 2nd Ave.

19. Commercial Spurs—	Miles from King St. Station	How Connected	Car Capacity
Lake Forest Park.....	18.6	1 W	8
Kenmore.....	19.8	1 E	12
Wayne.....	21.8	1 E	3
Grace.....	26.4	1 E	6
Cathcart.....	33.7	1 W	12
Cobbner.....	36.1	1 W	Conn.
M. & A. Tfr.....	59.7	1 E	Conn.
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	25
Raywood.....	96.7	1 W	3
Saxon.....	102.1	1 E	Conn.
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

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

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—M. & N. Connection.
Bryant—West 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.
Standard—East and West End Siding.
Case—Spur.
Van Zandt—Spur.

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 tiple 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.
- Deraul 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.
- Speed Restrictions**—Trains handling logs, twenty (20) miles per hour between Black River and Woodinville, all other trains thirty (30) miles per hour.
- Bridge and Engine Restrictions**—Fifteen (15) miles per hour over Bridge No. 11 east of Wilburton. At Renton, engines must not go beyond frog on Rainier Valley lines interchange track.
- Register Stations**—Black River and Woodinville.
- Register Exceptions**—Black River, all trains register by ticket, Form 608.
- 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
Kardong.....	12.6	1 E	3
Midlakes.....	12.7	1 E	5
- Deraul Switches**—P. C. R. R. Crossing at Renton is protected by derauls 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 derauls 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.)

- At North Bend**, normal position of west wye switch will be for the wye.
- At Preston** depot is located one half mile west of passing siding. Trains departing must keep at least fifteen (15) minutes apart.
- 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.
- 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.
- Register Stations**—Woodinville and North Bend.
- Watch Inspector**—North Bend, D. H. Phillips.
- Commercial Spurs**—

	Miles from Woodinville	How Connected	Car Capacity
Hollywood.....	1.9	1 W	19
Earlmont.....	4.8	1 E	6
Sammamish.....	9.8	1 E	6
Grand Ridge.....	22.0	Siding	15
Niblock.....	32.5	1 W	100
Tanner.....	38.1	1 E	9
Weeks.....	38.3	1 E	20
- Derail Switches**—
Issaquah—Coal Mine track.
Tanner—915 feet west Milwaukee Crossing
Preston—East end siding.

SIXTH SUBDIVISION.

(HARTFORD LINE.)

- At Machias**. Depot is located just east of the passing siding.
- 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.
- Draw Span**—Snohomish river bridge just east of Snohomish.
- Bridge Restrictions**—Twenty (20) miles per hour over draw span of Bridge 38, Snohomish river.
- Speed Restrictions**—Trains handling logs 20 miles per hour.
- Special Stops, Connections, etc.**
No. 443 will stop on flag at Lake Cassidy and Sisco.
- Watch Inspector**—Snohomish, H. L. Emmons
- Commercial Spurs**—

	Miles from Bromart	How Connected	Car Capacity
Manney.....	11.2	1 E	2
- 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.)

- Speed Restrictions**—Trains handling logs 20 miles per hour. All other trains, twenty-five (25) miles per hour.
- Bridge and Engine Restrictions**—Trains handling logs must not exceed ten (10) miles per hour over Howe truss bridges Nos. 2, 7, 10, 11.1, 18 and 22. Engines Class Q-1 and heavier not permitted.
Speed will be restricted over Bridge 10, Deer Creek, and Bridge 18, Boulder Creek, to eight (8) miles per hour.
- Special Stops, Connections, Etc.**—Nos. 469 and 470 will stop at Cavano.
- Register Stations**—Arlington and Darrington.
- Register Exceptions**—At Arlington, third class and inferior trains register by ticket, Form 608.
- Bulletin Stations**—Arlington.
- Watch Inspector**—Arlington, Owen Parker.
- Commercial Spurs**—

	Miles from Arlington Jct.	How Connected	Car Capacity
Cavano.....	9.0	Sid'g No. 1	31
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	..
- Derail Switches**—
Cavano—East and west ends.
Hazel.
Tulker—East and west ends.
Fortson—Spur.
Alvey Spur.
Barco—Spur.
Darrington—Main track, 300 feet west of depot.

EIGHTH SUBDIVISION.

(BELLINGHAM BRANCH.)

- 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.
- Bridge Restriction**—
Ten (10) miles per hour over Bridge 14.
- 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.
- Special Stops, Connections, etc.**
Nos. 443 and 444 stop on flag at Gale.
- Register Stations**—
Wickersham and Bellingham.

6. **Bulletin Station**—
Bellingham.

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

	Miles from Wickersham	How Connected	Car Capacity
Gale.....	2.6	1 W	5
Woodnite.....	4.3	1 W	2
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..... G. N. Transfer Track.
Between Bellingham and South Bellingham 568 feet east of G. N. crossing.

10. Between Park and Larson all toilets in trains must be kept locked and employes are cautioned against throwing off any refuse or articles which may become unsanitary.

ALL SUBDIVISIONS.

- 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.
- Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop an approaching train.
- When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
- 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.
- Except as otherwise provided, enginemen will only be required to consult register at initial or starting points.
- 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.
- Trains handling logs on single track when meeting passenger trains will not proceed unless the passenger train is standing still or 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.
- 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 mile per minute.
Passenger trains with helper engines on rear thirty (30) miles per hour, when Mallet engine is used, fifteen (15) miles per hour.
Freight trains forty (40) miles per hour, unless otherwise restricted.
Class Q-5 and Q-6 engines sixty (60) 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 Grade %	Class Z 3	Class Z	Class W 3	Class W 1	Class W	Class Y 5	Class Y 2	Class F 1	Class S 4
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Auburn to Lester.....	1.0	2400	1700	1700	1200	1100	1100	900	900	800
Lester to Easton.....	2.2	1250	850	750	600	550	575	450	450	400
Easton to Ellensburg.....	Down	Maximum 99 Cars	Maximum 99 Cars	Maximum 99 Cars						

Between Lester and Easton maximum 80 cars.

FIRST SUBDIVISION—WESTWARD.

Ellensburg to Easton.....	0.8	3500	2100	2300	1800	1700	1550	1300	1250	1200
Easton to Lester.....	2.2	1250	850	750	600	550	575	450	450	400
Lester to Auburn.....	Down	Maximum 99 Cars	Maximum 99 Cars	Maximum 99 Cars						

Between Easton and Lester maximum 80 cars.

DISTRICTS.	Ruling Grade %	Class W 3	Class W 1	Class W	Class Y 2	Class Y 5	Class S 4	Class F 1	DISTRICTS.	Ruling Grade %	Class W 3	Class W 1	Class W	Class Y 2	Class Y 5	Class S 4	Class F 1	
		Tons	Tons	Tons	Tons	Tons	Tons	Tons			Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Second Subdivision—Eastward.									Second Subdivision—Westward.									
Sumas to Wickersham.....	0.5	3150	2600	2500	2300	2500	2000	1700	Seattle to Interbay.....	0.0	5000	4600	4500	4000	4500	3500	3000	
Wickersham to Hoogdale.....	0.9	2900	2500	2400	2100	2400	1800	1600	Interbay to Keith.....	1.2	1750	1325	1250	1100	1250	1000	900	
Hoogdale to Clear Lake.....	0.3	5000	4600	4500	4000	4500	3500	3000	Keith to Woodinville.....	0.4	3650	3100	3000	2500	3000	2200	2000	
Clear Lake to Edgecomb.....	0.6	2950	2500	2400	2100	2400	1800	1600	Woodinville to Maltby.....	1.9	1100	905	830	780	830	635	600	
Edgecomb to Bromart.....	0.4	5000	4700	4600	4200	4600	3000	2500	Maltby to Bromart.....	0.5	2350	1900	1800	1600	1800	1500	1400	
Bromart and Snohomish to Maltby.....	1.8	1200	975	900	800	910	660	625	Bromart and Snohomish to Arlington.....	0.8	4150	3700	3600	3200	3600	2700	2500	
Maltby to Woodinville.....	Down	5000	4100	4000	4000	4000	3170	3000	Arlington to McMurray.....	1.0	2400	2150	2050	1900	2050	1650	1400	
Woodinville to Lake.....	0.7	3150	2900	2800	2600	2800	2500	2200	McMurray to Sedro-Woolley.....	0.4	4150	3700	3600	3200	3600	2500	2000	
Lake to Keith.....	0.8	2950	2500	2400	2100	2400	1650	1500	Sedro-Woolley to Thornwood.....	1.0	1750	1400	1300	1050	1300	1000	950	
Keith to Seattle.....	0.5	3150	2900	2800	2600	2800	2500	2200	Thornwood to Sumas.....	0.5	3150	2600	2500	2300	2500	2000	1700	
Fourth Subdivision—Eastward.									Fourth Subdivision—Westward.									
Woodinville to Kirkland.....	1.0	2350	1900	1800	1600	1800	1215	1150	Black River to Woodinville.....	0.5	2650	2350	2250	2000	2250	1700	1500	
Kirkland to Black River.....	0.3	5000	4600	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	1350	1075	1000	800	1000	750	700	Bromart and Snohomish to Hartford.....	0.6	2150	1800	1700	1500	1700	1200	1100	
Getchell to Snohomish.....	0.8	5000	4600	4500	4000	4500	3500	3000	Hartford to Getchell.....	1.5	1650	1300	1200	1100	1200	1000	800	
Seventh Subdivision—Eastward and Westward.									Getchell to Edgecomb.....	0.0	5000	4600	4500	3500	4500	3500	3000	
Arlington and Darrington.....	0.8				5000	5000	4500	3000	Eighth Subdivision—Westward.									
Eighth Subdivision—Eastward.									Wickersham to Mirror Lake.....	2.2	1080	835	760	750	760	580	550	
Bellingham to Larson.....	2.1	1050	800	725	600	725	555	525	Mirror Lake to Silver Beach.....	0.9	2650	2250	2150	1750	2150	1500	1250	
Larson to Wickersham.....	0.9	3200	2500	2400	2200	2400	2000	1800	Silver Beach to Larson.....	1.2	2150	1800	1700	1500	1700	1300	1100	
									Larson to Bellingham.....	Down	Maximum 80 Cars.							

ALL SUBDIVISIONS—Continued.

**AUTHORIZED SURGEONS
LOCATION OF STRETCHERS (S).**

	Telephone	
	Office	Residence
DR. R. H. BEACH, Chief Surgeon, Western District, Tacoma.....	Main 787	Main 4349
DR. R. D. WRIGHT, Assistant Surgeon, Tacoma.....	Main 787	Main 8482Y
DR. J. W. GULLIKSON, Assistant Surgeon, Tacoma.....	Main 787	Main 7874
DR. F. H. GRANDY, Assistant Surgeon, 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. O. G. KESLING, Arlington (S).....	181	182
DR. J. H. DURRANT, Snohomish (S).....	202	202
DR. W. C. COX, Everett (S).....	Main 161	261
DR. W. H. BORTNER, Everett.....	Main 492	Main 1138
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. 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. J. P. MOONEY, Roslyn.....	601	601
DR. F. W. McKNIGHT, Cle Elum (S).....	1141	411
DR. F. STAFFORD, Cle Elum.....		
DR. B. E. HOYE, Auburn.....	9J	9M
DR. WM. H. BRANDT, Auburn.....	22J	22M
Auburn Yard Office (S).		
Auburn Station (S).		
DR. A. E. HILLIS, Oculist, Tacoma.....	Main 9205	Proctor 3211
DR. W. G. CAMERON, Specialist, Tacoma.....	Main 9205	Main 9202
N. P. B. A. Hospital, Tacoma (S).		
DR. W. B. MITCHELL, Sumner.....	72	110J
DR. C. E. JUDD, Sumner.....	54J	54M
DR. W. M. KARSHNER, Puyallup.....	None	Main 94
DR. F. J. CULLEN, Puyallup.....	None	Red 419
DR. G. M. McGREGOR, Kent, Wash.....	6J	6M

First aid boxes located at the following points.
Bristol, Eagle Gorge Kanaskat (S) Ravensdale.

NOTE

Surgeons will attend when called upon officially to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations. Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

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

SPEED TABLE

Time	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																		Max. Height	Max. Width
		HEIGHT ABOVE TOP OF RAIL																			
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide			
1st Subdivision...	Main Line (Ellensburg-East Auburn).....	17' 5"	17' 4"	17' 3"	17' 1"	16' 11"	16' 8"	16' 1"	15' 10"	15' 6"	15' 2"	14' 10"	14' 6"	14' 2"	14' 0"	13' 9"	13' 4"	12' 4"	17' 5"	11' 6"	
2nd Subdivision...	Main Line (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' 11"	19' 9"	19' 6"	19' 3"	19' 2"	18' 11"	18' 8"	18' 4"	20' 3"	11' 6"	
3rd Subdivision...	Roslyn Branch.....	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	11' 6"	
4th Subdivision...	Belt Line (Black River-Woodinville).....	21' 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"	20' 8"	20' 8"	21' 6"	11' 6"	
5th Subdivision...	Snoqualmie Branch.....	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	20' 10"	20' 8"	20' 3"	20' 2"	20' 0"	19' 8"	19' 4"	21' 0"	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"	19' 1"	19' 1"	19' 1"	19' 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"	16' 2"	16' 2"	16' 0"	15' 9"	15' 6"	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.

