

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**SEATTLE DIVISION  
SEATTLE AND TACOMA TERMINALS**

# **TIME 56 TABLE**

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

**SUNDAY, SEPTEMBER 29, 1929**

**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.**

**T. H. LANTRY,**  
General Manager.

**J. E. CRAVER,**  
General Superintendent.

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

**F. R. BARTLES,**  
Superintendent  
Seattle Division.

**W. C. SHOWALTER,**  
Superintendent  
Tacoma Division.

**P. H. McCAULEY,**  
General Superintendent of Transportation.

**TONNAGE RATINGS—FREIGHT ENGINES**

**FIRST SUBDIVISION—EASTWARD.**

District	Ruling Grade %	Class Z 3	Class W 3	Class W 1	Class W	Class Y 2	Class S 4
		Tons	Tons	Tons	Tons	Tons	Tons
Auburn to Lester.....	1.0	2400	1700	1200	1100	900	800
Lester to Easton.....	2.2	1200	750	600	550	450	400
Easton to Ellensburg.....	Down	Maximum 99 Cars	Maximum 99 Cars				

Between Lester and Easton maximum 80 cars.

**FIRST SUBDIVISION—WESTWARD.**

District	Ruling Grade %	Class Z 3	Class W 3	Class W 1	Class W	Class Y 2	Class S 4
		Tons	Tons	Tons	Tons	Tons	Tons
Ellensburg to Easton.....	0.8	3500	2300	1800	1700	1300	1200
Easton to Lester.....	2.2	1200	750	600	550	450	400
Lester to Auburn.....	Down	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 S 4	Class F 1	DISTRICTS.	Ruling Grade %	Class W 3	Class W 1	Class W	Class Y 2	Class S 4	Class F 1
		Tons	Tons	Tons	Tons	Tons	Tons			Tons	Tons	Tons	Tons	Tons	Tons
<b>Second Subdivision—Eastward.</b>								<b>Second Subdivision—Westward.</b>							
Sumas to Wickersham.....	0.5	3150	2600	2500	2300	2000	1700	Seattle to Interbay.....	0.0	5000	4600	4500	4000	3500	3000
Wickersham to Hoogdale.....	0.9	2900	2500	2400	2100	1800	1600	Interbay to Keith.....	1.2	1750	1325	1250	1100	1000	900
Hoogdale to Clear Lake.....	0.3	5000	4600	4500	4000	3500	3000	Keith to Woodinville.....	0.4	3650	3100	3000	2500	2200	2000
Clear Lake to Edgecomb.....	0.6	2950	2500	2400	2100	1800	1600	Woodinville to Maltby.....	1.9	1100	905	830	780	635	600
Edgecomb to Bromart.....	0.4	5000	4700	4600	4200	3000	2500	Maltby to Bromart.....	0.5	2350	1900	1800	1600	1500	1400
Bromart and Snohomish to Maltby.....	1.8	1200	975	900	800	660	625	Bromart and Snohomish to Arlington.....	0.8	4150	3700	3600	3200	2700	2500
Maltby to Woodinville.....	Down	5000	4100	4000	4000	3170	3000	Arlington to McMurray.....	1.0	2400	2150	2050	1900	1650	1400
Woodinville to Lake.....	0.7	3150	2900	2800	2600	2500	2200	McMurray to Sedro-Woolley.....	0.4	4150	3700	3600	3200	2500	2000
Lake to Keith.....	0.8	2850	2400	2300	2100	1650	1500	Sedro-Woolley to Thornwood.....	1.0	1750	1400	1300	1050	1000	950
Keith to Seattle.....	0.5	3150	2900	2800	2600	2500	2200	Thornwood to Sumas.....	0.5	3150	2600	2500	2300	2000	1700
<b>Fourth Subdivision—Eastward.</b>								<b>Fourth Subdivision—Westward.</b>							
Woodinville to Kirkland.....	1.0	2350	1900	1800	1600	1215	1150	Black River to Woodinville.....	0.5	2650	2350	2250	2000	1700	1500
Kirkland to Black River.....	0.3	5000	4600	4500	4000	3500	3000	<b>Fifth Subdivision—Westward.</b>							
<b>Fifth Subdivision—Eastward.</b>								Woodinville to Issaquah.....							
North Bend to Falls City.....	0.7				1585	1740	1650		0.6				2500	2100	1700
Falls City to Preston.....	2.0				700	580	550		2.3				700	550	450
Preston to Woodinville.....	0.5				2300	2000	1700		1.6				900	800	700
<b>Sixth Subdivision—Eastward.</b>								Falls City to North Bend.....							
Edgecomb to Getchell.....	1.8	1350	1075	1000	800	750	700		0.7				2000	1600	1500
Getchell to Snohomish.....	0.8	5000	4600	4500	4000	3500	3000	<b>Sixth Subdivision—Westward.</b>							
<b>Seventh Subdivision—Eastward and Westward.</b>								Bromart and Snohomish to Hartford.....							
Arlington and Darrington.....	0.8				5000	4500	3000		0.6	2150	1800	1700	1500	1200	1100
<b>Eighth Subdivision—Eastward.</b>								Hartford to Getchell.....							
Bellingham to Larson.....	2.1	1050	800	725	600	555	525		1.5	1650	1300	1200	1100	900	800
Larson to Wickersham.....	0.9	3200	2500	2400	2200	2000	1800		0.0	5000	4600	4500	3500	3500	3000
<b>Eighth Subdivision—Westward.</b>								Getchell to Edgecomb.....							
<b>Eighth Subdivision—Westward.</b>								Wickersham to Mirror Lake.....							
<b>Eighth Subdivision—Westward.</b>								Mirror Lake to Silver Beach.....							
<b>Eighth Subdivision—Westward.</b>								Silver Beach to Larson.....							
<b>Eighth Subdivision—Westward.</b>								Larson to Bellingham.....							
<b>Eighth Subdivision—Westward.</b>								Down—Maximum 80 Cars.							

WESTWARD

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Ellensburg.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Auburn.	Car Capacity of Sidings.	FIRST CLASS					SECOND CLASS		THIRD CLASS	
939	937	603	5	337	1	3	333	STATIONS				334	6			338	2	4	602	938	940			
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger			Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight			
Mo., Wed. and Fri.	Tue., Thu. and Sat.	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily			Daily	Daily	Daily	Daily	Mo., Wed. and Fri.	Tue., Thu. and Sat.			
L 7.00A		L 4.20P	L 5.40P	L 9.23A	L 5.40A	L 2.55A	L 12.50A	WCO XT	1848	0.0	EB..... ELLENSBURG..... DN	103.0	Yard	As 5.00A	As 1.20P	As 9.45P	As 10.45P	As 11.37P	As 10.30A		As 2.00P			
s 7.15		4.37	5.48	9.30	5.48	3.03	12.58		1851	3.6	..... SHOSKIN..... P	99.4	78	4.52	1.12	9.36	10.36	11.28	10.10		s 1.30			
s 7.30		4.58	f 5.54	s 9.36	5.54	3.09	s 1.07		1855	7.6	TP..... THORP..... DN	95.4	E78	f 1.06	s 9.30	10.30	11.20	9.50			s 1.06			
s 8.00		5.10	5.58	f 9.40	5.58	3.13	1.12	W	1858	10.4	..... DUDLEY..... P	92.6	W105	f 1.02	f 9.23	10.26	11.15	9.40			s 12.50			
s 8.25		5.30	6.07	9.49	6.07	3.22	1.22		1862	14.6	..... KOUNTZE..... P	88.4	E78	4.40	10.16	11.05	9.05				s 12.36			
s 8.50		5.40	6.11	f 9.53	6.11	3.26	1.26		1865	17.2	BR..... BRISTOL..... N	85.8	100	4.25	12.49	f 9.06	10.11	11.00	8.50			s 12.27		
s 9.00		5.55	6.17	f 9.59	6.17	3.32	1.32		1869	21.0	..... TEANAWAY..... P	82.0	E78	4.19	12.43	f 9.00	10.05	10.54	8.30			s 12.17P		
s 9.15		6.24	s 6.24	s 10.08	6.23	s 3.39	s 1.40	WCY OX	1873	24.8	CL..... CLE ELUM..... DN	78.2	W78	s 4.13	s 12.38	s 8.54	10.00	s 10.48	8.15			s 11.50A		
s 10.08		6.40	6.34	10.19	6.32	3.50	1.51		1877	29.0	..... BAKER..... P	74.0	E52	3.50	12.28	8.41	9.50	10.37	7.50			s 10.35		
s 10.35		6.47	6.38	f 10.23	6.36	3.54	1.56		1880	31.4	..... NELSON..... P	71.6	W52	3.44	12.24	f 8.37	9.46	10.33	7.40			s 10.23		
s 11.10		6.55	6.43	f 10.28	6.41	3.59	2.01		1833	34.4	..... TALMAGE..... P	68.6	78	3.39	12.19	f 8.32	9.41	10.28	7.30			10.00		
s 11.30A		7.10	s 6.53	s 10.38	6.50	s 4.08	s 2.12	WCT XY	1886	38.1	ES..... EASTON..... DN	64.9	68	s 3.33	s 12.13	s 8.26	9.35	s 10.22	7.15			s 9.40		
s 12.05P		7.30	7.05	10.48	7.01	4.20	2.24	W	1890	42.1	C. M. St. P. & P. Track Conn. 4.0 Cross Over ..... UPHAM..... P	60.9	W68	3.22	12.02P	8.16	9.24	10.11	6.50			s 9.10		
s 12.40		8.06	7.18	f 11.03	7.13	4.33	f 2.40	W	1894	46.5	RT..... MARTIN..... DN	56.5	E70	f 3.12	11.52A	f 8.06	9.14	10.01	6.30			s 8.50		
s 1.00		8.30	7.26	f 11.15	7.21	4.42	f 2.49	W	1897	49.7	SI..... STAMPEDE..... DN	53.3	E70	3.03	11.43	f 7.58	9.05	9.52	6.10			s 8.35		
s 1.15		8.50	7.31	f 11.20	7.26	4.47	2.54	W	1901	52.0	..... BORUP..... P	51.0	W70	2.55	11.35	f 7.50	8.56	9.44	5.50			s 8.15		
s 1.35		9.10	7.37	f 11.26	7.32	4.53	3.00		1904	54.8	..... KENNEDY..... P	48.2	E68	2.46	11.25	f 7.40	8.47	9.35	5.30			s 8.00		
As 2.00P	L 7.00A	9.40	s 7.48	s 11.42	7.42	s 5.05	s 3.20	WCT X	1911	59.7	DM..... LESTER..... DN	43.3	E70	s 2.31	s 11.10	s 7.25	8.32	s 9.20	5.00			As 1.10P		
s 7.10		9.50	7.51	f 11.47	7.46	5.10	3.25		1913	61.7	..... HOT SPRINGS..... P	41.3	W68	2.23	11.04	f 7.18	8.24	9.12	4.20			s 12.55		
s 7.30		10.10	8.00	f 11.57A	7.56	5.20	3.35		1917	66.9	MY..... MAYWOOD..... N	36.1	E78	2.13	10.55	f 7.08	8.15	9.03	4.00			s 12.25		
s 7.50		10.25	8.08	f 12.05P	8.04	5.29	3.45	W	1921	70.8	..... HUMPHREY..... P	32.2	W78	2.05	10.48	f 7.00	8.08	8.55	3.45			s 12.05P		
s 8.12		10.35	f 8.16	f 12.13	8.12	5.37	f 3.55	W	1925	74.3	EG..... EAGLE GORGE..... DN	28.7	E78	f 1.58	f 10.42	s 6.52	7.56	8.48	3.22			s 11.45A		
s 8.30		10.45	8.20	12.18	8.17	5.42	4.00		1928	76.5	..... LEMOLO..... P	26.5	E54	1.53	10.36	6.46	7.51	8.43	3.15			s 11.30		
s 8.50		11.00	8.33	f 12.29	8.28	5.54	4.12		1932	81.2	JC..... PALMER JCT..... D	21.8	W78	1.43	10.27	f 6.34	7.42	8.33	2.57			s 11.10		
s 9.20		11.05	s 8.38	s 12.33	8.31	5.58	f 4.18	WYO X	A1	82.4	GV..... KANASKAT..... DN	20.6	78	s 1.40	s 10.24	s 6.30	7.39	8.29	2.52			s 11.00		
s 9.30		11.15	8.46	f 12.40	8.36	6.04	4.25		A4	85.7	..... BYRD..... P	17.3	78	1.29	10.16	f 6.20	7.32	8.21	2.38			s 10.00		
s 10.12		11.22	f 8.52	s 12.45	8.40	6.08	f 4.30		A7	87.8	AR..... RAVENSDALE..... DN	15.2	E78	f 1.24	f 10.12	s 6.15	7.28	8.17	2.30			s 9.40		
s 10.40		11.44	9.02	f 12.56	8.50	6.19	4.45	W	A14	94.6	CO..... COVINGTON..... DN	8.4	W200	f 1.09	10.01	f 6.00	7.17	8.05	2.00			s 8.50		
s 10.55		11.55P	9.08	f 1.02	8.55	6.24	4.52		A17	97.6	..... WYNACO..... P	5.4	E78	1.01	9.55	f 5.54	7.12	7.59	1.50			s 8.25		
	11.05	12.10A	s 9.25	f 1.10	s 9.15	s 6.45	s 5.15	XY	A22	102.1	GR..... EAST AUBURN..... DN	0.9	Sid. 35	12.50	9.47	f 5.45	7.05	7.50	1.35			8.10		
	As 9.30P	As 1.15P	As 9.20A	As 6.50A	As 5.20A			XY WO TC	CF9	103.0	AU..... AUBURN..... DN	0.0	Ext. 55	s 12.35	s 9.40	s 6.57	s 7.40							
	A 11.15A	A 12.20A									AY..... AUBURN YARD..... DN		Yard	L 12.30A	L 9.35A	L 5.40P	L 6.52P	L 7.35P				L 1.30A	L 8.00A	
Mo., Wed. and Fri.	Tue., Thu. and Sat.	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily		Mo., Wed. and Fri.	Tue., Thu. and Sat.		
6.07	4.15	8.00	3.50	3.52	3.40	3.55	4.30							4.02	3.38	4.05	3.45	3.52	8.30		4.19	6.30		
9.7	10.2	12.9	26.9	26.6	28.1	26.3	22.9							25.5	28.3	25.2	27.5	26.6	12.1		9.8	9.2		

No. 436 Lv. East Auburn 5:16 A. M., Arr. Auburn 5:21 A. M.  
 No. 448 Lv. East Auburn 6:46 A. M., Arr. Auburn 6:51 A. M.  
 No. 410 Lv. East Auburn 9:16 A. M., Arr. Auburn 9:21 A. M.  
 No. 428 Lv. East Auburn 1:16 P. M., Arr. Auburn 1:21 P. M.  
 No. 414 Lv. East Auburn 9:26 P. M., Arr. Auburn 9:31 P. M.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
 AUTOMATIC BLOCK BETWEEN ELLENSBURG AND MARTIN AND BETWEEN STAMPEDE AND AUBURN.  
 STAFF SYSTEM BETWEEN MARTIN AND STAMPEDE.  
 DOUBLE TRACK BETWEEN EASTON AND MARTIN.  
 DOUBLE TRACK BETWEEN STAMPEDE AND LESTER.  
 SEE SPECIAL INSTRUCTIONS, PAGES 9, 10, 11 AND 12.

No. 437 Lv. Auburn 12:20 A. M., Arr. East Auburn 12:26 A. M.  
 No. 415 Lv. Auburn, 9:30 A. M., Arr. East Auburn 9:35 A. M.  
 No. 411 Lv. Auburn 6:49 P. M., Arr. East Auburn 6:55 P. M.  
 No. 449 Lv. Auburn 7:25 P. M., Arr. East Auburn 7:30 P. M.







SECOND SUB-DIVISION (MAIN LINE)

WESTWARD

EASTWARD

Table with columns for Third Class (927, 935, 923), Second Class (675, 469), First Class (443), and Time Table No. 56 (September 29, 1929). Includes station names like SEATTLE, NORTH PORTAL, INTERBAY, FREMONT, UNIVERSITY, LAKE, BOTHELL, WOODINVILLE, MALTBY, BROMART, and G. N. Stn.-SNOHOMISH.

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

Table for SNOHOMISH AND LOWELL TRAINS with columns for stations like LOWELL, EVERETT, G. N. JUNCTION, C. M. St. P. & P. R. R. CROSSING, ROGER, and DELTA WYE.

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

Table for DELTA WYE AND KRUSE TRAINS with columns for stations like KRUSE, M. & A. CROSSING, EDGEComb, ARLINGTON, ARLINGTON JUNCTION, BRYANT, McMURRAY, MONTBORNE, BIG LAKE, P. S. & C. RY. CROSSING, CLEAR LAKE, SEDRO-WOOLLEY, THORNWOOD, WICKERSHAM, ACME, STANDARD, DEMING, NOOKSACK, and SUMAS.

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 10, 11 AND 12.

WESTWARD

THIRD SUB-DIVISION (ROSLYN BRANCH)

EASTWARD

SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Cle Elum.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Lakedale.	Car Capacity of Sidings.	SECOND CLASS	
473					474					
Mixed	Ex. Sun.				Mixed	Ex. Sun.				
STATIONS										
Telegraph Offices and Calls										
L	7.00A	WCY	1873	0.0	CL.....CLE ELUM.....DN	7.2	Yard	As	8.10A	
s	7.05	XO		2.0	MINE FIVE	5.2		s	8.00	
s	7.15	O	CA4	3.5	RS.....ROSLYN.....D	3.7		s	7.55	
As	7.23A		CA6	5.4	RONALD	1.8		L	7.45A	
				6.1	BEEKMAN	1.1				
				7.2	LAKEDALE	0.0				
Ex. Sun.								Ex. Sun.		
.23				Time Over Subdivision				.25		
13.8				Average Speed Per Hour				12.9		

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 RONALD.

WESTWARD

FOURTH SUB-DIVISION (BELT LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Black River.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Woodinville.	Car Capacity of Sidings.	THIRD CLASS		
935		675					936						
Way Freight	Tue., Thu. and Sat.	Freight	Ex. Sat.				Way Freight	Wed., Fri. and Sun.					
STATIONS													
Telegraph Offices and Calls													
L	7.45A		L	7.30A	YX	CF21	0.0	BI.....BLACK RIVER.....D	24.1	20	A	12.01P	
s	8.05			7.36	WX	BA22	2.1	RT.....RENTON.....D	22.0	15	s	11.50A	
							2.3	P. C. R. R. Crossing	0.2				
							2.3	S. R. & S. CROSSING	21.8				
	8.25			7.43			4.0	1.7 Track Conn.	20.1			11.20	
							4.0	BRIQUETTEVILLE	20.1				
							6.2	P. C. R. R. Crossing	17.9	68	s	11.10	
s	8.35			7.48		BA19	5.6	2.2 Track Conn.	12.3	24	s	10.50	
s	9.00			8.00		BA12	11.8	5.6	10.7	42	s	10.30	
s	9.15			8.05		BA10	13.4	1.6	7.1	56	s	10.00	
s	10.00			8.15	W 1/2 ME	BA7	17.0	3.6	0.3				
							23.8	6.8	0.3				
A	10.20A		A	8.30A	CWY	CF55	24.1	0.3	5TH SUB. DIV. CROSSING	0.0	Yard	L	9.30A
	See page 6			See page 6	X			0.0	CJ.....WOODINVILLE.....D	0.0	Yard	L	9.30A
Tue., Thu. and Sat.				Ex. Sat.				Time Over Subdivision				Wed., Fri. and Sun.	
2.35				1.00				2.31					
9.3				24.1				Average Speed Per Hour				9.6	

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

WESTWARD

FIFTH SUB-DIVISION (SNOQUALMIE BRANCH)

EASTWARD

THIRD CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Woodinville.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from North Bend.	Car Capacity of Sidings.	THIRD CLASS	
923					924					
Way Freight	Mo., Wed. and Fri.				Way Freight	Tue., Thu. and Sat.				
STATIONS										
Telegraph Offices and Calls										
L	10.50A	CWY	CF55	0.0	CJ.....WOODINVILLE.....D	35.9	Yard	See Page 6	As	12.10P
		Y		0.3	4TH SUB. DIV. CROSSING	35.6				
				3.9	WILLOWS	32.0	Spur 4			
s	11.30A		BC4	3.9	RM.....REDMOND.....D	29.2	50	s	11.25A	
			BC7	6.7	CAMPTON	27.8	10			
			BC8 1/2	8.1	INGLEWOOD	24.7	Spur 3			
s	12.01P		BC12	11.2	MONOHON	21.2	48	s	10.25	
s	12.30	W 1/2 MW	BC15	14.7	G.....ISSAQUAH.....D	17.1	19	s	9.55	
			BC19	18.8	HIGH POINT	12.8	Spur 22			
s	1.20		BC23	23.1	PRESTON	9.9	17	s	8.30	
			BC26	26.0	FALL CITY	6.9		s	8.00	
s	1.35	W	BC29	29.0	SNOQUALMIE FALLS	3.9	Spur 4			
			BC32	32.0	SO.....SNOQUALMIE.....D	3.0	36	s	7.50	
s	1.50		BC33	32.9	NB.....NORTH BEND.....D	0.0	18	L	7.35A	
As	2.15P	YC	BC36	35.9						
Mo., Wed. and Fri.								Tue., Thu. and Sat.		
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.

WESTWARD

SIXTH SUB-DIVISION (HARTFORD LINE)

EASTWARD

THIRD CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Bromart.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Edgcomb.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS		
927					444				928				
Way Freight	Wed., Fri. and Sun.				Motor Car	Ex. Sun.			Way Freight	Tue., Thu. and Sat.			
STATIONS													
Telegraph Offices and Calls													
			C	0.0	BROMART	20.0	Spur 5	See Page 6	Af	4.15P			
L	9.00A	WYX	CF69	1.2	OM.....SNOHOMISH.....D	18.8	Yard	s	4.10		As	1.30P	
s	9.30	WX	CF74	6.3	MA.....MACHIAS.....D	13.7	51	s	3.58		s	1.00	
s	9.56	X	CF77	9.4	HD.....HARTFORD.....D	10.6	Yard	s	3.51		s	12.25P	
f	10.30		CF82	13.9	GETCHELL	6.1	58	f	3.41		f	11.45A	
A	11.00A	WX	CF88	20.0	EDGECOMB	0.0	55	L	3.28P		L	11.15A	
	See page 6												
Wed., Fri. and Sun.								Ex. Sun.				Tue., Thu. and Sat.	
2.0				Time Over Subdivision				.47				2.15	
9.4				Average Speed Per Hour				25.5				8.4	

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



WESTWARD SEVENTH SUBDIVISION EASTWARD  
(DARRINGTON BRANCH)

SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Arlington Junction.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Darrington.	Car Capacity of Sidings.	SECOND CLASS	
469					STATIONS				470	
Mixed	Ex. Sun.				Telegraph Offices and Calls				Mixed	Ex. Sun.
L 11.35A	X			0.0	ARLINGTON JUNCTION P	27.7		See page 6 As 10.07A		
s 11.50A	W2 BK4			4.5	COOPER	23.2	Spur 6	s 9.46		
12.01P	ME BK6			6.4	TRAFTON P	21.3		s 9.39		
s 12.10	BK7			7.4	CICERO	20.3	Spur 2	s 9.35		
s 12.25	BK11			11.1	OSO P	16.6	50	s 9.22		
s 12.40	BK13			13.1	HALTERMAN	14.6	15	s 9.13		
f 12.50	BK15			14.8	ROWAN P	12.9		f 9.06		
s 1.05	W BK17			16.9	HAZEL	10.8	30	s 8.58		
s 1.10	BK19			18.0	TULKER	9.7	26	s 8.53		
s 1.25	BK21			20.6	FORTSON P	7.1	Spur 12	s 8.43		
s 1.40	BK22			21.7	SHEOMET	6.0	Spur 3	s 8.37		
As 2.05P	CWY BK28			27.7	DARRINGTON P	0.0	Yard	L 8.15A		
Ex. Sun.								Ex. Sun.		
2.30					Time Over Subdivision			1.52		
11.1					Average Speed Per Hour			14.8		

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

WESTWARD EIGHTH SUBDIVISION EASTWARD  
(BELLINGHAM BRANCH)

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Wickersham.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Bellingham.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
931		443					STATIONS				444		932	
Way Freight	Ex. Sat.	Motor Car	Ex. Sun.				Telegraph Offices and Calls				Motor Car	Ex. Sun.	Way Freight	Ex. Sat.
L 4.30P		L 11.10A	YWX	CF128	0.0	WK WICKERSHAM D	20.5	Yard	See page 6 As 2.05P		As 3.40P			
s 4.37		f 11.14		BM1	1.3	MIRROR LAKE	19.2	28	f 1.58		s 3.31			
s 4.50		f 11.21		BM4	3.8	PARK	16.7	15	f 1.51		s 3.23			
s 4.55		f 11.24	W2.8 MW	BM5	4.8	BLUE CANYON	15.7	21	f 1.48		s 3.20			
				BM8	8.2	KNIGHTS LOG, RAILROAD CROSSING	12.3	Conn.						
f 5.13		f 11.40		BM9	8.9	TOWANDA	11.6		f 1.32		f 3.04			
s 5.23		f 11.46		BM11	11.4	AGATE BAY	9.1	31	f 1.25		s 2.56			
s 5.38		f 11.56		BM15	15.1	SILVER BEACH	5.4		f 1.15		s 2.45			
s 5.43		11.59A		BM16	16.1	LARSON	4.4	31	1.12		s 2.40			
As 6.00P		As 12.15P	WYC OX	BM20	20.5	WD BELLINGHAM D	0.0	Yard	L 1.00P		L 2.10P			
Ex. Sat.		Ex. Sun.							Ex. Sun.		Ex. Sat.			
1.30		1.05				Time Over Subdivision			1.05		1.30			
13.7		19.0				Average Speed Per Hour			19.0		13.7			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT:  
No. 443 IS SUPERIOR TO No. 444 WICKERSHAM TO BELLINGHAM.  
SEE SPECIAL INSTRUCTIONS, PAGES 11 AND 12.

AUTHORIZED SURGEONS  
LOCATION OF STRETCHERS (S).

	Office Telephone	Residence Telephone
DR. R. H. BEACH, Chief Surgeon, Western District, Tacoma	Main 787	Main 4349
DR. R. D. WRIGHT, Assistant Surgeon, Tacoma	Main 787	Main 8482 Y
DR. J. W. GULLIKSON, Assistant Surgeon, Tacoma	Main 787	Main 7874
DR. D. C. BOWMAN, 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	Eliot 6272	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. W. TEMPLETON, Snoqualmie Falls		
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. H. W. 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. P. RICHARDSON, 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. KARSNER, Puyallup	None	Main 94
DR. F. L. SCHREYER, Puyallup	530	32
DR. G. M. MCGREGOR, Kent, Wash.	6J	6M

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 Official 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.

AUTHORIZED SURGEONS, G. N. RY.

DR. H. J. KNOTT, Seattle.

DR. J. A. LA GASA, Tacoma.



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. **At Ellensburg**—All trains must approach Ellensburg passenger station at restricted speed.
15. **Bridge and Engine Restrictions**  
Class A engines will not exceed 20 miles per hour over  
Bridge 32, Nelson to Talmage.  
Bridge 34-1, Talmage to Easton.  
Bridge 101, Wynaco to East Auburn.  
Bridges 102 and 102-1, East Auburn to Auburn.  
Class Z5 not permitted.
16. **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.
17. **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.

18. **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 to be reduced to ten (10) miles per hour before pusher engine is detached. The lighter engine must be placed on rear of train.
  - b. At Martin when block is not clear for eastward trains operator will head them in on eastward siding.
    - c. Sidings between Tunnel No. 3 and westward switches of sidings west of Tunnel No. 4 will be considered in Stampede siding limits. The sidings between Tunnels Nos. 3 and 4 must not be used for the meeting or passing of train.
    - d. Normal position of double track switches at Easton and Stampede will be for westward trains and at Martin and Lester for eastward trains.
    - e. Eastward freight trains will stop at Lester for Terminal Air Test and at Easton for inspection and to cool wheels.
    - f. Westward freight trains will stop at Easton for Terminal Air Test, and at Lester for inspection and cool wheels.
      - g. 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. Train men 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.
      - h. When a passenger train is furnished two helper engines over Cascade Mountain the lighter engine must be placed on the rear of train.
        - i. 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.
        - j. 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.
        - k. 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.
          - l. 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.
          - m. 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.
          - n. 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.
          - o. Conductors 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 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.

19. **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.
20. **Special Stops, Connections, etc.**  
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.
21. **Register Stations**—  
Ellensburg.  
Easton—For westward trains and trains originating and terminating.  
Lester—For eastward trains and trains originating and terminating.  
East Auburn.
22. **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, Nos. 337, 338, second class and inferior trains register by ticket, Form 608.
23. **Clearance Exceptions**—  
At East Auburn, second class and inferior trains will not require clearance if train order signal is in clear position.
24. **Bulletin Stations**—  
Ellensburg, Cle Elum, Easton, Lester, Auburn yard office and round house.
25. **Standard Time Clocks**—  
Ellensburg, Cle Elum, Easton, Lester and Auburn yard office.
26. **Watch Inspectors**—  
Ellensburg and Cle Elum, M. W. Davies; Auburn, A. A. Schuchard; Easton and Lester, G. Davies, Seattle, Arnt Setter, 521 2nd Ave.
27. **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.....	
Maywood.....	Howe-McGibbon Track.
Eagle Gorge.....	West End of House Track.
Kanaskat.....	West End of Wye.
Newker.....	
East Auburn.....	East End Extension.
28. **Commercial Spurs**—
 

	Miles from Ellensburg	How Connected	Car Capacity
Haybow.....	2.5	1 W	11
Swauk.....	13.5	1 E	Conn.
Casway.....	19.1	1 E	88
Hubner.....	41.0	1 E	Conn.
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.

## SPECIAL INSTRUCTIONS.

## SEATTLE AND TACOMA TERMINALS.

1. **AT SEATTLE**—Trains and light engines entering King Street Station from the East, must not pass the stand pipe at East end of yard without proceed signal from the switch tender given with green flag by day or green light by night.

**Interlocking plant at South portal of King Street tunnel**—Signals are of the dwarf type (low semaphores) and are located to the right of track governed; where two arms are on one post, higher arm governs trains along main tracks and lower arm trains diverging from main track.

Trains or engines must not pass over Atlantic Street crossings, Colorado Avenue line, unless they receive signal from crossing flagman with green flag by day and green light by night. One motion of regular proceed signal is for the Northern Pacific, two motions of regular proceed signal is for Chicago, Milwaukee, Saint Paul and Pacific, three motions of the regular proceed signal is for the P. C. R. R. and four motions of the regular proceed signal is for the O.-W. R. & N. When no crossing flagman is on duty trains must flag themselves across.

Trains approaching Spokane St. Tower on Colorado Ave. line will call for route as follows:

## INBOUND.

C. M. St. P. & P. Ry. .... ————  
Nor. Pac. Ry. .... ————  
P. C. Ry. .... ————

## OUTBOUND

C. M. St. P. & P. Ry. .... ————  
P. C. Ry. .... ————  
Nor. Pac. Ry. .... ————

## WEST SEATTLE LINE.

From West to East.. ————  
From East to West.. ————

2. **Speed Restrictions**—All trains must run at restricted speed at Seattle between the switches of the crossover east of the east wye switch Spokane Street and King Street Station expecting to find main track occupied. Second class and inferior trains, switch engines and light engines may use main tracks running with current of traffic between east wye switch Spokane Street and King Street Station on time of first class trains without orders. In foggy or obscure weather all trains must stop and know before proceeding that there are no trains approaching on intersecting tracks.

All trains eight (8) miles per hour over switches King Street Station.

Ten miles per hour over important street crossings within the corporate limits of Puyallup, Sumner, Auburn and Kent.

Trains and light engines entering or leaving Tacoma Union Station to or from the drawbridge line ten (10) miles per hour while any portion of train is passing over switches at Fifteenth Street Tower.

Passenger trains via Head of Bay twenty (20) miles per hour between Tacoma Union Station and Reservation.

Trains in both directions on Drawbridge Line will run at restricted speed between Reservation and Freight Yard connection one quarter mile East, and fifteen (15) miles per hour when entering or leaving new main line connections.

Trains entering or leaving Tacoma Union Station will move at restricted speed between 15th Street Tower and 21st Street.

3. **Interlocking Plant at Reservation**—Signals governing are not equipped with arms. The indications are shown by lights. All trains and yard engines will be governed by signal indications as per Transportation Rule.
4. **Bridge and Engine Restrictions**—Speed will be restricted over Bascule Bridge 36.8 on West Seattle Line, and bridge 39, Tacoma Waterway, 15 miles per hour. Bridge 12.3 on Dempsey Tide Flat Branch (Tacoma Terminal), 8 miles per hour, Class Q or heavier engines not permitted.
5. **Between Reservation and Tacoma**—Trains will approach crossover switches at East "D" Street and South 21st Street at restricted speed and will not proceed until tracks are known to be clear and signal is received from switch tender with green flag by day and green light by night.
6. **At Argo**—Following whistle signals to be used for interlocking plant routes as follows:  
Colorado Avenue Line: One Long, One Short, One Long.  
Shore Line: Two Short, One Long.

Eastward to Westward Main Line through crossover: Four Short.  
Eastward Main Line to Coal Spur: Four Short.

7. **At Black River**—Telephone is located near Eastward crossover switch in box on telephone pole. Communication with Seattle Dispatcher's office can be had by calling Seattle two short rings and asking for Chief Dispatcher.

8. **At Auburn**—All eastward and westward trains will approach crossover at east end of Auburn depot platform leading to and from the First Subdivision main line, expecting to find crossover occupied, and will not proceed until track is known to be clear. Passenger trains in either direction making crossover movement to or from First Subdivision, will not be required to flag after having used signal indicator and found track to be clear.

Normal position of switch at head of the wye will be for Seattle leg of wye.

9. **At East Auburn**—Enginemen on passenger trains will keep air applied during period of switching.
10. **At Puyallup**—Westward siding is that portion of old third main track from Meridian St. at east end, to its connection with fifth subdivision of Tacoma Division at west end.
11. **At Reservation**—No towermen are used to manipulate interlocking plant, O.-W. R. & N. crossing near Reservation. When train or yard crews have occasion to use crossing the conductor or foreman will operate the levers, bearing in mind that after used, signals and derails must be set clear for Northern Pacific route. When signals are against Northern Pacific route, conductor investigate cause and if necessary flag through interlocking district.

12. **At Fifteenth Street Tower**—A signal arm semaphore pattern, located near junction of line leading to Tacoma Union Station and Drawbridge Line at 15th Street, is controlled by operator at 15th Street and will govern single track passenger line between 15th Street and Union Station. No train from the Drawbridge Line or west of main line will enter Union Station when signal is at stop. No train will proceed from Union Station to Drawbridge Line or westward main line when signal on incline which is equipped with two red blades by day and in addition two red lights by night is at stop. Lower arm governs train movements from Union Station to Drawbridge Line; upper arm governs movement to westward main track.

Push button operating signal to tower man is located on post under Union Station concourse; switch crews will operate for Portland bound trains and conductors will operate for Seattle bound trains.

13. **Card train order form AB**.—Will govern the movement of trains between Reservation and the Fifteenth Street Tower via Drawbridge Line; between Argo and Spokane Street Tower on Colorado Avenue line.

Trains must not move in this territory unless conductor and engineman each holds a copy properly filled out.

14. **Special stops, connections, etc.**—No. 402 stop at Kent and Auburn for revenue passengers for Tacoma and points south.

No. 424 stop on flag at Orillia and Thomas for receipt and delivery of Parcel Post mail.

No. 411 connects with No. 423 at Tacoma.

Nos. 6 and 4 stop on flag at Kent for passengers holding tickets for Spokane and east. Nos. 5 and 3 stop at Kent to let off passengers from points east of Auburn.

No. 333 stop on flag at Thomas for express shipments.

No. 408 will stop at Kent, Sumner, and Puyallup to pick up passengers for points south of Tacoma, and at Sumner and Puyallup to let off passengers from Seattle.

No. 407 will stop at Sumner and Kent to discharge business from points south of St. Clair.

Train 457 will stop on flag at Puyallup, Sumner, Auburn and Kent to pick up passengers for Spokane and points east.

Train 456 will stop on flag at Kent, Auburn, Sumner and Puyallup to discharge passengers from Spokane and points east.

15. **Register Stations**—Seattle (King Street Station), Middle Yard, Auburn Yard Office, for trains originating or terminating. Puyallup for Tacoma Division Fifth (5th) Subdivision trains. Tacoma Union Station for passenger trains; Yard Office for freight trains.

16. **Register Exceptions**—At Puyallup, second class and inferior trains register by ticket Form 608.

17. **Bulletin Stations**—Seattle (King Street Station) Middle Yard and Roundhouse Auburn, roundhouse and yard office. Tacoma, Union Station and roundhouse.

18. **Standard Time Clocks**—Seattle (King Street Station), Roundhouse, Middle Yard Office, Auburn Yard Office; and Tacoma (Union Station).

19. **Watch Inspectors**—  
Arnt Setter, 521 2nd Ave., Seattle.  
A. A. Schuchard, Auburn.  
S. Grimstead, Eleventh and Pacific Ave., Tacoma.

20. **Derail Switches**—Are located as follows, and must be kept in derailing position when not in use.  
Sumner, East end of house track.

## SECOND SUBDIVISION.

## (MAIN LINE.)

1. **At North Portal**—Westward N. P. Trains from tunnel are governed by lower arm of semaphore located about 150 feet east of tower building. Eastward N. P. Trains to the tunnel and to the waterfront are governed by semaphore signal located about 350 feet west of tower. Upper arm governs route to the tunnel; lower arm to the waterfront. Westward trains from the waterfront are governed by semaphore located about 300 feet east of tower. Upper arm governs movement, lower arm stationary in stop position. The dwarf signal at the base of this semaphore governs G. N. trains. At night and during foggy weather eastward trains will give one long blast of whistle for tunnel and three shorter blasts for waterfront. Westward trains from waterfront will give three blasts of whistle for N. P. main line.
2. **Interlocking plant at South portal of King Street tunnel**—Signals are of the dwarf type (low semaphores) and are located to the right of track governed; where two arms are on one post, 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.
3. **Logs**—Freight trains containing cars loaded with logs must not be run via King Street Tunnel.
4. **Card train order Form AB** will govern the movement of trains between Lowell and Everett and between Everett and G. N. Junction and trains must not move in this territory unless conductor and engineman each hold a copy properly filled out. N. P. Eastward trains secure card order at Delta Wye authorizing movement from G. N. Jet. to Everett and Westward trains will turn in card authorizing movement Everett to G. N. Jet. at Delta Wye.
5. **Draw Spans**—Skagit River Bridge between Sedro-Woolley and Clear Lake Salmon Bay bridge, between Interbay and Fremont.
6. **Signal Aspect**—Stop signal located east of Salmon Bay Bascule Drawbridge between Interbay and Fremont is equipped with two arms, upper arm governs movement to Fremont, lower arm governs movement to Ballard.
7. **Pusher District**—Between Snohomish and Woodinville.
8. **At Fremont**—Depot is located one-half mile west of passing siding.
9. **At Sedro-Woolley**—G. N. crossings are protected against eastward N. P. trains by 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. Derailed must be left in derail position when N. P. track is not in use.
10. **Delta Wye Interlocking**—Westward trains will call for route by one long, one short, one long blast of whistle.  
Eastward trains by two long, one short, one long blast of whistle.
11. **Bridge and Engine Restrictions**—Twenty (20) miles per hour over Bascule bridge, about one mile east of Fremont.  
Twenty (20) miles per hour over draw span of Bridge 85, Skagit River.
12. **Speed Restrictions**—Fifteen (15) miles per hour over the crossing on Northlake Avenue located between yard limit board and Gas Works west of Fremont.  
Ten (10) miles per hour between Bay and Bell Streets, Seattle.  
Trains handling logs 20 miles per hour.
13. **Special Stops, Connections, etc.**  
Nos. 443 and 444 will stop on flag at Prairie, Pilchuck, Hoogdale, Delvan, Ehrlich, Days, Cathcart.  
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.
14. **Register Stations**—Seattle (King St. Station), Woodinville, G. N. Station Snohomish, Everett, Kruse, Wickersham and Sumas.
15. **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, Everett and Wickersham.  
No. 676 register by ticket form 608 at King St. Station.  
Great Northern trains will not register at Everett.
16. **Bulletin Stations**—Arlington, Sedro-Woolley, Everett (Roundhouse and Yard office), Seattle (King St. Station, Roundhouse and Yard office).
17. **Standard Time Clocks**—Sedro-Woolley, Everett, Seattle (King St. Station, Roundhouse, Middle yard).
18. **Watch Inspectors**—Everett, Charles M. Smith; Sedro-Woolley, Horace Condy; Seattle, Arnt Setter, 521 2nd Ave.

SPECIAL INSTRUCTIONS.

19. Commercial Spurs—	Miles from King St. Station	How Connected	Car Capacity
Navalair Jct.	13.6	1 W	Conn.
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
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
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

20. **Derail 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.
- Woodinville—East End Track No. 3.
- Maltby—East End of House Track.
- 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.)

1. **At Roslyn** Eastward trains departing must keep at least twenty (20) minutes apart.
2. **At Cle Elum**, Eastward trains must come to a stop 1200 feet west of wye switch.
3. **Speed Restrictions**—Cle Elum ten (10) miles per hour through incorporated city limits.
4. **Register Station**—Cle Elum.
5. **Clearance Exceptions**—474 will not require clearance at Ronald.
6. **Bulletin Station**—Cle Elum.
7. **Derail Switches**—  
Roslyn—East End Siding.

**FOURTH SUBDIVISION.**  
(BELT LINE.)

1. **At Kirkland**, Depot is located 2250 feet east of passing siding.
2. **Speed Restrictions**—  
Trains handling logs, twenty (20) miles per hour between Black River and Woodinville, all other trains thirty (30) miles per hour.
3. **Bridge and Engine Restrictions**—Fifteen (15) miles per hour over Bridge No. 11 east of Wilburton.
4. **Register Stations**—  
Black River and Woodinville.

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

6. Commercial Spurs—	Miles from Black River	How Connected	Car Capacity
Lakeside	3.8	1 E	Conn.
Spiegel	2.4	1 E	3
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

7. **Derail Switches**—P. C. R. R. Crossing at Renton is protected by derails seventy-five feet east and seventy-five feet west of the crossing and operated by switch stand between the P. C. R. R. Tracks. Normal position of derails is against N. P. trains.  
Maycreek Spur.  
Midlakes—Godsey's and Kardong Spurs.

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

**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-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, Fall City to Woodinville.

5. **Register Stations**—Woodinville and North Bend.

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

7. 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
Niblock	32.5	1 W	100
Tanner	38.1	1 E	9
Weeks	38.3	1 E	Conn.

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

**SIXTH SUBDIVISION.**  
(HARTFORD LINE.)

1. **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.

2. **Draw Span**—Snohomish river bridge just east of Snohomish.

3. **Bridge Restrictions**—Twenty (20) miles per hour over draw span of Bridge 38, Snohomish river.

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

5. **Special Stops, Connections, etc.**  
No. 444 will stop on flag at Lake Cassidy and Sisco.

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

7. Commercial Spurs—	Miles from Bromart	How Connected	Car Capacity
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8. **Derail Switches**—  
Hartford—East end of Passing track.  
Hartford—East end of House track.  
Machias—East end of House siding.  
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 truss bridges Nos. 2, 7, 11.1 and 22. Engines Class Q-1 and heavier not permitted. Speed will be restricted over Bridge 18, Boulder Creek, to eight (8) miles per hour.

3. **Special Stops, Connections, Etc.**—

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**—

8. 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
Markle	22.4	1 E	4
Barco	23.4	1 E	Conn.
Andron	26.7	Wye	Conn.

9. **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.)

1. **At Bellingham** flagman must precede all trains between Champion 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. East end Silver Beach.

3. **Speed Restrictions**—  
Passenger trains will exercise judgment where trouble may be expected 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, Erving H. Easton.

8. Commercial Spurs—	Miles from Wickersham	How Connected	Car Capacity
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.



**SPECIAL INSTRUCTIONS.**

**ALL SUBDIVISIONS.**

- Following will govern the operation by or through spring switches:  
Maximum speed for all facing point and trailing point movements through switch, 15 miles per hour.  
Trailing movements on the track for which the switch is normally lined may be made at normal speed.  
Trains trailing through or stopping on spring switch must not back up or take slack until points have been thrown by hand.  
Flying switches over or through spring switches are prohibited.  
When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it.  
When signal governing block in which spring switch is located is at stop, facing point movements must not be made until points have been examined.
- 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.

- Class P-2 G. N. engines when used on trains entering Tacoma Union Station are restricted to the use of Track No. 1, and should not exceed speed of eight (8) miles per hour entering and leaving Tacoma Station.  
Northern Pacific Class Q-6 engines entering or leaving Tacoma Union Station must not use tracks two and three on account of restricted clearance.
- Logs on single track, trains handling logs when meeting passenger trains will not proceed unless the passenger train is standing still or has moved by the log cars.  
On double track, trains handling logs will not be permitted to meet passenger trains between stations. Conductors will notify Dispatcher when there are logs in their trains and secure train order that passenger trains will be held at next station until they have arrived. Conductors of trains coming from Buckley Line must arrange with operator at Puyallup to hold opposing passenger trains. Logs must not be moved after dark.  
Conductors of all trains picking up 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.
  - Consolidated passenger trains 401, 402, 407, 408, operated by Nor. Pac. Crews.  
Consolidated passenger trains 458, 459, operated by Great Nor. Crews.  
Consolidated passenger trains 561, 562, 563, 564, operated by O.-W. R. & N. Crews.
  - The following letters when placed after the figures of schedule indicate:  
"A"—AM  
"P"—PM

**SPEED TABLE.**

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

**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				
Main Line (Seattle-Reservation).....	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	11' 6"
West Seattle Line.....	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 1"	20' 9"	20' 7"	20' 3"	20' 2"	20' 0"	19' 9"	19' 7"	19' 7"	21' 3"	11' 6"
Lake Union Line.....	20' 7"	20' 7"	20' 7"	18' 3"	18' 3"	17' 4"	16' 4"	15' 10"	15' 4"	14' 10"	14' 5"	14' 0"	13' 5"	13' 3"	12' 11"	12' 5"	11' 11"	11' 11"	20' 7"	11' 6"	
1st Subdivision... Main Line (Ellensburg-East Auburn).....	17' 9"	17' 8"	17' 7"	17' 5"	17' 1"	16' 9"	16' 5"	16' 3"	16' 1"	15' 10"	15' 8"	15' 5"	15' 0"	14' 10"	14' 7"	14' 1"	13' 9"	13' 9"	17' 9"	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' 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"	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' 1"	21' 0"	20' 10"	20' 8"	20' 6"	21' 6"	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' 6"	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"	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' 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.



