

NORTHERN PACIFIC RAILWAY COMPANY.

**SEATTLE DIVISION
SEATTLE AND TACOMA TERMINALS**

TIME 62 TABLE

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

SUNDAY, JUNE 14, 1931.

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.

J. E. CRAVER,
General Manager.

T. F. LOWRY,
Assistant General Manager.

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 | 2500 | 1700 | 1200 | 1100 | 900 | 800 |
| Lester to Easton..... | 2.2 | 1250 | 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 |
| Tacoma to Auburn..... | | | 3600 | | | | |
| Ellensburg to Easton..... | 0.8 | 3600 | 2300 | 1800 | 1700 | 1300 | 1200 |
| Easton to Lester..... | 2.2 | 1250 | 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 | Tons |
| Second Subdivision—Eastward. | | | | | | | | Second Subdivision—Westward. | | | | | | | | |
| 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 | |
| Fourth Subdivision—Eastward. | | | | | | | | Fourth Subdivision—Westward. | | | | | | | | |
| 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 | Fifth Subdivision—Westward. | | | | | | | | |
| Fifth Subdivision—Eastward. | | | | | | | | Woodinville to Issaquah..... | | | | | | | | |
| North Bend to Falls City..... | 0.7 | | | | 1585 | 1740 | 1650 | | | | | | 2500 | 2100 | 1700 | |
| Falls City to Preston..... | 2.0 | | | | 700 | 580 | 550 | | | | | | 700 | 550 | 450 | |
| Preston to Woodinville..... | 0.5 | | | | 2300 | 2000 | 1700 | | | | | | 900 | 800 | 700 | |
| Sixth Subdivision—Eastward. | | | | | | | | Falls City to North Bend..... | | | | | | | | |
| Edgecomb to Getchell..... | 1.8 | 1350 | 1075 | 1000 | 800 | 750 | 700 | | | | | | 2000 | 1600 | 1500 | |
| Getchell to Snohomish..... | 0.8 | 5000 | 4600 | 4500 | 4000 | 3500 | 3000 | Sixth Subdivision—Westward. | | | | | | | | |
| Seventh Subdivision—Eastward and Westward. | | | | | | | | Bromart and Snohomish to Hartford..... | | | | | | | | |
| Arlington and Darrington..... | 0.8 | | | | 5000 | 4500 | 3000 | | | 0.6 | 2150 | 1800 | 1700 | 1500 | 1200 | 1100 |
| Eighth Subdivision—Eastward. | | | | | | | | 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 |
| Eighth Subdivision—Westward. | | | | | | | | Getchell to Edgecomb..... | | | | | | | | |
| Eighth Subdivision—Westward. | | | | | | | | Wickersham to Mirror Lake..... | | | | | | | | |
| Eighth Subdivision—Westward. | | | | | | | | Mirror Lake to Silver Beach..... | | | | | | | | |
| Eighth Subdivision—Westward. | | | | | | | | Silver Beach to Larson..... | | | | | | | | |
| Eighth Subdivision—Westward. | | | | | | | | Larson to Bellingham..... | | | | | | | | |
| Eighth Subdivision—Westward. | | | | | | | | Down—Maximum 80 Cars. | | | | | | | | |

WESTWARD

SEATTLE AND TACOMA TERMINALS

WESTWARD

| FIRST CLASS | | | | | | | | | Time Table No. 62 June 14, 1931 Succeeding No. 61 | FIRST CLASS | | | | | | SECOND CLASS | | | | |
|-------------|------------------------|------------------------|---------------------|--------------------|-----------|------------------------|---------------------|------------------------|---|---------------------|-----------|-------------|------------------------|--------------------|----------------------|--------------------|--------------------|------------------------|----------------------------------|----------|
| 333 | 563 | 401 | 1 | 415 | 3 | 407 | 421 | 561 | | 449 | 423 | 5 | 455 | 459 | 411 | 437 | 671 | 679 | 675 | 677 |
| Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Freight | Freight | Freight | Freight |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sat. | Daily |
| Local | Consolidated Passenger | Consolidated Passenger | North Coast Limited | No. 6's Connection | Alaskan | Consolidated Passenger | Puget Sound Express | Consolidated Passenger | No. 4's Connection Alaskan | Puget Sound Limited | | G. N. No. 2 | Consolidated Passenger | No. 2's Connection | No. 334's Connection | G. N. Time Freight | N. P. Time Freight | N. P. Time Freight | N. P. Time Freight | |
| A 5.50AM | | A 6.45AM | A 8.30AM | | A 10.20AM | A 2.20PM | A 2.30PM | | 40.1 UD SEATTLE DN | | A 8.15PM | A 8.20PM | A 9.05PM | A 9.30PM | | A 2.35AM | | | | |
| | | | | | | | | | King Street Station 0.8 Cross Over | | | | | | | | | | | |
| | | | | | | | | | 39.3 MIDDLE YARD P | Yard | | | | | | | A 6.00AM | | As 10.10PM | |
| | | | | | | | | | 36.9 ARGO P | | 8.05 | 8.10 | 8.55 | 9.22 | | 2.20 | 5.35 333 | | 9.55 | |
| | | | | | | | | | O.-W. R. & N. P. C. R. R. Crossings C. M. St. P. & P. Crossing Interlocked Track Conns. Cross Over | | | | | | | | | | | |
| | | | | | | | | | 7.6 | | | | | | | | | | | |
| | | | | | | | | | 29.3 BI BLACK RIVER D | 20 | 7.53 | 7.57 | 8.43 | 9.13 | | 2.05 | 5.20 | See page 7 A 6.30AM | 9.40 | |
| | | | | | | | | | 1.4 Cross Over | | | | | | | | | | | |
| | | | | | | | | | 27.9 ORILLIA S | 11 | | | | | | | | | | |
| | | | | | | | | | 2.0 | | | | | | | | | | | |
| | | | | | | | | | 25.9 O'BRIEN S | 7 | | | | | | | | | | |
| | | | | | | | | | 2.1 | | | | | | | | | | | |
| | | | | | | | | | 23.8 KN KENT D | 63 | f 7.43 | f 7.47 | 8.34 | 9.05 | | 1.55 | 5.05 | 6.15 | 9.25 | |
| | | | | | | | | | 1.9 Cross Over | | | | | | | | | | | |
| | | | | | | | | | 21.9 THOMAS S | 13 | | | | | | | | | | |
| | | | | | | | | | 1.4 | | | | | | | | | | | |
| | | | | | | | | | 20.5 CHRISTOPHER S | 4 | | | | | | | | | | |
| | | | | | | | | | 1.9 | | | | | | | | | | | |
| | | | | | | | | | 18.6 AU AUBURN DN | 61 | As 6.55PM | s 7.33 | L 7.35PM | 8.24 | 8.56 677 | A 9.00PM | As 12.20AM | s 1.45 s 4.50 | L 6.05AM s 7.20 401 459 | |
| | | | | | | | | | 4.9 Cross Over | | | | | | | | | | | |
| | | | | | | | | | 13.7 DIERINGER S | 7 | f 6.45 | 7.23 | | 8.14 | 8.47 | 8.51 | f 12.10 | 1.31 | 4.41 | 7.05 |
| | | | | | | | | | 2.6 | | | | | | | | | | | |
| | | | | | | | | | 11.1 SN SUMNER D | 63 | s 6.41 | s 7.20 | | 8.10 | 8.44 | 8.48 | s 12.06AM | 1.25 | 4.35 | 6.56 |
| | | | | | | | | | 2.9 Cross Over | | | | | | | | | | | |
| | | | | | | | | | 8.2 PY PUYALLUP DN | W 120 E 53 | s 6.35 | s 7.15 | | 8.05 | 8.40 | 8.44 | s 11.58PM | 1.15 | 4.25 | 6.48 |
| | | | | | | | | | 6.6 Cross Over | | | | | | | | | | | |
| | | | | | | | | | 1.6 RN RESERVATION DN | | 6.25 | L 7.05PM | | 7.55 | L 8.31PM | 8.34 | 11.46 | 12.55 | 4.05 | 6.30 |
| | | | | | | | | | Junction O.-W. R. & N. Interlocked 1.6 Cross Over | | | | | | | | | | | |
| | | | | | | | | | 0.0 Q TACOMA DN | Yard | L 6.20PM | | | L 7.50PM | | L 8.30PM | L 11.40PM | L 12.50AM | L 4.00AM | L 6.20PM |
| | | | | | | | | | Cross Over | | | | | | | | | | | |

VIA DRAW BRIDGE LINE

VIA DRAW BRIDGE LINE

| | | | | | | | | | | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|------|-------|----------|-------|-------|----------|-------|-------|----------|-------|------|------|
| | | | | | | | | | 2.0 RN RESERVATION DN | S 5 | | A 7.05PM | | | A 8.31PM | | | | | | |
| | | | | | | | | | Junction O.-W. R. & N. Co. O.-W. R. & N. Co. Crossing | | | | | | | | | | | | |
| | | | | | | | | | 1.6 Interlocked | | | | | | | | | | | | |
| | | | | | | | | | 1.8 Cross Over | | | | | | | | | | | | |
| | | | | | | | | | 0.2 AX 15th ST. TOWER DN | | | | | | | | | | | | |
| | | | | | | | | | 0.2 Cross Over | | | | | | | | | | | | |
| | | | | | | | | | 0.0 Q TACOMA DN | Yard | | L 7.00PM | | | L 8.25PM | | | | | | |
| | | | | | | | | | Cross Over | | | | | | | | | | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sat. | Daily | | |
| .40 | .06 | 1.20 | .36 | .35 | .40 | 1.11 | 1.15 | .05 | Time Over Subdivision | | .35 | 1.15 | .45 | 1.15 | 1.05 | .30 | .40 | 1.40 | 1.55 | .25 | 2.00 |
| 32.2 | 18.0 | 30.1 | 35.8 | 31.9 | 32.2 | 33.9 | 32.1 | 20.4 | Average Speed Per Hour | | 31.9 | 32.1 | 24.8 | 32.1 | 37.3 | 37.2 | 27.9 | 24.0 | 20.9 | 24.9 | 20.2 |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN SEATTLE AND TACOMA VIA HEAD OF BAY.
AUTOMATIC BLOCK BETWEEN HOLGATE STREET, SEATTLE AND 21ST STREET, TACOMA.

SPECIAL INSTRUCTIONS, PAGES 10 AND 12.

TRAIN ORDERS GOVERNING THE MOVEMENT OF TRAINS AND INSTRUCTIONS PERTAINING THERETO,
WILL BE ISSUED BY AND OVER THE SIGNATURE OF THE SUPERINTENDENT OF THE SEATTLE DIVISION.

EASTWARD

SEATTLE AND TACOMA TERMINALS

EASTWARD

| FIRST CLASS | | | | | | | | | Time Table No. 62 June 14, 1931 Succeeding No. 61 | FIRST CLASS | | | | | | | SECOND CLASS | | | |
|------------------------|------------------------|--------------------|----------------------|-------------|------------|------------------------|----------------------------|------------------------|---|------------------------|-----------|--------------------|---------------------|-------------------------------|-----------|--------------|--------------------|--------------------|---------------------|---------|
| 564 | 436 | 410 | 422 | 454 | 6 | 408 | 448 | 562 | | 424 | 458 | 4 | 414 | 2 | 402 | 334 | 672 | 680 | 676 | 678 |
| Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Freight | Freight | Freight | Freight |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sat. | Daily |
| Consolidated Passenger | No. 333's Connection | No. 1's Connection | Grays Harbor Limited | G. N. No. 1 | | Consolidated Passenger | No. 3's Connection Alaskan | Consolidated Passenger | Grays Harbor Express | Consolidated Passenger | Alaskan | No. 5's Connection | North Coast Limited | Consolidated Passenger | Local | G. N. Local | N. P. Time Freight | N. P. Time Freight | N. P. Time Freight | |
| | | | L 8.00AM | L 8.20AM | L 8.25AM | L 8.30AM | | | | | L 4.15PM | L 4.30PM | L 6.30PM | | L 8.30PM | L 11.45PM | L 11.50PM | L 5.05PM | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | 8.07 | 8.27 | 8.32 | 8.38 | | | | | 4.22 | 4.38 | 6.38 | | 8.37 | 11.52PM | 11.57PM | 5.25 | 7.08 | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | 8.16 | 8.36 | 8.40 | 8.47 | | | | | 4.30 | 4.47 | 6.47 | | 8.45 | 12.01AM | 12.08AM | 5.40 | 7.25 | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | s 8.26 | 8.44 | 8.48 | 8.55 | | | | | s 4.40 | 4.55 | 6.56 | | 8.53 | 12.10 | f 12.18 | 6.00 | 7.35 | |
| | | | | | | | | | | | | | | | | | | | | |
| | See page 3 L 5.11AM | L 7.56AM | s 8.35 | 8.53 | A s 8.57AM | s 9.05 | | See page 3 L 9.53AM | | | s 4.50 | 5.02 | A s 7.05PM | See page 3 L 7.37PM 680 | A 9.02PM | 12.20 678 | A s 12.30AM | 6.15 | 7.50 8.05 414 | |
| | | | | | | | | | | | | | | | | | | | | |
| | f 5.17 | | f 8.41 | | | | | | | | f 4.56 | | | | | | | | | |
| | s 5.23 | 8.07 | s 8.47 | 9.06 | | 9.18 | s 10.05 | | | | s 5.05 | 5.14 | | s 7.51 | f 12.38 | | | 6.30 | 8.20 | |
| | s 5.29 | 8.12 | s 8.53 | 9.11 | | 9.23 | s 10.15 | | | | s 5.10 | 5.18 | | s 8.01 | s 12.48 | | | 6.40 | 8.30 | |
| | L 12.19AM | A 5.42AM | A 8.22AM | A 9.05AM | 9.23 | 9.35 | 10.27 | L 1.05PM | | | A 5.28PM | | | 8.13 | 1.02 | | | 7.00 | 8.50 | |
| | A 12.25AM | | | A 9.30AM | | A 9.42AM | A 10.35AM | A 1.12PM | | | A 5.30PM | | | A 8.20PM | A 1.15AM | | A 7.05PM | A 9.00PM | A 1.15AM | |

VIA DRAW BRIDGE LINE

VIA DRAW BRIDGE LINE

| | | | | | | | | | | | | | | | | | | | | |
|--|----------|----------|----------|-------|-------|-------|-------|-------|--------|---|-----|-------|----------|-------|-------|-------|-------|-------|----------|-------|
| | L 5.42AM | L 8.22AM | L 9.05AM | | | | | | X 1972 | RN. RESERVATION. DN Junction O.-W. R. & N. O.-W. R. & N. Crossing Interlocked 1.8 Cross Over | 0.0 | | L 5.28PM | | | | | | | |
| | A 5.50AM | A 8.30AM | A 9.15AM | | | | | | X 1976 | AX. 15th ST. TOWER. DN 0.2 Cross Over | 1.8 | | | | | | | | | |
| | | | | | | | | | X 1976 | Q. TACOMA. DN Cross Over | 2.0 | | A 5.35PM | | | | | | | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sat. | Daily |
| | .06 | .39 | .34 | 1.15 | 1.10 | .32 | 1.12 | .42 | | | | 1.15 | 1.05 | .35 | .43 | .32 | 1.30 | .40 | 2.00 | 1.45 |
| | 18.0 | 28.6 | 29.0 | 32.3 | 34.6 | 40.3 | 33.4 | 26.6 | | | | 32.1 | 37.3 | 36.9 | 25.8 | 40.3 | 26.7 | 32.2 | 20.1 | 22.4 |
| | | | | | | | | | | | | | | | | | | | | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN SEATTLE AND TACOMA VIA HEAD OF BAY, AUTOMATIC BLOCK BETWEEN HOLTGATE STREET, SEATTLE AND 21ST STREET TACOMA.

SPECIAL INSTRUCTIONS, PAGES 10 AND 12.

TRAIN ORDERS GOVERNING THE MOVEMENT OF TRAINS AND INSTRUCTIONS PERTAINING THERETO,
WILL BE ISSUED BY AND OVER THE SIGNATURE OF THE SUPERINTENDENT OF THE SEATTLE DIVISION.

SECOND SUB-DIVISION (MAIN LINE)

WESTWARD

EASTWARD

Table with columns for Third Class (929, 923), Second Class (675), First Class (443), and Time Table No. 62. Includes station names like SEATTLE, NORTH PORTAL, INTERBAY, FREMONT, UNIVERSITY, LAKE, BOTHELL, WOODINVILLE, MALTBY, BROMART, and G. N.-SNOHOMISH. Lists times and distances for various train services.

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

Table listing train services between Snohomish and Lowell, including stations like LOWELL, EVERETT, G. N. JUNCTION, ROGER, and DELTA WYE. Includes times and distances.

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

Table listing train services between Delta Wye and Kruse, including stations like KRUSE, EDGECOMB, ARLINGTON, BRYANT, McMURRAY, MONTBORNE, BIG LAKE, CLEAR LAKE, SEDRO-WOOLLEY, THORNWOOD, WICKERSHAM, ACME, STANDARD, DEMING, NOOKSACK, and SUMAS. Includes times and distances.

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

Table for Third Sub-Division (Roslyn Branch) showing train schedules for Second Class (No. 473 and 474) with columns for stations, times, and distances.

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

Table for Fourth Sub-Division (Belt Line) showing train schedules for Third Class and Second Class (No. 675 and 676) with columns for stations, times, and distances.

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

WESTWARD FIFTH SUB-DIVISION (SNOQUALMIE BRANCH) EASTWARD

Table for Fifth Sub-Division (Snoqualmie Branch) showing train schedules for Third Class (No. 923 and 924) with columns for stations, times, and distances.

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

WESTWARD SIXTH SUB-DIVISION (HARTFORD LINE) EASTWARD

Table for Sixth Sub-Division (Hartford Line) showing train schedules for Second Class, First Class, and Third Class (No. 675, 443, and 676) with columns for stations, times, and distances.

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

WESTWARD

SEVENTH SUBDIVISION
(DARRINGTON BRANCH)

EASTWARD

| THIRD CLASS | | Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Distance from Arlington Junction. | Time Table No. 62 June 14, 1931 Succeeding No. 61 | | Distance from Darrington. | Car Capacity of Sidings. | THIRD CLASS | |
|-------------|-------------|---|------------------|-----------------------------------|---|------|---------------------------|--------------------------|-------------|-------------|
| 929 | Way Freight | | | | STATIONS | | | | 930 | Way Freight |
| Ex. Sun. | | | | | Telegraph Offices and Calls | | | | Ex. Sun. | |
| L 11.35AM | 2 1/2 m W | W | | 0.0 | ARLINGTON JUNCTION P | 27.7 | | See page 6 As 8.41AM | | |
| s 12.01PM | | X | BK9 | 9.0 | CAVANO | 18.7 | 31 | s 8.15 | | |
| s 12.13 | | | BK11 | 11.1 | OSO P | 16.6 | 50 | s 8.05 | | |
| s 12.18 | | | BK13 | 13.1 | HALTERMAN | 14.6 | 5 | s 7.55 | | |
| s 12.30 | W | | BK17 | 16.9 | HAZEL | 10.8 | 30 | s 7.38 | | |
| | | | | | | | | | | |
| s 12.33 | | | BK19 | 18.0 | TULKER | 9.7 | 26 | s 7.35 | | |
| s 12.39 | | | BK21 | 20.6 | FORTSON P | 7.1 | S 17 | s 7.30 | | |
| As 1.20PM | CWY X | | BK28 | 27.7 | DARRINGTON P | 0.0 | Yard | L 7.00AM | | |
| Ex. Sun. | | | | | | | | Ex. Sun. | | |
| 1.45 | | | | | Time Over Subdivision | | | 1.44 | | |
| 16.0 | | | | | Average Speed Per Hour | | | 16.0 | | |

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

WESTWARD

EIGHTH SUBDIVISION
(BELLINGHAM BRANCH)

EASTWARD

| THIRD CLASS | | FIRST CLASS | | Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Distance from Wickersham. | Time Table No. 62 June 14, 1931 Succeeding No. 61 | | Distance from Bellingham. | Car Capacity of Sidings. | FIRST CLASS | | THIRD CLASS | |
|-------------|-------------|-------------|-------------|---|------------------|--------------------------------|---|------|---------------------------|--------------------------|-------------|-----------|-------------|-------------|
| 931 | Way Freight | 443 | Motor Car | | | | STATIONS | | | | 444 | Motor Car | 932 | Way Freight |
| Ex. Sat. | | Ex. Sun. | | | | | Telegraph Offices and Calls | | | | Ex. Sun. | | Ex. Sat. | |
| L 3.05PM | 444 | L 12.32PM | YWX | CF128 | 0.0 | WK WICKERSHAM D | 20.5 | Yard | See page 6 As 3.05PM | As 2.15PM | | | | |
| s 3.12 | | f 12.36 | | BM1 | 1.3 | MIRROR LAKE | 19.2 | 28 | f 2.58 | s 2.06 | | | | |
| s 3.25 | | f 12.42 | | BM4 | 3.8 | PARK | 16.7 | 16 | f 2.51 | s 1.58 | | | | |
| s 3.30 | | f 12.45 | W 2.8 mi. W | BM5 | 4.8 | BLUE CANYON | 15.7 | 21 | f 2.48 | s 1.54 | | | | |
| | | | | BM8 | 8.2 | KNIGHTS LOG, RAILROAD CROSSING | 12.3 | | | | | | | |
| | | | | | | | | | | | | | | |
| | | f 1.01 | | BM9 | 8.9 | TOWANDA | 11.6 | | f 2.32 | | | | | |
| s 3.53 | | f 1.07 | | BM11 | 11.4 | AGATE BAY | 9.1 | 31 | f 2.26 | s 1.07 | | | | |
| s 4.08 | | f 1.16 | | BM15 | 15.1 | SILVER BEACH | 5.4 | | f 2.19 | s 12.40 | | | | |
| s 4.13 | | 1.19 | | BM16 | 16.1 | LARSON | 4.4 | 31 | 2.16 | s 12.35 | | | | |
| A 4.30PM | | A 1.35PM | WYC OX | BM20 | 20.5 | WD BELLINGHAM D | 0.0 | Yard | L 2.05PM | L 12.15PM | | | | |
| Ex. Sat. | | Ex. Sun. | | | | | | | Ex. Sun. | Ex. Sat. | | | | |
| 1.25 | | 1.03 | | | | Time Over Subdivision | | | 1.00 | 2.00 | | | | |
| 14.2 | | 20.0 | | | | Average Speed Per Hour | | | 20.5 | 10.2 | | | | |

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).

| | 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 9456 |
| DR. J. W. GULLIKSON, Assistant Surgeon, Tacoma | Main 787 | Proc. 2012 |
| DR. D. C. BOWMAN, Assistant Surgeon, Tacoma Hospital | Main 787 | Mad. 2287 |
| DR. R. W. TYSON, Assistant Surgeon, Tacoma Hospital | 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. OTTER A. THOMLE, 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 C. 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 |
| DR. R. L. SIMPSON, Clear Lake | | |
| 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, Cle Elum | | |
| DR. C. F. STAFFORD, Cle Elum | | |
| DR. A. P. HUGHES, 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. L. SCHEYER, Puyallup | 530 | 32 |
| DR. J. F. SIGAFOOS, Orting | | |
| DR. G. M. Mac GREGOR, 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 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. **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.
2. **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 govern eastward trains only.
The signals governing the westward track between Stampede and Lester govern 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 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 govern westward trains only.
The signals governing westward track between tunnel No. 2 cut and Martin govern 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.
3. **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.
Enginemen on passenger trains will keep air applied during period of switching.
4. **At Palmer Junction**—Westward trains holding main track, meeting eastward trains, will stop east of the overlap sign about 1000 feet east of Junction switch.
5. **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.
6. **At Humphrey**—No. 1 track will be used as westward siding and No. 2 track as eastward siding.
7. **At Lester**—No. 1 track will be used as westward siding and No. 2 track as eastward siding.
8. **At Martin**—Westward passenger trains when meeting freight trains must not enter tunnel No. 3 until the tunnel has been cleared of smoke.
9. **At Easton**—The normal position of switch leading from east end of west No. 2 track to eastward main track is for No. 2 track.
10. **At Cle Elum**—Electric coal bunker, on west extension, will not clear man on side of car or engine, and logs will not be handled on this track.
11. **At Dudley**—No. 1 track will be used as westward siding and No. 2 track as eastward siding.
12. **At Ellensburg**—All trains must approach Ellensburg passenger depot at restricted speed. Westward trains receiving train orders to wait at or meet eastward trains at Ellensburg or eastward trains have right over westward trains to Ellensburg. Westward trains will fulfill these orders at Ellensburg Passenger Depot unless otherwise instructed.
13. **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.

14. **Mountain Grade Operation.**
Mountain grade between Easton and Lester.
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.
When helper engines are used on rear of freight trains, they must be placed in advance of cars of insufficient strength to safely resist the push of such engines.
When eastward freight trains, except train 602, with class Z-3 or heavier power consist of over 1800 tons, the helper engines will be cut in ahead of the caboose at Lester.
When train 602 with class Z-3 or heavier power consists of not over 2000 tons (being mostly merchandise cars) the helper engines may be cut in behind the caboose at Lester.
Under no conditions will more than one helper be placed behind caboose.
When a passenger train is furnished two (2) helper engines over Cascade Mountain, the lighter engine must be placed on the rear of train.
At Martin when block is not clear for eastward trains operator will head them in on eastward siding.
Sidings between Tunnel No. 3 and westward switches of sidings west of Tunnel No. 4 will be considered in Stampede station limits. The sidings between Tunnels Nos. 3 and 4 must not be used for the meeting or passing of train.
Normal position of double track switches at Easton and Stampede will be for westward trains and at Martin and Lester for eastward trains.
Eastward freight trains will stop at Lester for Terminal Air Test and at Easton for inspection and to cool wheels.
Westward freight trains will stop at Easton for Terminal Air Test, and at Lester for inspection and cool wheels.
In order to facilitate the terminal test of air brakes on freight trains at Lester and Easton, as required by Transportation Rule No. 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.
Through Tunnel No. 3—On whistling for either Martin or Stampede, the enginemen will cut out low pressure governor head, then increase train line pressure to 90 pounds by turning up feed valve. When stop is made at Easton eastbound and Lester westbound restore train line pressure to 70 pounds by cutting in low pressure governor and readjusting feed valve.
Following this he must obtain "Proceed" signal before entering Tunnel No. 3 to be passed from conductor to head engineman by helper engine whistle and head brakeman. Conductor will not give this signal until the train pipe pressure in the caboose has been increased to at least 80 pounds.
On westward trains of all empties one-third of the retaining valves will be turned up commencing at the head end and alternating every third car before entering Tunnel No. 3 and stop will be made at New Stampede to turn up balance of retainers. With other freight trains, before entering Tunnel No. 3 turn up all retaining valves Westward, and all but the rear one-third Eastward turning all up before leaving Martin.
If for any reason the train breaks in two or more parts while in Tunnel No. 3, train and engineman should arrange to get engines out of tunnel promptly as possible. If necessary, take engines and cars out in either or both directions. When portion of train is left in tunnel, same should be made secure by blocking and not moved out until smoke and gas have cleared and it can be done safely. Blocking will be found on walls of tunnel on right hand side going east, about 100 feet apart and six feet above the rail.
Descending trains will carry 90 pounds train pipe pressure to Lester and to Easton.
Following any stops during the descent the engineman must fully recharge the brakes before starting and the conductor must not give the "Proceed" signal until at least 80 pounds is shown by the caboose gauge.
If enginemen handling eastward freight trains find that fan at mouth of Tunnel No. 3, Stampede, is in operation when passing vents, train must be stopped at once and engineer in charge of plant notified to stop the fans.
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 30 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 25 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.
15. **Retaining Valves** will be used LESTER TO EAST AUBURN on trains consisting of 60 cars or more 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.
16. **Helper District**—Between Easton and Lester.
 17. **Pusher District**—Between Auburn and Lester.
 18. **Bridge and Engine Restrictions**
Class A engines twenty (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
 19. **Speed Restrictions**—Eastward passenger trains twenty (20) miles per hour between extreme west switch Ellensburg yard and Ellensburg depot. Cle Elum twenty-five (25) miles per hour over important street crossings.
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 twenty-five (25) miles per hour.
 20. **Special Stops, Connections, etc.**
Nos. 5 and 6 stop on flag at Martin on Mondays and Fridays.
No. 5 stop on flag at Old Stampede, Hubner, Nagrom and Baldi.
No. 6 stop on flag at Old Stampede on Tuesdays and Saturdays.
No. 6 stop on flag at Hubner.
No. 6 stop on flag at Swauk on Tuesdays.
No. 5 stop on flag at Swauk on Fridays.
No. 334 stop on flag at Baldi, Nagrom and Swauk.
No. 333 stop on flag at Swauk.
 21. **Register Stations**—
Ellensburg.
Easton—For westward trains and trains originating and terminating.
Lester—For eastward trains and trains originating and terminating.
Auburn Yard—For trains originating and terminating.
 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.
 23. **Bulletin Stations**—
Ellensburg, Cle Elum, Easton, Lester, Auburn yard office and round house.
 24. **Standard Time Clocks**—
Ellensburg, Cle Elum, Easton, Lester and Auburn yard office.
 25. **Watch Inspectors**—
Ellensburg and Cle Elum, M. W. Davies; Auburn, A. A. Schuchard; Easton and Lester, G. Davies, Seattle, Arnt Setter, 521 2nd Ave.
 26. **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.
Martin Spur.....
Stampede.....West End of No. 2 Track.
Swauk.....
Taneum.....East End Siding.
Ravensdale.....East and West 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.

| 27. Commercial Spurs— | Miles from Ellensburg | How Connected | Car Capacity |
|-----------------------|-----------------------|---------------|--------------|
| Haybow..... | 2.5 | 1 W | 11 |
| Taneum..... | 10.0 | 1 W-1E | Conn. |
| Swauk..... | 13.5 | | Conn. |
| Hubner..... | 41.0 | 1 E | Conn. |
| Nagrom..... | 65.2 | 1 W | 20 |
| 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. **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.

2. **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) to the right of track governed; where two arms are on one post, upper arm governs trains on main track 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..... | _____ | _____ |

3. **At Argo**—Following whistle signals to be used for interlocking routes as follows:
Colorado Avenue Line: One Long, One Short, One Long.
Shore Line: Two Short, One Long.
Eastward to Westward Main Track through crossover: Four Short.
Eastward Main Track to Coal Spur: Four Short.
4. **At Black River**—Telephone is near Westward 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.
5. **At Auburn**—All trains will approach junction switch and crossovers at east end of depot platform at restricted speed expecting to find them occupied and will not proceed until track is seen and know to be clear.
6. **At 15th St. Tower**—A signal arm semaphore near junction of line leading to Tacoma Union Station and Drawbridge Line is controlled by Tower man and governs single track passenger line between 15th St. and Union Station. No train from the Drawbridge Line or westward main track will enter Union Station when signal is at stop.
7. **At Tacoma**—No train will proceed from Union Station to Drawbridge Line or westward main track when signal on incline is at stop. This signal is operated by Tower man at 15th St. and is equipped with two semaphore arms. The lower arm governs movement from Union Station to Drawbridge Line. The upper arm governs movement, Union Station to westward main track. Trains will call for signal by using push button when ready to leave Union Station.
8. **Bridge and Engine Restrictions**—Over Bascule Bridge 36.8 on West Seattle Line, and bridge 39, Tacoma Waterway, fifteen (15) miles per hour. Bridge 12.3 on Dempsey Tide Flat Branch (Tacoma Terminal), eight (8) miles per hour, Class Q or heavier engines not permitted.
Entering Tacoma Union Station—Great Northern Class P-2 engines are restricted to the use of track No. 1, and eight (8) miles per hour.
Northern Pacific Class Q-6 engines must not use track 3 on account of restricted clearance.

9. **Speed Restrictions**—All trains 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.

Twenty miles per hour over important street crossings at Auburn, twenty-five miles per hour at Kent, Sumner and Puyallup.

At Dieringer, No. 401 will reduce to ten (10) miles per hour on Sundays for newspaper delivery.

Approach crossover switches at East "D" Street and South 21st Street at Tacoma 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.

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 15th Street Tower.

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

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

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

Nos. 1 and 2 stop at Kent to pick up or let off passengers to and from Spokane and East

Nos. 411 and 410 will stop at Sumner and Puyallup to pick up or let off passengers to and from Spokane and East.

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

No. 6 stops on flag at Kent for passengers holding tickets for Cle Elum and east where scheduled to stop.

No. 4 stops on flag at Kent for passengers holding tickets for Spokane and east.

Nos. 5 and 3 stop at Kent to let off passengers from east of Auburn.

No. 408 will stop at Kent, Sumner and Puyallup to pick up passengers for 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 south of St. Clair.

Train 455 will stop on flag at Puyallup, Sumner, Auburn and Kent to pick up passengers for Spokane and east.

Train 454 will stop on flag at Kent, Auburn, Sumner and Puyallup to discharge passengers from Spokane and east.

11. **Register Stations**—Seattle (King Street Station), Middle Yard, Auburn Yard Office for trains originating or terminating. Tacoma Union Station for passenger trains; Yard Office for freight trains.

12. **Bulletin Stations**—Seattle (King Street Station) Middle Yard and Roundhouse, Auburn, Roundhouse and Yard Office. Tacoma, Union Station and Roundhouse.

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

14. **Watch Inspectors**—
Arnt Setter, 521 2nd Ave., Seattle.
A. A. Schuchard, Auburn.
Mierows, 1105 Broadway, Tacoma.

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

SECOND SUBDIVISION.

(MAIN LINE.)

1. **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.

2. **At North Portal**—Westward N. P. Trains from tunnel are governed by lower arm of semaphore about 150 feet east of tower building. Eastward N. P. Trains to the tunnel or to the waterfront are governed by semaphore signal 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 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.

3. **At Seattle INTERLOCKING PLANT AT SOUTH PORTAL OF KING STREET TUNNEL**—Signals are of the dwarf type (low semaphores) to the right of track governed; where two arms are on one post, upper arm governs trains on main track and lower arm trains diverging from main track.

Westward trains are governed by the semaphore block signal about 50 feet south of the south portal.

Eastward trains are governed by the semaphore block signal 250 feet north of the portal.

LOGS—Freight trains with logs must not be run via King Street Tunnel.

4. **At Fremont**—Depot is one-half mile west of siding.

5. **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.

6. **At Sedro-Woolley**—G. N. crossings are protected against eastward N. P. trains by an automatic return derail switch 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.

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

Westward interlocking signal at Salmon Bay Drawbridge, upper arm governs movement to Fremont, lower arm governs movement to Ballard.

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

9. **Bridge and Engine Restrictions**—Twenty (20) miles per hour over drawbridge, about one mile east of Fremont.

Twenty (20) miles per hour over draw span of Bridge 85, Skagit River.

10. **Speed Restrictions**—

Ten (10) miles per hour between Bay and Bell Streets, Seattle.
Trains handling logs 20 miles per hour.

11. **Special Stops, Connections, etc.**—

Nos. 443 and 444 will stop on flag at Prairie, Pilchuck, Hoogdale, Delvan, Ehrlich, Days, Cathcart.

12. **Register Stations**—

Seattle (King St. Station), Woodinville, G. N., Snohomish, Everett, Kruse, Wickersham and Sumas.

13. **Register Exceptions**—

Kruse and G. N., Snohomish, trains register by ticket, Form 608.

Trains 443 and 444 register by ticket, Form 608, at Woodinville, Everett and Wickersham.

Great Northern trains will not register at Everett.

14. **Bulletin Stations**—

Arlington, Everett (Roundhouse and Yard Office), Seattle (King St. Station, Roundhouse and Yard Office).

15. **Standard Time Clocks**—

Sedro-Woolley, Everett, Seattle (King St. Station, Roundhouse, Middle Yard).

16. **Watch Inspectors**—

Everett, Charles M. Smith; Sedro-Woolley, Horace Condy; Seattle, Arnt Setter 521 2nd Ave.

SPECIAL INSTRUCTIONS.

| 17. 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 |
| Neal (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. |
| 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 |

18. 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.
 Malthby—East End of House Track.
 Cathcart, Silers—West End.
 Cobbner—Connection.
 Bromart—Coaling 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—West End Siding.
 Montborne—East End Siding.
 Clear Lake—West End Siding.
 Sedro-Woolley—G. N. Transfer Track.
 Sedro-Woolley—Cinder track.
 Delvan—East End Siding.
 Thornwood—West End Siding.
 Hoogdale—Spur.
 Prairie—Connection to old line.
 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 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 2250 feet east of siding.
2. Yard Limits—The tracks between yard limit sign west of Renton and the connections with double track at Black River will be operated as one yard.
3. Bridge and Engine Restrictions—Fifteen (15) miles per hour over Bridge No. 11 east of Wilburton.
4. Speed Restrictions—
Trains handling logs, twenty (20) miles per hour between Black River and Woodinville, all other trains thirty (30) miles per hour.
5. Register Stations—
Black River and Woodinville.

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

| 7. Commercial Spurs— | Miles from Black River | How Connected | Car Capacity |
|----------------------|------------------------|---------------|--------------|
| Lakeside..... | 3.8 | 1 E | Conn. |
| Speigel..... | 2.4 | 1 E | 3 |
| Kennydale..... | 5.4 | .. | .. |
| May Creek..... | 6.7 | 1 E | 4 |
| Kardong..... | 12.6 | 1 E | 3 |
| Midlakes..... | 12.7 | 1 E | 5 |
| Redbell..... | 16.3 | 1 W | 4 |

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

FIFTH SUBDIVISION.

(SNOQUALMIE BRANCH.)

1. At North Bend, normal position of west wye switch will be for the wye.
 2. At Preston depot is one half mile west of 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 6.1, 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, Q and Q-1, eight (8) miles per hour.
Double header engines, class F-1, eight (8) miles per hour.
Engines class Q-2 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. Bulletin Station—Woodinville.
 7. Watch Inspector—North Bend, D. H. Phillips.
- | 8. Commercial Spurs— | Miles from Woodinville | How Connected | Car Capacity |
|----------------------|------------------------|---------------|--------------|
| Hollywood..... | 1.9 | 1 W | 19 |
| Earlmount..... | 4.8 | 1 E 1 W | 8 |
| Sammamish..... | 9.8 | 1 E | 6 |
| Niblock..... | 32.5 | 1 W | 100 |
| Tanner..... | 38.1 | 1 E | 9 |
| Weeks..... | 38.3 | 1 E | Conn. |
9. 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 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. 443 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 |
|-------------------------------------|--------------------|---------------|--------------|
| Snohomish—Standard Oil Spur. | | | |
| Snohomish—East end House Track. | | | |
| Snohomish—East end Storage track. | | | |
| Snohomish—East end scale track. | | | |
| Hartford—East end of Passing track. | | | |
| Hartford—East end of House track. | | | |
| Machias—East end of House siding. | | | |
| Getchell—East end of House track. | | | |
8. Derail Switches—

SEVENTH SUBDIVISION.

(DARRINGTON BRANCH.)

1. Bridge and Engine Restrictions—Trains handling logs ten (10) miles per hour over truss bridges Nos. 2, 7, 11 and 22.
Engines Class Q-1 and heavier not permitted.
Over Bridge 18, Boulder Creek, eight (8) miles per hour.
 2. Speed Restrictions—Trains handling logs 20 miles per hour. All other trains, twenty-five (25) 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 |
|----------------------|---------------------------|---------------|--------------|
| Cicero..... | 7.4 | 1 W | 2 |
| Sepost..... | 16.0 | 1 E 1 W | 14 |
| Vallamont..... | 19.4 | 1 E 1 W | 9 |
| Sheomet..... | 21.7 | 1 E | 3 |
| 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—East end Siding.
Tulker—East end Siding.
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 overhead roadway 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. Between Park and Larson all toilets in trains must be kept locked and employes are cautioned against throwing off refuse or articles which may become unsanitary.
 3. Bridge Restriction—
Ten (10) miles per hour over Bridge 14, east end Silver Beach.
 4. 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.
 5. Special Stops, Connections, etc.—
Nos. 443 and 444 stop on flag at Gale.
 6. Register Stations—
Wickersham and Bellingham.
 7. Bulletin Station—
Bellingham.
 8. Watch Inspector—
Bellingham, Erving H. Easton.
- | 9. 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 |
10. Derail Switches—
Park.....Log Spur.
Woodnite.....Spur.
Agate Bay.....West End Siding.
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.

SPECIAL INSTRUCTIONS.

ALL SUBDIVISIONS.

- Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
- Speed Restrictions—
Passenger trains, one mile per minute.
All trains thirty (30) miles per hour over interlocked crossings.
Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour, W, W-1, W-2, W-3, W-4 and W-5, forty (40) miles per hour.
Light backing twenty (20) miles per hour.
Switch engines moving between stations under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.
- When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
- Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
- 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.
- When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
- When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main track is resumed. When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by trackmen, or other employes, fully competent and equipped to do so.
- In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
- Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. 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.

- 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. Conductors of all trains picking up logs must know personally that cars are not overloaded or improperly loaded and are safe to move without loss of lading.
- Before occupied outfit cars are switched or handled, air brakes must be cut in.
- IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:**
When a train dispatcher desires to advance a train from a station where by rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engine-man may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders addressed to his train. When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end, under an approach signal indication Rule 501-B, and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
- On all branch line sidings trains may expect to find cars at any time.
- Spring Switches—**
Maximum speed for all facing point and trailing point movements through switch fifteen (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 a 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, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.
Sand must not be used over points of spring switches.
- Derail switches will be set in derail position when not in use.
- Trains pulling into side tracks, or leaving the main line at junction points, must pull entirely into clear of main line before stopping to pick up the man attending the switch.

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 |
| 50 | 32.7 | | |

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 | | | | | | | |
| | 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" | 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' 1" | 20' 9" | 20' 7" | 20' 3" | 20' 2" | 20' 0" | 19' 9" | 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" | 20' 7" | 11' 6" | | | | | |
| ..... | 1st Subdivision.... Main Line (Ellensburg-East Auburn)..... | 17' 8" | 17' 7" | 17' 6" | 17' 3" | 16' 11" | 16' 7" | 16' 3" | 16' 1" | 15' 11" | 15' 9" | 15' 7" | 15' 3" | 15' 1" | 14' 11" | 14' 7" | 14' 0" | 13' 5" | 17' 8" | 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' 3" | 21' 3" | 21' 3" | 21' 1" | 21' 0" | 20' 10" | 20' 8" | 20' 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" | 20' 10" | 20' 6" | 20' 3" | 20' 2" | 20' 0" | 19' 8" | 19' 4" | 21' 0" | 11' 6" | | | | | | |
| ..... | 6th Subdivision.... Hartford Line (Bromart-Edgcomb)..... | 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. E. CAMPBELL
Trainmaster.

J. J. SEXTON
Trainmaster.

FRANK KERGAN
Chief Dispatcher.

