

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 37 TABLE

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

SUNDAY, December 29th, 1912.

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 Rules and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD,
General Manager.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY
Superintendent of Transportation.

J. E. CRAVER,
Superintendent.

SPECIAL RULES FOR FIRST SUBDIVISION (Main Line).

Manual Block.—Between Auburn and Ellensburg.

Yard Limits.—Ellensburg, Cle Elum, Easton, Lester and Auburn.

Registering Stations.—Ellensburg and Auburn. At Easton and Lester trains terminating will register arrival, and at Easton and Lester departing freight trains ascending will register whether "all air" or helper on rear. Palmer Junction will be registering station for trains using eighth Subdivision of Tacoma Division only, which will register by ticket.

Bulletin Stations.—Ellensburg and Auburn (Lester and Easton are bulletin stations for enginemen on helper engines)

Standard Clocks.—Ellensburg and Lester.

Mountain Grades.—Easton to Weston.

Helper District.—Between Auburn and Easton.

Lap Sidings are located at Thorp, Bristol, Teanaway, Nelsons, Upham, Maywood, Eagle Gorge, Kanaskat and Covington. (Trains taking siding will head in at lap.)

In tunnel section, between east switch of westward siding at Martin and west switch of Track No. 1, at Stampede, (A) westward trains will not pass Martin or eastward trains Stampede without receiving block clearance. (B) Flagging is not required. (C) Head and tail lights will be used both day and night.

At Palmer Junction, the upper semaphore arms govern movement of trains via first Subdivision; lower arms govern movement to and from eighth Subdivision of Tacoma Division.

Switch at Palmer Junction will be set for the first Subdivision line. Speed of freight trains over switches at Palmer Junction must not exceed twenty (20) miles per hour.

Westward siding at Ravensdale extended westward 1 1/2 miles connected with siding at Henrys. Conductors of westward trains using this siding, if given clearance to depart on arrival of certain trains, should, if delayed on the west end of this track, call up on telephone, located at the west switch, and ascertain whether any further instructions for them. This track will be used as a switching lead for trains switching at the Ravensdale mine.

Engines must not run on Page Lumber Co.'s spur.

Derail switches are located as follows, and must be kept set in derailing position when not in use:

Ellensburg.—East end of east yard.

Bristol.—East end of loading track.

Cle Elum.—East end of extension and at east end house track.

Easton.—East end of yard.

Easton.—East end of No. 2 track.

Eagle Gorge.—West end of eastward siding.

Soos Creek.—Spur track.

Auburn.—East end gravel pit siding.

Interlocking Derails are Located as follows:

Kountz.—East end of siding.

Teanaway.—East end of eastward siding.

Cle Elum.—East end of yard.

Cle Elum.—East end of extension to house track.

Upham.—East end of eastward siding.

Martin.—East end of westward siding.

Borup.—West end of westward siding.

Borup.—West end of eastward siding.

Kennedy.—West end of siding.

Lester.—West end of roundhouse track.

Lester.—West end of yard.

Hot Springs.—West end of freight siding.

Maywood.—West end of westward siding.

Eagle Gorge.—West end of westward siding.

Lemolo.—West end of siding.

Kanaskat.—West end of wye.

Byrd.—West end of siding.

Covington.—West end of westward siding.

Wynaco.—West end of siding.

Derail is connected with main line switch and the derail is closed when main line switch is thrown for siding; derail is open when main line switch is not thrown for siding. Switch lamps will not be maintained upon derailing switches in above locations.

NOTE—Maximum speed of passenger trains is one minute, or sixty seconds, per mile. This limit must never be exceeded. Speed of passenger trains must not exceed thirty miles per hour, and speed of freight trains twenty miles per hour, between Martin and Easton, and between Stampede and Weston. Speed of all trains through Stampede tunnel must not exceed fifteen miles per hour.

Rule 316 is modified as follows: When the telephone is used, signalmen will transmit the words, represented by the figures.

Freight train conductors and enginemen will comply with the following, concerning the handling of trains through tunnel No. 3:

On whistling for either Martin or Stampede the engineman must place the handle of the brake valve in full release position and obtain 90 pounds train pipe pressure as promptly as possible. (Engineman must see that low pressure governor head does not exceed 90 pounds). 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.

No retaining valves need be used with trains of all empties through tunnel No. 3, but such trains must be stopped and all retaining valves turned up before leaving either Stampede or Martin. 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 enginemen should arrange

Siding at Auburn Gravel Pit will be operated as an intermediate station. Telephone located at Gravel Pit Spur switch.

Position of "Wye" switches at Auburn will be ascertained before using. Normal position of switch at head of the wye at Auburn will be for Seattle leg of the wye. Switch target and switch lamp will show clear indication for Seattle leg.

Speed westward will not exceed twenty (20) miles per hour around curves at old tunnel 5, between Stampede and Borup, thirty-five (35) miles per hour, Humphrey to Eagle Gorge, thirty (30) miles per hour, Eagle Gorge to Palmer Junction and thirty-five (35) miles per hour from one mile west of Covington to one-half mile west of Green River bridge.

When trains by train order, or trains of same class by time table, meet at Upham, Martin, Stampede, Borup, Kennedy or Weston, ascending train will take siding. It must be understood that meeting by train orders refers to trains having a positive meeting order, and meeting by time table refers to stations designated on time table as a scheduled meeting point between two trains of the same class, and that, except as specified in this rule and the following paragraph, an inferior train meeting a superior train at either of these stations must take siding and clear the time of superior train five minutes, as per general rule.

Descending freight trains, in making meeting point with ascending passenger trains at Stampede, will be required to be into clear before passenger train is due at Borup; at Borup before due at Weston, and at Kennedy and Weston before passenger train due to leave Lester; at Martin before passenger train due Upham and at Upham before passenger train due to leave Easton.

At Dudley, Weston and Humphrey, Track No. 1, located next to main track, will be known as Eastward Siding. Track No. 2 will be known as Westward Siding.

At Stampede, track No. 1 will be westward siding, and tracks Nos. 2 and 3 eastward sidings. Siding at Borup, which is located east of the depot, will be used as westward siding, and siding west of depot as eastward siding. Whenever it is found necessary for eastward trains to use westward siding and westward trains to use eastward sidings, movement should be protected as per rule 99.

Descending freight train must not be permitted to leave Stampede until descending passenger train has passed Weston and descending freight train must not be permitted to leave Martin until descending passenger train has passed Easton.

All trains will reduce speed to 10 miles per hour through incorporated city limits of Cle Elum.

Mallett power must not be double-headed over bridges except between Easton and Lester.

Dead freight trains will fill to tonnage at Cle Elum.

Nos. 3, 42, 279 and 280 will stop on signal at Nagrom, and Nos. 279 and 280 will stop on signal at Headworks and Soos Spur.

On Sundays, special trains are operated on Roslyn Branch for the accommodation of passengers.

Leave Cle Elum 10 a. m., 1:15 p. m., 4:00 p. m. and 6:00 p. m.

Leave Beekman 10:45 a. m., 2:00 p. m., 4:45 p. m. and 6:45 p. m.

No. 4 will connect with No. 396 at Kanaskat.

No. 280 will connect with No. 368 at Palmer Jct.

No. 5 will stop on signal at Headworks, and on signal Saturdays at Kanaskat.

No. 3 will connect with No. 367 at Kanaskat.

No. 6 will connect with Tacoma Division No. 398 at Kanaskat.

No. 323 will connect with No. 279 at Auburn.

Tacoma division No. 395 will connect with No. 257 at Kanaskat.

When making back-up movement, running test of air brakes must be made from rear of train.

Track No. 3 at Stampede can not be used.

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 has cleared and it can be done safely. Blocking will be found on walls of tunnel on right hand side going east, about 50 feet apart and three feet above the rail.

Descending trains will carry 90 pounds train pipe pressure to Lester and to Easton. Following any stops during 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.

Eastward freight trains will stop at Lester to make terminal test, and at Easton to make examination of wheels and brakes. Westward freight trains will stop at Easton to make terminal test, and at Weston to make examination of wheels and brakes.

Westward

SECOND SUBDIVISION (SEATTLE LINE)

FIRST CLASS.

Time Table 37 December 29, 1912 Succeeding No. 86G. Table with columns for stations (UD.KING ST. STA., YD. SEATTLE YD., ARGO, BI. BLACK RIVER, ORILLIA, O'BRIEN'S, KN. KENT, THOMAS, CHRISTOPHER, GR. FIRST ST., AU. AUBURN, DIERINGER, SN. SUMNER, MEEKER, PY. PUYALLUP, RN. TIDEWATER, Q. TACOMA, TACOMA WHARF) and rows for train numbers (301-329) and times.

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

Double Track.—Between King Street Station, Seattle, and Tacoma Wharf. Automatic Block.—Between Holgate Street, Seattle and Tidewater. Registering Stations.—Auburn, Puyallup, Tacoma, Tacoma Yard Office, Seattle Yard, and King Street Station. At Auburn and Puyallup all trains register by ticket. Bulletin Stations.—Tacoma, Tacoma Yard Office, Auburn, Seattle Yard and King Street Station. Standard Clocks.—Tacoma and Seattle. Yard Limits.—Auburn and First Street embraces territory between east wye switch on First Subdivision to yard limit board located 935 feet east of Stuck River bridge and east switch of siding at First Street on Second Subdivision. Puyallup yard extends to Meeker. On double track, as indicated by division time table, Rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order. Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders provided they secure clearance Form A from the operator upon entering double track. Operators must secure authority from dispatcher before issuing clearance. In automatic block territory any train moving against the current of traffic must receive a proper clearance card at every open block office. In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks. Except as modified above the transportation rules govern. Any train moving against the current of traffic on double track will be governed by the indication of the arm to the right on semaphore of train order signal as seen by an approaching train, same as if moving with the current of traffic. Through trains or trains other than those that enter double track, originate or have taken siding at Puyallup or Auburn, need not obtain clearance at these points unless stop or caution signal is displayed. Passenger trains from First Subdivision arriving First Street, Auburn, may enter double track when signals are clear, and back to Auburn, with current of traffic, without obtaining train order authority or clearance, protecting when necessary as per rule 99.

Conductors of trains carrying logs, before using double tracks, will carefully inspect loading, and, if insecure, will obtain orders insuring that other trains will not be met while running. Trains using Eighth Subdivision of Tacoma Division track between Puyallup and Palmer Jct. will provide themselves with copy of Tacoma Division Time Card and be governed by instructions issued by Superintendent Tacoma Division. Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Sumner, Auburn and Kent. At Puyallup, the upper Semaphore arms govern movements of trains using double track; lower Semaphore arms govern movements to and from Eighth Subdivision of Tacoma Division. Eighth Subdivision of Tacoma Division extends to Puyallup, and the extreme left hand track coming west between Meeker and Puyallup is main track for the Eighth Subdivision of Tacoma Division, also siding and operated under yard limit rules. Tacoma Division trains will use Eastward main track of Seattle Division in running around Watertank at Meeker protecting as per Rule 99. Trains from Eighth Subdivision of Tacoma Division that have loads for Seattle Division, will leave them at Meeker on siding located between east and west legs of the wye. Any loads for the industries at Meeker will be taken to Puyallup and from there handled to the industries by using westward main line to siding switch just west of Jurin Mill protecting as per Rule 99 while occupying main track. In using the Tacoma Division track between Meeker and Puyallup for siding following rules will govern with regard to obtaining block before occupying main track of Seattle Division. EXAMPLE: An eastward train which pulls in on Eighth Subdivision of Tacoma Division at Puyallup must, before re-entering block, obtain right to use same either by telephone from Meeker or through the operator at Puyallup. The same rule to apply with regard to westward trains which pull in on westward siding. They must also report clear by telephone from Meeker or direct to operator at Puyallup and before again using the block obtain right to do so in the same manner. In order to fully safeguard movements of Eighth Subdivision of Tacoma Division track between Meeker and Puyallup and which track is also used as a siding for main line trains and for safeguarding the gauntlet in front of the tank in which Tacoma Division trains use the eastward main line, the following will govern during foggy weather. The conductors and enginemen of trains from Eighth Subdivision of Tacoma Division, before leaving Meeker, will obtain from the operator at Puyallup by telephone, block indicating position of trains on eastward track between Puyallup and Meeker and, in addition to this, before using gauntlet, will fully protect as per rule 99, will also ascertain from operator the position of trains on Tacoma Division track between Puyallup and Meeker. No train, either Seattle or Tacoma Division, will use this portion of track during foggy weather without obtaining block from operator at Puyallup and, in addi-

Westward.

SECOND SUBDIVISION.
(SEATTLE LINE)

Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Time Table 37 December 29, 1912 Succeeding No. 36G		FIRST CLASS.											SECOND CLASS.					THIRD CLASS.					
		STATIONS.		5	355						681	689	679	677	675						935	971			
		Telegraph Offices and Calls		Passenger	Passenger						Freight	Freight	Freight	Freight	Freight						Way Freight	Way Freight			
		Distance from Seattle		DAILY	DAILY						EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY						EXCEPT SUNDAY	EXCEPT MONDAY			
	CF 31	UD. KING ST. STA. DN 0.8	0.0	L 10.30PM							L 2.00AM														
	CF 31	YD. SEATTLE YD. DN 2.4	0.8							L 1.30AM		L 6.45PM	L 7.35PM	L 7.45PM						L 9.15AM					
	CF 27	.....ARGO..... P 6.8	3.2	10.40						s 1.50	2.20	6.56	7.50	8.00						s 9.30				
		C. M. & P. S. R. R. CROS. No Connection 0.1	10.0																						
W	CF 21	BI. BLACK RIVER . D 2.1	10.1	f 10.50						2.15	2.45	7.10	8.05	A 8.20PM						A 9.45AM					
	CF 19	.....ORILLIA..... 2.0	12.2																See page 10					
	CF 17	.....O'BRIEN'S..... 2.2	14.2																					
	CF 15	KN.....KENT.....D 1.8	16.4	f 11.01						2.30	s 8.10	7.22	8.20												
	CF 13	.....THOMAS..... 1.4	18.2																					
	CF 11	....CHRISTOPHER.... 1.9	19.6																					
	CF 10	GR.....FIRST ST.....D 0.5	21.5	11.10						2.45	3.40	7.31	A 8.40PM												
Y	CF 9	AU.....AUBURN.....DN 4.4	22.0	L 9.20PM f 11.12						s 4.00	s 3.45	7.33	See Page 1												
	CF 4	.....DIERINGER..... 2.6	26.4	9.30 11.21						4.20	4.00	7.47												
	CF 2	SN.....SUMNER.....D 1.6	29.0	9.36 f 11.25						s 4.35	s 4.05	7.55													
Y W	1966	.....MEEKER..... P 1.3	30.6	9.40 11.29						4.45	4.15	7.58												
	1967	PY...PUYALLUP...DN 6.8	31.9	9.45 f 11.33						s 5.05	s 4.30	8.08							L 1.22PM						
	1972	RN..TIDEWATER..DN 1.7	38.7	10.00 11.45						5.25	4.50	8.20							1.50						
W		Q.....TACOMA.....DN 1.4	40.4	A 10.10PM A 11.50PM							A 5.00AM														
W C OTY	1976	...TACOMA WHARF... 41.8	41.8							A 6.00AM		A 8.30PM							A 2.10PM						
				DAILY DAILY						EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY						EXCEPT SUNDAY	EXCEPT MONDAY				
		Time Over Subdivision		.50 1.20						4.30	3.00	1.45	1.05	.35						.30	.48				
		Average speed per hour		22.1 30.3						9.1	13.5	23.2	19.6	17.3						18.6	13.8				

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

tion to such precaution, will keep under full control moving at slow speed taking such precautions that, in case track occupied, there will be no possibility of accident.

It is possible for a light engine using cross-over in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed.

Light engines using cross-overs in automatic signal territory must have at least one switch open while engine is on any part of the cross-over.

Automatic Signal No. 1, located 3,500 feet west of mile post 37, will be operated in two positions only, Caution and Stop, and will go to Stop position when head end of train passes signal, and will go to Caution when rear of train has passed crossover at Tidewater.

Automatic Signal No. 52, located 1,700 feet west of Holgate Street, will be operated in two positions, Caution and Stop, and will go to Stop position when head end of train passes signal, and will go to Caution position when rear of train has passed Holgate Street.

Signals Nos. 38 and 39, C., M. & P. S. crossing, formerly distant signals, now operate semi-automatic, assuming the Caution and Stop position automatically and cleared through operation of home signals, Nos. 37 and 40. When Signals Nos. 37 and 40 are in Caution or clear positions, Nos. 38 and 39 will show clear. Signals 37 and 40 will go to Stop position as soon as train has passed signal and cannot be placed in Caution position by towerman until train has cleared block ahead, and cannot be placed in clear position until train clears second signal ahead.

King Street Station yard limit extends from Bell Street to Massachusetts Street. Trains in this district will be governed by instructions issued by Superintendent of King Street Station.

Trains must procure Colorado Street Line card, forms A or B, before using Colorado Street Line between Argo and Seattle yard which is operated as follows:

Telephone is installed in box outside of old office at Argo, and another one is boxed on post at south end Argo yard. Eastward trains coming via Colorado Street will, unless otherwise instructed, cross over and pull directly down to Argo yard. Conductor should be on head end and call operator Seattle yard office on either phone (one ring), securing card from him for movement to Seattle. Westward trains on Colorado Street line will move under complete protection from east end of Argo yard to switch at junction point of main line, knowing that Eastward trains with or without card have entire right to pull to east switch regardless of Westward trains. Conductor will call operator Seattle yard office from

west end of yard to report arrival and secure clearance to go out on main line. An additional telephone has been installed at south end of Spokane Avenue yard, Seattle, where conductors can secure card when dispatcher is unable to furnish it at yard office. Doors of telephone boxes must be kept closed and locked with switch lock when not in use.

All trains using track between Argo and King Street Station will be governed by regular block rules and must observe crossing rules where N. P. and C. & P. S. and O.-W. R. & N. tracks cross at Argo; will have train under full control and be prepared to stop approaching and passing over wye switches at Spokane Avenue. All trains will observe crossing rules at intersection of N. P. and King Street tracks between Massachusetts and Holgate Streets.

King Street Station. G. N. and N. P. switch engines will work between Seattle and West leg of Spokane Avenue Wye without train orders, governing their movements by rules of switch engines working on main line in yards.

No. 321 will stop on signal at Sumner for passengers on days that Train No. 315 is behind No. 321 and will also stop on flag at Kent, Sumner and Auburn for any business west of Lakeview on the Grays Harbor branch.

No. 398 will wait at Puyallup for connections Nos. 313 and 323.

No. 350 will connect with No. 397 at Puyallup and with No. 2 at Auburn.

No. 305 will stop on signal at Kent for passengers holding tickets for St. Paul and East thereof.

No. 310 will connect with No. 395 at Puyallup and stop on flag at Thomas.

No. 334 will stop at Puyallup, Sumner, Auburn and Kent only to let off passengers from points south of Tacoma.

Nos. 335 and 5 will stop at Sumner and Puyallup and Nos. 306, 316, 336, 340 and 332 will stop at Kent to let off passengers from points east of Auburn.

Nos. 317, 331 and 337 will stop on signal at Kent to pick up passengers for points east of Auburn.

No. 396 will wait at Puyallup for Seattle-Buckley Line passengers from No. 321.

No. 313 will handle passengers, baggage and express for Buckley Line points out of Seattle and Auburn to Puyallup.

No. 323 will handle Buckley Line business from Kent, First Street and Sumner and connect with No. 279 at Auburn.

Extra leaving Auburn about 1:00 a. m. after making No. 258's connection will stop on flag at Dieringer.

Freight trains will fill out at Auburn when given pick-up list by agent.

When making back-up movement, running test of air brakes must be made from rear of train.

SECOND SUBDIVISION. (SEATTLE LINE)

Eastward.

Table with columns for stations (338-332), passenger times, and distance from Tacoma Wharf. Includes sub-headers for 'FIRST CLASS' and 'Time Table 37 December 29, 1912'.

SEE SPECIAL RULES, PAGES 2, 3, 4, 5, 6, 12 AND 14

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

RULES GOVERNING INTERLOCKING PLANT C. M. & P. S. CROSSING (Black River).

All movements and the direction of traffic are governed by "Home Signal" No. 40 eastward track, and "Home Signal" No. 39 on westward track, which are located 500 feet from crossing.

"DAY INDICATIONS."

"Home Signals." Both upper and lower arm horizontal—Stop. Upper arm inclined upward 90 degrees to vertical position; lower arm horizontal—Proceed at regular speed. Upper arm at 45 degrees, upward position—Proceed with caution. "Dwarf Signals." Arm horizontal—Stop. Arm inclined upward 90 degrees to vertical position—Proceed at usual speed. Used in back-up movements. See further Seattle Terminal Rules, page 12.

All movements against regular movements of traffic are governed by back-up or dwarf signals. These signals are located 390 feet from crossing and on opposite side of track from "Home Signals" Nos. 39 and 40. Signals Nos. 39 and 40 are equipped with two blades and two lights. Dwarf signals are equipped with one blade and one light.

"NIGHT INDICATIONS."

"Home Signals." Both upper and lower lights red—Stop. Upper light green; lower light red—Proceed at usual speed. Upper light yellow; lower light red—Proceed with caution. "Dwarf Signals." Red light—Stop. Green light—Proceed at usual speed. Used in back-up movements.

TACOMA TERMINAL

TACOMA TERMINAL EMBRACES NORTHERN PACIFIC LINES FROM TIDEWATER AT THE WEST LINE OF EAST "Q" STREET TO MILE POST 8+942 FEET OR APPROXIMATELY 2 1/2 MILES WEST OF SOUTH TACOMA

RULES GOVERNING INTERLOCKING PLANT, O-W. R. & N. CROSSING (TIDEWATER)

All movements are governed by DISTANT and HOME SIGNALS, located as follows: "Distant Signals," 1300 feet WEST of Crossing, and 2000 feet EAST of Telegraph Office at Tidewater. "Home Signals," 500 feet from Crossing. "Dwarf Signals" govern movement on track known as "St. Paul & Tacoma Lumber Co.'s lead;" are located 500 feet from Crossing.

INDICATIONS:

90 degrees upward, Green Light, "Proceed." 45 degrees upward, Yellow Light, "Proceed under Control." Horizontal, Red Light, "Stop." Derailing switches, located 55 feet beyond Home and Dwarf Signals, and will be in derail position when signals are at "Stop" position.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Eastward trains are superior to trains of the same class in the opposite direction.

Double Track—between Tidewater and Tacoma Wharf and Tacoma Yard Office and South Tacoma.

Automatic Block—between Tacoma Yard Office and South Tacoma.

Registering Stations.—Tacoma Yard Office, Tacoma Union Station and South Tacoma.

Bulletin Stations.—Tacoma Yard Office and Tacoma Union Station.

Standard Clock.—Tacoma Union Station.

Mountain Grade.—Tacoma Yard Office to 2 1/2 miles west.

Derail switches are located as follows, and must be kept set in derailing position when not in use. Harrison Bros. Spur and Keystone Lumber Company's Spur.

Passenger trains will register by ticket at South Tacoma. Clearance will not be issued at South Tacoma to eastward trains unless Stop or caution signal is displayed. At Tacoma Yard Office and Tacoma Union Station no clearance required.

Yard limit signs are located 2 1/2 miles west of South Tacoma and at Reservation spur just east of Tidewater.

Trains will approach Tidewater under full control and will not proceed until tracks are known to be clear and signal is received from switch tender.

Trains will approach crossover switches on double track between Tidewater and Tacoma Wharf located at East "L" street (near Head of Bay Yard Office), east "D" street (near roundhouse), and South Twenty-first street (entering passenger station), under full control and will not proceed until tracks are known to be clear and signal is received from switch tender.

**SECOND SUBDIVISION.
SEATTLE LINE**

Eastward.

Distance from Tacoma Wharf	Time Table 37 December 29, 1912 Succeeding No. 36G	STATIONS.	Telegraph Offices and Calls	Car Capacity of Sidings	FIRST CLASS.			SECOND CLASS.					THIRD CLASS.	
					334	326	356	676	678	680	690	682	972	936
					Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Way Freight	Way Freight
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY			
		Evergreen State Limited	Gt. No. 28	Gt. No.		No. 603	Gt. No.							
41.8	UD.KING ST. STA..DN 0.8	A10.35PM	A11.10PM	A11.15PM			A 8.00PM							
41.0	YD .SEATTLE YD. .DN 2.4											A 6.05PM		
38.6	.....ARGO..... P 6.8	10.22	10.58	11.04								5.50	
31.8	C. M. & P. S. R. R. CROS. No Connection. 0.1													
31.7	BI..BLACK RIVER...D 2.1	10.12	10.48	10.53			L 5.05AM	4.40	6.15	7.25	11.35		L 5.30PM	
29.6	.....ORILLIA..... 2.0						See page 10						See page 10
27.6	.....O'BRIEN'S..... 2.2												
25.4	KN.....KENT.....D 1.8	10.00	10.37	10.43				4.20	6.00	s 7.00	s 11.15			
23.6	.....THOMAS..... 1.4												
22.2	...CHRISTOPHER.... 1.9													
20.3	GR...FIRST ST....D 0.5	9.52	10.30	10.35				L 4.00AM	5.47	6.43	10.40			
19.8	AU...AUBURN...DN 4.4	9.50 882	10.29	10.34					5.45	s 6.40	s 10.35 326 8.35 322-332-334-356			
15.4	.....DIERINGER..... 2.6	9.44	10.23	10.28					5.35	6.20	8.25		
12.8	SN...SUMNER...D 1.6	9.40	10.19	10.24					5.80	s 6.15	8.12			
11.2	.....MEBKER..... P 1.3	9.36	10.16	10.21					5.25	6.05	8.05		
9.9	PY...PUYALLUP...DN 6.8	9.34	10.14	10.19					5.20	s 6.00	8.00		A 6.10AM	
3.1	RN...TIDEWATER...DN 1.7	9.24	10.04	10.09					4.55	5.35	7.40		5.40	
1.4	Q...TACOMA...DN 1.4	L 9.20PM	L10.00PM	L10.05PM										
0.0	..TACOMA WHARF..								L 4.45AM				L 5.80AM	
		DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY		
	Time Over Subdivision	1.15	1.10	1.10			.30	2.00	2.00	2.30	4.40		.40 .35	
	Average Speed per Hour	32.3	34.6	34.6			18.6	10.4	20.5	16.2	9.0		14.8 15.9	

SEE SPECIAL RULES, PAGES 2, 3, 4, 5, 6, 12 AND 14

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

Trains entering passenger station via Head of the Bay will use extreme care and not exceed eight (8) miles per hour around curve at south end of passenger station yard, and will use extra precaution during foggy weather while running over single track leads at that point. As there are no switch tenders at switches at the north end of passenger yard, trains coming into the yard at that point must positively know that switches are lined up for clear track before passing them.

At Tacoma a signal of the single arm semaphore pattern located near junction of line leading to passenger station and the draw bridge line at Fifteenth street; another signal of the same pattern located at the north end of passenger yard. The two signals are controlled by switch tender at Fifteenth street and will govern single track passenger line between Fifteenth street and Tacoma passenger station. No train from the drawbridge line or eastward main line will enter passenger station when signal at Fifteenth street is at "Danger," and no train will proceed from passenger station to drawbridge line or westward main line when signal at the north end of yard is at "Danger." Push button operating signal to towerman is located on post under Concourse. Switch crew will operate for Portland bound trains and conductors attend to it for Seattle bound trains.

Between Tidewater and Tacoma enginemen will obtain card order at Tacoma or Tidewater as authority to use drawbridge line. Drawbridge Card Form "A" will govern movement from Tidewater to Tacoma. Drawbridge card Form "B" will govern movement from Tacoma to Tidewater. This bridge card to be delivered to operator at Tidewater or to Chief Dispatcher at Tacoma. Westward trains that do not enter passenger station at Tacoma will leave drawbridge card with towerman at Fifteenth street for delivery to Chief Dispatcher's office.

Trains receiving drawbridge card on which exceptions are noted of trains running ahead, will proceed under full control. This bridge card does not relieve trains from protecting rear end as per Rule 99, Book of Transportation Rules.

Interlocking signals at east and west approach to Drawbridge control use of bridge and trains will not proceed unless home signal shows clear indication. Distant signal located at Drawbridge line 1,500 feet east of home signal just east of Tacoma draw span is semi-automatic. When home signal is clear, distant signal will be clear; when home signal shows stop position, distant signal will show stop position. Trains will observe automatic block rules.

Speed of trains over crossover switches at Tidewater and over Fifteenth Street bridge entering passenger yard, must not exceed ten (10) miles per hour and five (5) miles per hour over switches at north end of passenger yard.

No engine heavier than N. P. class W loaded weight of which is as follows: Weight on drivers 207,000 lbs.; weight of engine and tender 456,000 lbs., will be run over Bridge No. 254, Tacoma Draw Span. No two engines of any class will double head over this bridge where the combined weight is greater than N. P. class W.

Enginemen will not use sand over derail switches and rail locks at east and west end of Tacoma draw span.

Enginemen will refrain from dumping ash pans on tracks in passenger station, Tacoma.

Enginemen will reduce exhaust on engine to the lowest possible point while passing under concourse, Tacoma Union Station.

Tell Tales have been placed on train sheds at north and south end of Concourse, Tacoma Union Station.

Test inspection and understanding, as required by Rule 703, Book of Transportation Rules, will be had at South Tacoma eastward on all freight trains. Conductors will fill out card, Form 3632, and deliver same to the operator at South Tacoma, who will complete and mail to Superintendent each day. Retainers will be turned up on all cars before descending Tacoma Hill.

Enginemen on road engines of eastward trains, before backing into the passenger station after stop has been made, will cut out air brake valve and leave air applied, to be released by switch engine. Switch engine will control the air until stop is made at the passenger station, leaving brakes applied after making the stop.

Enginemen on road engine of westward trains, will, after terminal air test is made, apply air to the train and cut out air brake valve leaving the air applied to be released by switch engine when ready to depart. Switch engine will control the air while backing out of the station and make the stop before starting up the hill, leaving the air applied to be released by the road engine. The leading engine will control the air under all conditions.

Freight trains leaving Tacoma yard or switch engine taking transfer to South Tacoma, will not pass crossover track above Fifteenth street leading from passenger yard to outgoing track without signal from switch tender, who will not allow trains or transfers to pass this crossover when any passenger train is backing out of or waiting in the passenger station.

Eastward trains will be under absolute control approaching Pacific Avenue at Tacoma and will not pass Pacific avenue crossing without signal from switch tender, indicating that crossovers at Pacific avenue are clear. At night switch tender will give signal with a "White" light.

All trains which will use the drawbridge line without entering passenger station, will stop above Pacific avenue and not proceed beyond there until engineman is furnished with a bridge card and an understanding established with switch tender covering movement of train over drawbridge line. If it is found that freight train cannot use drawbridge line and passenger train will be delayed on this account, conductor will arrange to enter Half Moon yard and be handled via freight tracks to Tidewater.

Westward.

THIRD SUBDIVISION—Main Line.

				THIRD CLASS.				SECOND CLASS				Car Capacity of Sidings	Distance from King St. Station	Time Table No. 37 December 29, 1912 Succeeding No. 36G			Station Numbers	Water, Fuel, Scales, Trestles and Wyes	FIRST CLASS.		
				929	927	923	683	563	675	687	STATIONS.			343	341	347					
				Way Freight Mon., Wed., Fri.	Way Freight EXCEPT SUNDAY	Way Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Mixed EXCEPT SUNDAY	Freight DAILY	Freight EXCEPT MONDAY	Passenger			Passenger	Passenger	DAILY			DAILY	DAILY	
						L 7.80AM				L 1.10AM			0.0	YD.....SEATTLE YARD.....DN	CF 31	W C O T					
						7.50 343							1.4	UD.KING STREET STATION.DN			L 7.40AM 923	L 9.05AM	L 4.20PM		
													1.4END DOUBLE TRACK.....			7.45	9.10	4.25		
													2.6G. N. CROSSING.....							
						s 8.15				1.40	90	4.5	BA.....INTERBAY.....D	CF 35	W O	f 7.55	9.20	f 4.85			
						s 8.20				1.45	20	6.4	FR.....FREMONT.....D	CF 37	W	s 8.00	9.25	s 4.40 342			
												8.5	BK.....UNIVERSITY.....D	CF 39		s 8.08	9.30	s 4.52			
						s 8.35				2.15	50	11.6	.....KEITH.....	CF 42		f 8.18	9.40	f 5.03		
						s 8.55				2.30	60	15.5	.....LAKE.....	CF 46		f 8.28	9.50	f 5.14		
						s 9.80				2.50	50	22.4	B.....BOTHELL.....D	CF 53		s 8.45	s 10.05	s 5.80			
						A 9.45AM				110.10 688	100	24.2	CJ.....WOODINVILLE.....DN	CF 55	W C T	s 8.50	s 10.10	s 5.85			
						See page 9				10.50	80	30.1	MB.....MALTBY.....DN	CF 60		s 9.10	10.30	s 5.55			
						L 8.30AM				L 9.10AM	150	38.5	OM.....SNOHOMISH.....DN	CF 69	W C O Y	s 9.30	s 10.50	s 6.15			
						s 8.55				s 9.30	45	43.7	MA.....MACHIAS.....D	CF 74	W	s 9.58	s 11.00 344	s 6.25			
						s 9.15				A 9.50AM	102	46.8	FD.....HARTFORD.....D	CF 77		s 10.08	s 11.10	s 6.55 348			
						s 9.35				See page 9	60	51.2	.....GETCHELL.....	CF 82		s 10.18	11.20	s 7.05		
						s 9.55 344				1.00	53	57.4	.....EDGEComb.....	CF 88	W I M E	f 10.25 344 927	11.35	s 7.19		
						s 10.45 344				s 1.25	132	60.4	A.....ARLINGTON.....DN	CF 91	8/10 M E	s 10.45	s 11.50AM 928 927	s 7.27			
						s 11.05AM 12.05PM 928 341				s 1.88	40	64.2	{BT...M. & N. CROSSING...D} {.....BRYANT.....}	CF 95		s 11.00 928	12.01PM	s 7.89			
						s 12.30				2.00	65	70.5	MU.....McMURRAY.....D	CF 101	W	s 11.28	s 12.20	s 7.59			
						s 1.00				2.18	25	76.1	.....MONTBORNE.....	CF 107		s 11.45	12.35	s 8.17		
						s 1.30 1.35 344				2.22	70	77.7	BG.....BIG LAKE.....D	CF 109		s 11.50AM	f 12.40	s 8.24			
						s 2.00				2.35	135	83.2	CA.....CLEAR LAKE.....D	CF 114		s 12.02PM	f 12.55	s 8.39			
						s 2.45				s 3.05	290	86.4	{WL...SEDRO-WOOLLEY...DN} {.....TWO G. N. CROSSINGS...}	CF 117	W C T	s 12.15	s 1.10 342	s 8.52			
						L 7.00AM				L 6.30AM		87.0	{P. S. & B. R. CROSSING...}								
						s 7.40				s 7.00	45	91.9	.....THORNWOOD.....	CF 122		f 12.30	1.25	f 9.06		
						s 8.00 344				A 7.25AM	75	97.8	WK.....WICKERSHAM.....D	CF 128	Y W	A 12.42PM s 930-342	s 1.37 930 684	A 9.20PM s 676			
						s 8.15				See Page 10	Spur 50	100.5	.....SAXON.....	CF 131		See page 10	f 1.42	See page 10		
						s 8.25				4.15	18	102.7	MC.....ACME.....D	CF 133	W	s 1.49					
						s 8.40				4.22	20	104.7	.....STANDARD.....	CF 135		f 1.56				
						s 9.00				4.28	12	110.6	DM.....DEMING.....D	CF 141		s 2.15					
						s 9.10				4.50	20	111.2	.....ABBOTT.....	CF 142		s 2.17				
						s 10.00				4.52	18	120.1	NC.....NOOKSACK.....D	CF 151		s 2.40					
						A 10.45AM 342				A 5.55AM	110	125.5	.....B. B. & B. C. CROSSING.....							
						Mon., Wed., Fri.				EXCEPT SUNDAY		126.4	SU.....SUMAS.....D	CF 157	W C O T	A 2.55PM					
						3.45				7.45						DAILY	DAILY	DAILY			
						10.7				3.20						5.02	5.50	5.0			
										11.8						19.3	21.6	19.6			
																Time Over Subdivision					
																Average Speed per Hour					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Stations—Seattle Yard, King-street Station, Woodinville, Snohomish, Sedro-Woolley, Wickersham and Sumas.
Yard Limits—Interbay, Woodinville, Maltby, Snohomish, Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas.
Maximum Grades—Snohomish to Woodinville. **Helper District**—Snohomish to Woodinville.
Bulletin Stations—Seattle Yard, King Street Station, Snohomish, Sedro-Woolley and Sumas.
Standard Clocks—Seattle Yard, King Street Station, Everett and Sedro-Woolley.

No. 675 has right over No. 676 Woodinville to Sumas.
No. 344 will take siding when meeting No. 341.
No. 563 will register arrival at Hartford.
Trains will not obtain clearance at Wickersham from 8 p. m. to 8 a. m. unless stop signal is displayed. Eastward trains must not exceed 25 miles per hour around curves between Thornwood and Sedro-Woolley.
Passing track at Machias is located west of the station, and westward trains taking siding at that point will head in at cross-over just west of depot. Eastward trains taking siding will head in at extreme west switch.

Westward.		EIGHTH SUBDIVISION. MONTE CRISTO BRANCH										Eastward.			
SECOND CLASS			Time Table No. 37 December 29, 1912 Succeeding No. 36G										SECOND CLASS		
571	567	563	STATIONS.										566	568	572
Mixed	Mixed	Mixed	Telegraph Offices and Calls										Mixed	Mixed	Mixed
WEDNESDAY	MONDAY AND FRIDAY	TUESDAY THURSDAY AND SAT.											TUESDAY THURSDAY AND SAT.	MONDAY AND FRIDAY	WEDNESDAY
L 10.55AM	L 10.55AM	L 10.55AM	CF 77	0.0	FD.....HARTFORD.....D	42.0	102	A 2.00PM	A 3.00PM	A 4.50PM					
s 11.05	s 11.05	s 11.05	BD 3	2.5	.....LOCHLOY.....	39.5	25	s 1.40	s 2.40	s 4.85				
			BD 5	4.6	.....SOBEY.....	37.4	20							
s 11.20AM	s 11.20AM	s 11.20AM	BD 6	6.3	GF.....GRANITE FALLS.....D	35.7	70	s 1.15	s 2.15	s 4.10					
12.15PM	12.15PM	12.15PM	BD 9	9.5	.....CUTOFF.....	32.5	20	L 12.40PM						
		A 12.30PM	BD 12	11.9	.....TUNNEL No. 2.....	30.1	10							
s 1.00	A 1.00PM		BD 14	13.6	.....ROBE.....	28.4	10		L 1.15PM	s 8.20				
			BD 19	19.0	.....BOGARDUS.....	23.0	5							
s 1.25			BD 20	20.0	.....GOLD BASIN.....	22.0	6			s 8.05				
A 2.15PM			BD 29	29.0	.....SILVERTON.....	13.0	16		L 2.20PM					
			BD 30	30.0	.....BONANZA QUEEN.....	12.0	3							
			BD 37	37.3	.....BARLOW PASS.....	4.7	1							
			BD 42	42.0	.....MONTE CRISTO.....	0.0	100							
WEDNESDAY	MONDAY AND FRIDAY	TUESDAY THURSDAY AND SAT.											TUESDAY THURSDAY AND SAT.	MONDAY AND FRIDAY	WEDNESDAY
3.20	2.05	1.35											1.20	1.45	2.30
8.7	6.5	6.4											7.1	7.8	11.6
Time Over Subdivision													Time Over Subdivision		
Average Speed per Hour													Average Speed per Hour		

Eastward trains are superior to trains of the same class in the opposite direction.
See Special Rules on this and Page 12.

Westward.		TENTH SUBDIVISION. BELLINGHAM BRANCH										Eastward.				
SECOND CLASS			Time Table No. 37 December 29, 1912 Succeeding No. 36G										FIRST CLASS			SECOND CLASS
683	347	343	STATIONS.										344	348	684	
Freight	Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger	Freight	
EXCEPT SUNDAY	DAILY	DAILY											DAILY	DAILY	EXCEPT SUNDAY	
L 7.35AM	L 9.20PM	L 12.45PM	Y W	CF 128	0.0	WK.....WICKERSHAM.....D	22.5	75	A 8.15AM	A 4.85PM	A 1.30PM					
s 7.40	f 9.25	f 12.50		BM 1	1.3	.....MIRROR LAKE.....	21.2	15	f 8.10	f 4.80	s 1.20				
s 7.50	f 9.84	f 12.57		BM 4	3.8	.....PARK.....	18.7	15	f 8.04	f 4.22	s 1.10				
8.04				BM 5	4.8	.....BLUE CANYON.....	17.7	20	f 7.59	f 4.17	s 1.03				
s 8.10	f 9.88	f 1.03		BM 7	6.6	.....IDLEWILD.....	15.9	No Sdg.	f	f					
	f			BM 9	9.0	.....TOWANDA.....	13.5	No Sdg.	f	f					
8.40	f 10.00	f 1.25		BM 11	11.4	.....AGATE BAY.....	11.1	20	f 7.88	f 8.56	s 12.20				
s 8.55	f 10.12	f 1.86		BM 15	15.1	.....SILVER BEACH.....	7.4	No Sdg.	s 7.25	s 8.45	s 12.05				
s 9.00	10.15	1.39		BM 16	16.1	.....LARSON.....	6.4	30	7.28	8.48	s 12.01PM				
A 9.30AM	A 10.30PM	A 1.50PM	W Y CO	BM 20	20.1	WD.....BELLINGHAM.....D	2.4	50	L 7.10AM	L 8.30PM	L 11.80AM					
					21.9	.....G. N. CROSSING.....	0.6								
				BM 23	22.5	FN.....SO. BELLINGHAM.....D	0.0	50								
EXCEPT SUNDAY	DAILY	DAILY											DAILY	DAILY	EXCEPT SUNDAY	
1.55	1.10	1.05											1.05	1.05	2.00	
10.4	17.2	18.7											18.7	18.7	10.1	
Time Over Subdivision													Time Over Subdivision			
Average Speed per Hour													Average Speed per Hour			

Eastward trains are superior to trains of the same class in the opposite direction.
See Special Rules on this and Page 12.

Westward.		NINTH SUBDIVISION. DARRINGTON BRANCH										Eastward.				
SECOND CLASS			Time Table No. 37 December 29, 1912 Succeeding No. 36G										FIRST CLASS			SECOND CLASS
569	327		STATIONS.										328	570		
MIXED	Passenger		Telegraph Offices and Calls										Passenger	MIXED		
EXCEPT SUNDAY	EXCEPT SUNDAY												EXCEPT SUNDAY	EXCEPT SUNDAY		
L 11.00AM	L 7.30PM	C Y	CF 91	0.0	.....ARLINGTON.....DN	28.6	132	A 9.40AM	A 5.30PM						
s 11.25	7.45	W	B K 4	5.4	.....COOPER.....	23.2	4	s 9.25	s 4.50						
s 11.45AM	s 7.53		B K 7	8.4	.....CICERO.....	20.2	Spur 7	s 9.17	s 4.30						
s 12.00N	s 8.05		B K 11	11.9	.....OSO.....	16.7	28	s 9.07	s 4.10						
s 12.15PM	s 8.10		B K 13	14.0	.....HALTERMAN.....	14.6	33	s 9.01	s 3.55						
s 12.25	s 8.14		B K 15	15.7	.....ROWAN.....	12.9		s 8.56	s 3.40						
s 12.40	s 8.20	W	B K 17	17.9	.....HAZEL.....D	10.7	80	s 8.49	s 3.26						
s 12.50	s 8.25		B K 19	19.7	.....WELTON.....	8.9	30	s 8.48	s 3.20						
s 1.00	s 8.30		B K 21	22.1	.....FORTSON.....	6.5	14	s 8.35	s 3.18						
s 1.15	s 8.32		B K 22	22.6	.....IRVING.....	6.0	4	s 8.38	s 3.10						
s 1.25	s 8.38		B K 24	24.7	.....GEBBOTT.....	3.9	10	s 8.27	s 3.00						
A 2.00PM	A 8.50PM	C Y	B K 28	28.6	.....DARRINGTON.....D	0.0	24	L 8.15AM	L 2.45PM						
3.00	1.20												1.25	2.45		
9.5	21.4												20.2	10.4		
Time Over Subdivision													Time Over Subdivision			
Average Speed per Hour													Average Speed per Hour			

Eastward trains are superior to trains of the same class in the opposite direction.
See Special Rules on this and Page 12.

Special Rules Eighth Subdivision MONTE CRISTO BRANCH
Registering Station—Hartford.
Derail Switch—Siding at Tunnel No. 2.
Mountain Grades—Descending Monte Cristo to Sauk River Bridge, Barlow pass to Bonanza Queen and from Robe to Cutoff. Eastward Trains must not exceed schedule time within above limits.
 Trains must not exceed five miles per hour around 18 and 24 degree curves on Shoofly, two miles west of Gold Basin.
 Trains will approach all bluffs, where slides are liable to occur, under full control.
 Nos. 563, 567 and 571 will wait at Hartford for No. 343's and 344's connection, unless otherwise instructed.
 No. 563 has right over No. 568, Hartford to Cutoff.
 No. 567 has right over No. 568, Hartford to Robe.
 No. 571 has right over No. 572, Hartford to Silvertown.
 No. 347, when meeting No. 348 at Hartford, will head in on Eighth Subdivision.

Special Rules Ninth Subdivision. (DARRINGTON BRANCH)
Registering Stations—Arlington and Darrington.
Bulletin Station—Arlington.
Yard Limit—Darrington.
 Trains will keep under control where landslides or washouts are liable to occur.
 No. 569 has right over No. 570—Arlington to Darrington.
 West wye switch at Darrington will be kept set for the wye. This is a stub switch.
 When making back-up movement, running test of air brakes must be made from rear of train.

Special Rules Tenth Subdivision. (BELLINGHAM BRANCH)
Registering Stations—Wickersham and Bellingham.
Bulletin Station—Bellingham.
Yard Limit—Bellingham.
 Trains will not exceed eight miles per hour between M. P. 3 and 4, and not exceed 6 miles per hour over bridges 19 and 20.
Maximum Grades—Larson to Bellingham and Mirror Lake to Wickersham.
 Wye switch at Wickersham will be kept set for East Leg. All trains will come to full stop before crossing Holly street, Bellingham.
 Flagman precede train with red flag or light. Reduce speed to eight (8) miles per hour over street car crossing at Kentucky Street, Bellingham; and not exceed this speed between Kentucky Street and Bellingham station.
 Reduce speed to six miles per hour over street car crossing between Silver Beach and Larson.
 No. 343 has right over No. 348, Wickersham to Bellingham.
 No. 683 has right over No. 684, Wickersham to Bellingham.

COMMERCIAL SPURS.

FIRST SUBDIVISION.
Distance from Ellensburg.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Younger.....	22.4	1 E	10	Sandberg.....	76.8	1 W	20
Nagrom, F 279, 280, 3 & 42.	67.8	1 W	20	Headworks, F 5, 279 & 280...	81.6	1 W	7
Garibaldi, F 279 & 280.....	75.6	1 E	8	Soos, F 279 & 280.....	98.3	1 E	7

THIRD SUBDIVISION.
Distance from King Street Station.

Edgewater.....	6.9	1 E	8	Kelly's Spur.....	59.5	1 W	4
Latona.....	7.9	1 E	4	Grantley.....	63.3	1 E	16
Wood Spur.....	10.5	1 E	16	Milldale.....	65.5	1 E	20
Pontiac, F 343, 344, 347 & 348	13.2	1 E	4	Pilchuck, S 343, 344, 347 & 348	65.9	1 E	88
Lavilla, F 343, 344, 347 & 348	14.5	1 E	....	Day's F 341-343, 344, 347 & 348	68.2	Siding	10
Belden.....	14.7	1 E	8	Ehrlich, S 343, 344, 347 & 348	73.6	1 W	20
Briarcrest, F 343, 344, 347 & 348	17.5	....	....	Buxton.....	75.7	1 E	29
Lake Forest Park, F 343, 344, 347 & 348.....	18.1	1 W	8	Chilco.....	77.2	1 W	7
Kenmore, F 343, 344, 347 & 348	18.9	1 E	7	Conway.....	78.7	1 E	....
Wrenwood.....	20.6	1 W	....	Nookecham, F 343, 344, 347 & 348.....	79.1	1 E	5
Wayne, F 343, 344, 347 & 348	21.5	....	....	Tiloh.....	79.5	1 E	12
Hannan.....	22.3	1 E	14	Heather.....	81.5	1 E	5
Stockton.....	23.5	1 E	8	Skagit Junction.....	84.5	1 E	7
Bear Creek.....	25.4	1 E	17	Norlum.....	88.7	1 E	40
Sand Spur.....	25.8	1 E	12	Cohone.....	92.6	1 E	18
Grace, F 343, 344, 347 & 348..	26.3	1 E	25	Prairie, F 343, 344, 347 & 348	94.1	Siding	10
Brace.....	29.4	1 E	3	Lumans.....	95.2	1 W	16
Cathcart, F 343, 344, 347 & 348	33.5	1 W	12	Morgood.....	99.4	1 E	....
Cobbner.....	36.0	1 W	....	Doran, F 341 & 342.....	99.8	1 W	4
Bromart.....	37.2	1 E	32	Comar.....	103.9	1 E	....
Bartlett.....	44.5	1 E	4	McDonald's, F 341 & 342...	105.7	1 W	4
Lake Cassidy.....	50.0	1 E	3	Coyne.....	107.5	1 E	7
Kelmire.....	50.5	1 W	6	Van Zant's, F 341 & 342....	107.9	1 W	8
Ryton.....	51.7	1 E	3	Case's Spur, F 341 & 342....	108.8	1 E	5
Harvey.....	54.9	1 E	4	Eliton.....	112.6	1 E	13
Sisco, F 343, 344, 347 & 348.	55.8	1 E	15	Lawrence, F 341 & 342.....	113.7	1 E	6
M. & A. Tfr.....	58.8	1 E	6	McKee's.....	117.8	1 W	14
				Crescent.....	121.9	1 W	5

FIFTH SUBDIVISION.
Distance from Black River.

Jones, F 345 & 346.....	20.3	1 E	5	Hazelwood, F 345 & 346....	7.3	....	....
Firloch, F 345 & 346.....	19.8	1 E	4	May Creek, F 345 & 346....	6.6	1 E	4
Feriton.....	16.6	1 E	2	Quendall.....	6.0	Siding	8
Kincaid.....	16.0	1 E	5	Sanford, F 345 & 346.....	4.1	1 E	2
Midlakes, F 345 & 346.....	12.6	1 W	5				
Factoria, F 345 & 346.....	9.5	....	....		

SIXTH SUBDIVISION.
Distance from Woodinville.

STATIONS	Miles	How Connected	Car Capacity	STATIONS	Miles	How Connected	Car Capacity
Hargon.....	1.7	1 W	7	Craven.....	29.3	Siding	14
Hollywood, F 345 & 346....	2.4	1 W	19	Niblock.....	32.4	1 W	100
Pickering, F 345 & 346.....	17.4	1 E	3	Quariton.....	34.6	1 E	....
Grand Ridge, F 346.....	21.9	1 W	15	Tanners.....	38.1	1 E	15
Lovegreen.....	27.6	1 E	5	Weeks.....	38.2	1 E	100

SEVENTH SUBDIVISION.
Distance from Snohomish.

Sherwood.....	4.1	1 E	4	Madrona.....	8.4	1 E	80
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EIGHTH SUBDIVISION.
Distance from Hartford.

Zahler.....	1.0	1 E	5	Enos Quarry.....	7.3	1 E	30
Denmark.....	2.5	1 E	5	Atlas.....	8.3	1 E	5
Beechwood.....	2.7	1 E	7	Hemple.....	20.2	1 E	5
Difley.....	4.0	1 E	10	Tyree.....	23.2	1 E	21
				Waldheim.....	26.7	....	....
				Weiden Creek.....	39.0	....	....

NINTH SUBDIVISION.
Distance from Arlington.

Gravel Pit.....	0.7	1 E	4	Gorlock.....	18.4	Siding	25
Jenora.....	5.7	1 E	20	Lampson.....	20.2	1 E	5
Cavano.....	9.0	Spur	....			

TENTH SUBDIVISION.
Distance from Wickersham.

Gale.....	1.7	1 E	5	Matson.....	14.5	1 W	7
Roxbury.....	3.6	1 W	7	Mogul Log Co.....	14.5	1 E	24

ELEVENTH SUBDIVISION.
Distance from Interbay.

Ballard (Station No. B 5)...	1.1	50				
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SPECIAL RULES—THIRD, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH AND TENTH SUBDIVISIONS

RAILROAD CROSSING AT GRADE

C. & P. S. crossing at Renton. C. & P. S. crossing two miles west of Renton. Campbell Lumber Co. crossing at Campton. M. & N. Ry. crossing at Bryant. Two G. N. crossings at Sedro Woolley. P. S. & B. R. crossing west end yard Sedro Woolley. Standard Ry. crossing mile post 104. G. N. crossing at E. K. Wood mill, Bellingham. E. B. & B. C. crossing just east of Sumas. C. M. & P. S. crossing 300 feet west of Ebey Jct.

Crossing Gate situated at G. N. crossing near E. K. Wood Mill at South Bellingham. Normal position blocks N. P. track. When N. P. trains or engines use this crossing, gate must be unlocked and swung to block G. N. main line and locked in that position while crossing is in use, after which gate will be locked to normal position across N. P. tracks.

Crossing Gate situated where Puget Sound & Baker River Railway company track crosses N. P. tracks at Sedro Woolley. Normal position blocks P. S. & B. R. Ry. Co. track; same procedure as at South Bellingham.

Crossing Gate situated where Marysville & Northern Ry. crosses N. P. tracks at Bryant. Normal position blocks M. & N. tracks. N. P. trains will not stop at this crossing unless gates are against them. Freight trains must not exceed speed of twelve (12) miles and passenger trains twenty (20) miles per hour over this crossing.

C. & P. S. crossing at Renton is protected by derails located 75 feet east and 75 feet west of the crossing and operated by switch stand between the C. & P. S. tracks. **NORMAL POSITION OF DERAILS IS AGAINST N. P. TRAINS.** All trains

will stop to clear derails, brakeman will go ahead and line up for N. P. track, cross to opposite side of track and remain there until train has cleared both derails; then line back to derail.

No power heavier than Class "C" engines coupled together may cross Skagit River bridge, No. 50, on Third Subdivision. Bridge No. 5 on Fifth Subdivision. Bridge No. 39 on Sixth Subdivision. Bridge Nos. 4 and 7 on Seventh Subdivision. Bridge No. 14 on Eighth Subdivision. Truss bridges Nos. 1, 4, 6, 7, 9 and 12 on Ninth Subdivision.

F-1 or heavier engines must not use Eclipse Log rollway at Everett.

F-1 or heavier engines must not be used on Eighth Subdivision west of Granite Falls wye. No engine heavier than class F-1 can be run on Third, Fifth, Sixth, Seventh, Eighth, Ninth and Tenth Subdivisions.

LOCATION DRAW SPANS

Snohomish River bridge, just east of Snohomish. Skagit River bridge between Sedro Woolley and Clear Lake. Ebey Slough and Snohomish River bridges on Everett Branch between Snohomish and Lowell. All trains come to full stop before crossing, giving whistle signal before proceeding.

All Eastward freight trains will come to full stop at Public road crossing just east of Hartford station to clear Eighth Subdivision junction switch and ascertain that track is clear before proceeding.

SEATTLE TERMINAL

RAILROAD CROSSINGS AT GRADE

O.-W. R. & N. crossing at Argo. C. & P. S. crossing at Argo. C., M. & P. S. crossing just east of overhead bridge on Colorado Street Line. C. & P. S. crossing at Atlantic Street, Seattle. G. N. crossing at Washington Street, Seattle. G. N. crossing at Bell Street, Seattle. G. N. crossing at Seattle Lumber Company, Seattle. G. N. crossing at Field Tracks just east of Interbay. C., M. & P. S. crossing at Black River, interlocked.

No engine or train will go over Atlantic Street crossing, Seattle, unless they receive signal from crossing flagman. One motion of regular proceed signal is for the Northern Pacific, two motions of regular proceed signal is for Chicago, Milwaukee & Puget Sound and three motions of the regular proceed signal is for the C. & P. S. R. R. If flagman should be absent trains should flag themselves across.

Crossing Gate at Van Asselts Where N. P. Spur Crosses P. S. E. track. Normal position blocks N. P. track. When N. P. trains or engines use this crossing, gate must be unlocked and swung to block P. S. E. tracks and locked in that position while crossing is in use, after which gate will be locked to normal position across N. P. tracks.

Trains and switch engines using transfer track between Seattle and Interbay will not exceed four miles per hour over G. N. crossing at Clay Street.

Do not exceed five miles per hour over scales in passing track at Interbay.

All trains will reduce speed to 6 miles per hour at Public Road crossing leading to Great Northern dock at Smith Cove and engineman will keep vigilant lookout for teams and pedestrians at this point.

The operation of Bascule Draw Bridge, West Seattle Line. It will be necessary for trains to get signal from Bridge Tender, green flag by day and green lantern by night, before entering on this draw.

On Second Avenue Line, yard limit board on eastward track, located 1,200 feet west of west leg of Spokane Avenue wye. All trains in both directions will respect this board as per book of rules.

King Street Station. G. N. and N. P. switch engines will work between Seattle and West leg of Spokane Avenue Wye without train orders, governing their movements by rules of switch engines working on main line in yards.

Track on West Seattle Line between O.-W. R. & N. connection and switch leading to the Fisher Flour Mill is joint with the O.-W. R. & N. and will be operated by both companies. O.-W. R. & N. has rights to this track between 12:00 Midnight and 12:00 Noon, and the N. P. between 12:00 Noon and 12:00 Midnight; either company has the right to switch on the hours assigned to the other but must move through the joint territory under full protection.

Track known as the "Fisher Mill Spur" is joint with O.-W. R. & N., C., M. & P. S. and N. P., and operated the same as above on the following hours: O.-W. R. & N., 4:00 A. M. to 12:00 Noon; N. P. Ry., 12:00 Noon to 8:00 P. M.; C., M. & P. S., 8:00 P. M. to 4:00 A. M.

RULES GOVERNING USE OF INTERLOCKING PLANT AT SOUTH PORTAL OF TUNNEL AT SEATTLE.

Signals are of the dwarf type (low semaphores) and are located to 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.

Signal arm in horizontal position indicates "Stop."

Signal arm in diagonal position 60° below horizontal indicates "Proceed."

By night, signal indications will be given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

RULES GOVERNING INTERLOCKING PLANT AT NORTH PORTAL OF TUNNEL AT SEATTLE.

All signals located at right hand side of tracks they govern.

Train movements to Main Line controlled by Semaphore signals, about 25 feet in height.

Train movements to sidings or to main tracks against current of traffic controlled by dwarf semaphores, about two feet in height.

The home signal is the semaphore arm with a square end, which in a horizontal position indicates "Stop" and 60° below horizontal indicates "Proceed."

The distant signal is the semaphore arm with a forked end, which in a horizontal position indicates "Caution, proceed with Caution," and 60° below horizontal indicates "Proceed."

By night signal indications are given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

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 water front are governed by semaphore signal, located about 350 feet west of the tower. Upper arm governs to tunnel, lower arm to water front.

Westward N. P. trains from the water front are governed by semaphore, located about 300 feet east of the tower. Upper arm governs movement, lower arm stationary in stop position. The dwarf signal, at the base of this semaphore, governs G. N. trains.

Trains will not exceed 15 miles per hour between Battery St., 400 feet east of tower and King Street Station.

At night and during foggy weather, eastward trains will give one long blast of whistle for tunnel and three shorter blasts for water front.

Westward trains from water front will give three blasts of whistle for N. P. Main Line.

Hand signals must not be taken against interlocking signals, except when given by the towerman from the center of the track, with a yellow flag by day and a yellow light by night.

RULES GOVERNING TUNNEL BLOCK SEMAPHORES AND MOVEMENTS OF TRAINS THROUGH TUNNEL AT SEATTLE.

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

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

A semaphore arm in the horizontal position indicates "Stop."

A semaphore arm 60° below horizontal indicates "Proceed."

By night indications are given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Block signal rules do not modify train rules nor relieve trainmen from protecting as per Rule 99.

Rules governing interlocking plant Great Northern crossing on field track east of Interbay are posted in cabin located on G. N. tracks at crossing to the field track.

Class G engines can be used on the following piers: Pier 1, 2, Colman Dock, south side Pier 3, Pier 4, 5, 6½, 7, 9, 11, 11½, 12 and 13, and cannot be used on north side Pier 3, Piers 6, 8, 10 and 14.

Class L-9 engines can be used on all bridges and tracks, Seattle terminal territory, except on spur tracks leading to piers, Seattle water front and the West Seattle line. Heavier engines than L-9 must not go north of Columbia Street, Seattle.

J. E. CAMPBELL
Trainmaster, Seattle.

O. F. OHLSON,
Trainmaster, Seattle.

J. F. FITZSIMMONS,
Trainmaster, Seattle.

H. M. MORAN,
Chief Dispatcher, Seattle.

TONNAGE RATINGS—FREIGHT ENGINES.

FIRST SUBDIVISION.—EASTWARD.

GRADES.	Class Z 2		Class Z		Class W		Class Y 5		Class Y 2		Class F 1		Class S		Class E 4		Class E 3 or D 3		Class C 6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Auburn to Lester.....					1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to Easton.....	1300	35	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Easton to Ellensburg.....						60		60		60		60		50		50		50		40

Rating time freight, Class W engine, 1000 tons; Y-2, 850 tons. Tacoma and Seattle to Lester.

FIRST SUBDIVISION.—WESTWARD.

Ellensburg to Easton.....					1700	53	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester.....	1300	35	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Tacoma and Seattle, via Auburn or Buckley Line.....					Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars		Maximum 40 Cars		Maximum 40 Cars	

Rating time freight, Class W engine, 1600 tons; Y-2, 1200 tons. Ellensburg to Easton.

THIRD SUBDIVISION—EASTWARD

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Sumas to Wickersham.....	800	27	850	28	950	31	925	31	1100	36	1300	43
Wickersham to Thornwood.....	425	14	450	15	550	18	535	18	600	20	700	23
Thornwood to Clear Lake.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Clear Lake to McMurray.....	425	14	450	15	540	18	525	18	575	19	675	22
McMurray to Sisco.....	850	28	900	30	1080	36	1050	35	1150	38	1350	45
Sisco to Getchell.....	425	14	450	15	540	18	525	18	575	19	675	22
Getchell to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Snohomish to Maltby.....	340	11	365	12	430	14	415	14	475	16	625	20
Maltby to Bothell.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Bothell to Keith.....	800	27	850	28	975	32	960	32	1025	34	1150	38
Keith to Seattle.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60

THIRD SUBDIVISION—WESTWARD.

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Seattle to Fremont.....	2000	50	2000	50	3000	60	3000	60	3000	60	3000	60
Fremont to Keith.....	525	18	550	18	615	20	600	20	650	21	750	25
Keith to Woodinville.....	1200	40	1200	40	1500	50	1500	50	1650	55	1800	60
Woodinville to Maltby.....	320	11	340	11	415	14	400	14	450	15	600	19
Maltby to Snohomish.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Snohomish to Machias.....	820	28	900	30	980	32	950	32	1000	33	1100	37
Machias to Getchell.....	425	14	450	15	530	17	515	17	565	19	675	22
Getchell to Arlington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Arlington to McMurray.....	660	22	685	23	765	26	750	25	800	27	900	30
McMurray to Sedro-Woolley....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Sedro-Woolley to Thornwood....	425	14	440	14	525	17	510	17	560	18	660	22
Thornwood to Sumas.....	900	30	1000	31	1200	40	1200	40	1300	43	1500	50

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Fifth Subdivision—Eastward.												
Woodinville to Kirkland.....	800	27	825	27	975	32	960	32	1030	34	1150	38
Kirkland to Black River.....	2000	40	2000	40	2500	50	2500	50	2750	55	3000	60
Sixth Subdivision—Eastward.												
North Bend to Falls City.....	775	26	800	27	1250	41	1200	40	1350	45	1650	55
Falls City to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18
Preston to Woodinville.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Seventh Subdivision—Eastward												
Everett to Snohomish.....	800	27	850	28	1000	33	980	33	1100	37	1400	46
Eighth Subdivision—Eastward												
Monte Cristo to Silverton.....	200	7	215	7	300	10	285	10	335	11	435	14
Silverton to Hartford.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Ninth Subdivision—Eastward and Westward.												
Arlington and Darrington.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Tenth Subdivision—Eastward.												
Bellingham to Larson.....	340	11	365	12	415	14	400	13	475	16	575	19
Larson to Wickersham.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60

DISTRICTS.	Class D 2 & E 3		Class E 6		Class E 7		Class F 3		Class F 5		Class F 1	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Fifth Subdivision—Westward.												
Black River to Woodinville.....	1100	37	1200	40	1400	46	1400	46	1500	50	1800	60
Sixth Subdivision—Westward												
Woodinville to Issaquah.....	1200	40	1200	40	1500	50	1500	50	1800	60	2200	60
Issaquah to Preston.....	260	9	300	10	415	14	400	13	450	15	550	18
Preston to North Bend.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60
Seventh Subdivision—Westward												
Snohomish to Everett.....	800	27	850	28	1000	33	980	33	1100	37	2000	50
Eighth Subdivision—Westward.												
Hartford to Granite Falls.....	500	17	525	18	850	28	825	27	900	30	1000	33
Granite Falls to Robe.....	310	10	315	10	350	12	325	11	375	13	475	16
Robe to Silverton.....	325	11	350	12	450	15	425	14	475	16	575	19
Silverton to Monte Cristo.....	200	7	215	7	300	10	285	10	335	11	435	14
Tenth Subdivision—Westward.												
Wickersham to Mirror Lake....	340	11	365	12	415	14	400	13	475	16	575	19
Mirror Lake to Larson.....	1040	35	1100	37	1300	43	1250	42	1500	50	1800	60
Larson to Bellingham.....	2000	40	2000	40	2500	50	2500	50	3000	60	3000	60

AUTHORIZED SURGEONS, SEATTLE DIVISION.

Location of Stretchers (S).

CLINTON T. COOKE, Oculist, Seattle	E. M. ADAMS, Arlington, (S)	W. E. GIBSON, Issaquah, (S)	S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.	D. O. KEARBY, Cle Elum, (S)	P. B. WING, Oculist, Tacoma	Head-of-Bay Yard Office, Tacoma, (S)
P. W. WILLIS, King St. Sta. (S)	N. S. McCREADY, Snohomish, (S)	E. S. CLARK, Sumas, (S)	J. C. McCAULEY, Ellensburg, (S)	B. E. HOYE, Auburn, (S)	W. G. CAMERON, Specialist, Tacoma	Half Moon Yard Office, Tacoma, (S)
F. S. BOURNS, Seattle Yd. Office (S)	W. C. COX, Everett, (S)	A. M. SMITH, Bellingham, (S)	R. R. PINKARD, Ellensburg, (S)	Puyallup, (S)	N.P.B.A. Hospital, Tacoma, (S)	Tool Car, Tacoma, (S)
Seattle Tool Car, (S).		Woodinville (S)	H. R. SMITH, Easton, (S)		Baggage Room, Tacoma, (S)	Wharf, Tacoma, (S)
			Lester, (S)		Round House, Tacoma, (S)	

Note.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a

regularly appointed surgeon, when the case should be placed in his charge and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

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

AUTHORIZED SURGEONS, G. N. RY.

DR. H. M. READ, Seattle

DR. J. A. LA GASA, Tacoma

