

NORTHERN PACIFIC RAILWAY COMPANY.

PUGET SOUND DIVISION

TIME 38A TABLE

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

SUNDAY, June 1st, 1913.

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. J. McCULLOUGH,
Superintendent.

Westward

FIRST SUBDIVISION

Table with columns for Station Numbers, Time Table 38A (June 1, 1913), STATIONS, Telegraph Offices and Calls, Distance from Seattle, and 24 numbered columns (301-329) for different train classes. Includes a summary row for 'Time Over Subdivision' and 'Average speed per hour'.

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

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

Double Track.—Between King Street Station, Seattle, and South Tacoma, except single track between Tidewater and Union Station, Tacoma. (See special rules governing operation of drawbridge line.)

Automatic Block.—Between Holgate Street, Seattle, and Tidewater and between Half Moon Yard, Tacoma, and South Tacoma. Registering Stations.—King Street Station, Seattle Yard, Auburn, East, Auburn, Auburn Transfer, Puyallup, Tacoma; Union Station and Half Moon Yard, South Tacoma.

At Auburn, East Auburn, Puyallup and South Tacoma all trains register by ticket. Clearance will not be issued at East Auburn to westward trains, nor at South Tacoma to eastward trains unless stop or caution signal is displayed.

At Tacoma Yard Office and Tacoma Union Station no clearance required. Through trains, or trains other than those that enter double track, originate or take siding at Puyallup or Auburn need not obtain clearance at these points unless stop or caution signal is displayed.

Bulletin Stations.—Seattle (King Street Station and Yard Office), Auburn, (Auburn Transfer), Tacoma (Head of Bay and Half Moon Yard and Union Station).

Standard Clocks.—King Street Station, Auburn Transfer and Tacoma Union Station.

Yard Limits.—Seattle, 2500 feet west of University, to 600 feet west of crossover at Van Asselts. Auburn, 4,500 feet west of extreme west crossover to 5,000 feet east of Auburn Station and to 2,000 feet east of Gravel Pit switch, East Auburn.

On Colorado Street at Seattle, Yard limit board located 400 feet west of Spokane Avenue—Trains or Engines holding cards "A" or "B" via this line will move under control inside this Yard limit board, looking out for switch engines working on Main line.

King Street Station yard limit extends from Bell Street to Massachusetts Street. (Trains in this district will be governed by instructions issued by superintendent, King Street Station.)

Puyallup yard extends to Meeker. Tacoma Yard limits extend from one and one-half miles west of South Tacoma to 500 feet east of Reservation Spur.

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.

Trains handling logs on double track will not be permitted to meet passenger trains between stations. Conductors of such trains must secure block order at Puyallup and Auburn to the effect that passenger trains will be held at next station until they have arrived. Conductors of trains coming from Buckley line must arrange with operator at Puyallup to hold opposing passenger trains.

Speed of trains through crossover tracks or entering sidings must not exceed 15 miles per hour. 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 Puget Sound 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 Puget Sound Division. EXAMPLE: An eastward train which pulls in on Eighth Subdivision of

Westward.

FIRST SUBDIVISION

Station Numbers Water, Fuel, Scales, Turntables and Wyes	STATIONS. Telegraph Offices and Calls	Distance from Seattle	FIRST CLASS.						SECOND CLASS.					THIRD CLASS.				
			331	355	363	361	311	369	689	677	679	685	691	935	963	997	965	971
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
	UD. KING ST. STA..DN 0.8	0.0	L 9.45PM	L10.80PM				L 2.00AM										
CW O T	CF 31 ... SEATTLE YD. ... P 2.4	0.8								L 6.45PM			L 8.00AM					
	CF 27 ARGO P 6.8	3.2	9.55	10.40				2.20		6.56			8.15					
W E	C. M. & St P. R. R. CROS. No Connection 0.8	10.0																
Y	CF 21 BI..BLACK RIVER.DN 1.4	10.8	10.05	11.50				2.45	L 5.05AM	7.10	L11.45PM		A 8.30AM					
	CF 19 ORILLIA 2.0	12.2																
	CF 17 O'BRIEN'S 2.2	14.2																
	CF 15 KN..... KENT .....D 1.8	16.4	10.15	11.01				8.10	5.20	7.22	12.01AM							
	CF 13 THOMAS 1.4	18.2																
	CF 11 CHRISTOPHER 1.9	19.6																
Y	C.F. AU..... AUBURN..... DN 0.9	21.5	10.28	11.10				8.45	A 5.35AM	7.35	A12.15AM							
	A 22 GR. EAST AUBURN. DN 0.9		A10.25PM															
Y	CF 9 AU..... AUBURN..... DN 4.9	21.5		11.10				8.45		7.35								
	CF 4 DIERINGER 2.6	26.4		11.21				4.00		7.47								
	CF 2 SN..... SUMNER .....D 1.6	29.0		11.25				4.05		7.55								
Y W	1966 MEEKER P 1.3	30.6		11.29				4.15		7.58								
	1967 PY... PUYALLUP... DN 6.8	31.9		11.38				4.30		8.08							L 1.22PM	
	1972 RN.. TIDEWATER... DN 1.7	38.7		11.45	L12.38AM	L 8.43AM	L12.39PM	L12.59PM	4.50	8.20		L 9.30PM					1.50	
W	Q..... TACOMA..... DN 1.4	40.4		A11.50PM L12.01AM	A12.40 L12.45	A 8.50 L 8.55	A12.45 L12.50	A 1.05 L 1.10	A 5.00AM					L 4.50AM				
WC OTY	1976 ... TACOMA WHARF... 5.9	41.8								A 8.30 L 9.00				L 5.00AM		L 7.00AM	A 2.00PM	
WS T	1981 SU..SO. TACOMA.. DN 44.9			A12.15AM	A 1.00AM	A 9.09AM	A 1.04PM	A 1.24PM 362		A 9.45PM 356		A10.00PM 356		A 5.45AM 360	A 5.15AM	A 7.45AM		
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	
	Time Over Subdivision		.40	1.45	.27	.26	.25	.25	3.00	.30	3.0	.30	.30	.45	.25	.45	.38	
	Average speed per hour		33.6	25.6	14.0	14.7	14.9	14.9	13.5	21.4	14.7	21.4	12.4	20.0	8.0	10.8	8.0	13.8

ESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

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 Puget or Tacoma Division, will use this portion of track during foggy weather without obtaining block from operator at Puyallup and, in addition 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. 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.

No. 321 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 wait at Puyallup for connections Nos. 313 and 323.

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

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

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

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

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

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

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

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

No. 324 stop on flag at Christopher, O'Brien, Orillia and Thomas for parcel post mail.

No. 313 will handle passengers, baggage and express for Buckley line points from Seattle and Auburn and stop on flag at Kent to pick up passengers for points south of Tacoma.

Extra leaving Auburn about 1:00 a. m. after making No. 253's connection will stop on flag at Dieringer.

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

FIRST SUBDIVISION

Eastward.

Table with columns for Time Table 38A, June 1, 1913, Succeeding No. 88, STATIONS, Telegraph Offices and Calls, Car Capacity of Sidings, and 24 train numbers (338-334). Rows include station names like UD. KING ST. STA., SEATTLE YD., ARGO, C. M. & P. R. R. CROS., BLACK RIVER, ORILLIA, O'BRIEN'S, KENT, THOMAS, CHRISTOPHER, AUBURN, EAST AUBURN, DIERINGER, SUMNER, MEEKER, PUYALLUP, TIDEWATER, TACOMA WHARF, and SO. TACOMA, along with departure and arrival times and average speeds.

SEE SPECIAL RULES, PAGES 1, 2, 3, 4, 5 AND 6.

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

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

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.

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

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.

Mountain Grade.—Tacoma Yard Office to 2 1/2 miles west. Speed of passenger trains must not exceed 30 miles per hour and speed of freight trains must not exceed 20 miles per hour on descending grade between Bailey Street and Pacific Avenue, Tacoma. The normal position of double track switch at South Tacoma is for eastward trains. 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. 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.

FIRST SUBDIVISION

Eastward.

Table with columns for Time Table 38A, Stations, Car Capacity of Sidings, and train classes (First Class, Second Class, Third Class) with various train numbers and schedules.

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

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

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...

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...

Westward				SECOND SUBDIVISION				EASTWARD								
THIRD CLASS	FIRST CLASS			Water, Fuel, Scales, Turn Tables & Wyes	Station Numbers	Distance from King St. Station	Time Table No. 38A June 1, 1913 Succeeding No. 38				Distance from Keith	Car Capacity of Siding	FIRST CLASS			THIRD CLASS
923	347	341	343				STATIONS.	344	342	348			924			
Way Freight	Passenger Bellingham	Passenger C. P. R.	Passenger Bellingham			Passenger Bellingham	Passenger C. P. R.	Passenger Bellingham	Way Freight							
EXCEPT SUNDAY	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	EXCEPT MONDAY							
L 7.30AM				WC OT	C F 31	.....SEATTLE YARD.....P 0.9									
7.50 343	L 4.20PM	L 9.00AM	L 7.40AM			UD.KING STREET STATION.DN 1.4	11.6		A 1.15PM	A 2.30PM	A 9.25PM	8.25				
	4.25	9.05	7.45			.....END DOUBLE TRACK..... 1.2	10.2		1.10	2.20	9.20	3.15			
						.....G. N. CROSSING..... No Connection 1.9	9.0								
s 8.10	f 4.85	9.15	f 7.55	W O	C F 35	BA.....INTERBAY.....D 1.9	7.1	90	f 1.00	2.08	f 9.10	s 2.55				
s 8.20	s 4.40	9.20	s 8.00	W	C F 37	FR.....FREMONT.....D 2.1	5.2	20	s 12.55	s 2.00	s 9.02	s 2.45				
s 8.30	s 4.52	9.25	s 8.08		C F 39	BK.....UNIVERSITY.....D 3.1	3.1		s 12.40	1.55	s 8.52	s 2.30				
A 8.45AM	f 5.08PM	A 9.35AM	f 8.18AM		C F 42	.....KEITH..... 0.0	0.0	E 17 W 11	f 12.25PM	L 1.48PM	f 8.42PM	s 2.15PM			
EXCEPT SUNDAY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	EXCEPT MONDAY				
1.15	.43	.35	.38			Time Over Subdivision			.40	.42	.43	1.30				
10.0	16.2	19.9	18.3			Average Speed per Hour			17.4	16.6	16.2	8.3				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Yard Limits.—Seattle, 2500 feet west of University to 600 feet west of crossover at Van Asselts.
Registering Stations.—Seattle Yard, King Street Station.
Bulletin Stations.—Seattle Yard, King Street Station.
Standard Clocks.—Seattle Yard, King Street Station.
Maximum speed between Clay and Bell Streets, Seattle, is 6 miles per hour.
All trains keep control where view of switches is obstructed.
No. 344 will take siding when meeting No. 341.
No. 341 stop on flag at Fremont and University for passengers destined north and east of Sumas.
Speed of trains through crossover tracks or entering sidings must not exceed 15 miles per hour.

COMMERCIAL SPURS
Distance from King Street Station

STATIONS	Miles	How Connected	Car Capacity
Edgewater....	6.9	1 E	8
Latona.....	7.9	1 E	4
Wood Spur....	10.5	1 E	16

Distance from Interbay

Ballard.....	1.1	....	50
(Station No. B-5).....			

SPECIAL RULES GOVERNING OPERATION OF TRAINS AND YARD ENGINES BETWEEN EAST AUBURN AND AUBURN AND BETWEEN EAST AUBURN AND AUBURN TRANSFER

No train or engine in either direction will occupy main track or wye between East Auburn and Auburn, or between East Auburn and Auburn Transfer, regardless whether such train or engine holds rights conferred either by time table or train orders (except switch engines going around wye upon authority of work order) without first procuring a card form "K" "L" "M" or "N" from operator at Auburn, East Auburn or Auburn Transfer properly filled out.
Card must be surrendered to operator at end of block immediately upon arrival, and during hours Telegraph Office at East Auburn is closed Conductor or Foreman in charge of train terminating at that point must personally report clear over telephone to operator at Auburn or Auburn Transfer. Card held by Eastward trains during closed hours of East Auburn office will surrender such to operator at Covington, unless instructed by dispatcher to report clear over telephone at East Auburn. Westward trains during closed hours of East Auburn office will secure a card order at Covington when dispatcher cannot issue such at the time, in which case Conductor must be on the head end on arrival at East Auburn and obtain card over telephone at that point. (Telephone located in Telegraph Office, locked with switch lock. Train and yardmen using this 'phone during night when office is closed, must leave the door locked).

RAILROAD CROSSINGS AT GRADE

O.-W. R. & N. crossing at Argo. C. & P. S. crossing at Argo. C. M. & St. P. crossing just east of overhead bridge on Colorado Street Line. C. & P. S. crossings 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. & St. P. and O.-W. R. & N. crossing at Black River, interlocked.
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.

J. S. DEAN,
Trainmaster, Tacoma

O. F. OHLSON,
Trainmaster, Seattle

SEATTLE TERMINAL

Before passing over the intersection of N. P. and King Street Station tracks, between Massachusetts and Holgate Streets, Seattle, all westward trains will come to a full stop, and all eastward trains will reduce speed to four miles per hour over this crossing.

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.

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.

Extra trains and yard engines must obtain train orders and clearance before using single track in yard limit territory, second subdivision.

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 Seattle yard office on either phone (one ring), securing card 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 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 to telephone boxes must be kept closed and locked with switch lock when not in use.

No engine or train will go over Atlantic Street crossings, 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 & Saint Paul, three motions of the regular proceed signal is for the C. & P. S. R. R., and four motions of the regular proceed signal is for the O.-W. R. & N. If flagman should be absent trains should flag themselves across.

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.

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 enginemen will keep vigilant lookout for teams and pedestrians at this point.

Overhead bridge at 13th ave. west, located ¼m west of Interbay station does not clear man on top of high cars.
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.

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.

H. M. MORAN,
Chief Dispatcher, Seattle

AUTHORIZED SURGEONS, PUGET SOUND DIVISION.

Location of Stretchers (S).

CLINTON T. COOKE, Oculist, Seattle	S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.		
P. W. WILLIS, King St. Sta. (S)	B. E. HOYE, Auburn, (S)	P. B. WING, Oculist, Tacoma	Head-of-Bay Yard Office, Tacoma (S)
F. S. BOURNS, Seattle Yd. Office (S)	WM. H. BRANDT, Auburn	W. G. CAMERON, Specialist, Tacoma	Half Moon Yard Office, Tacoma (S)
Seattle Tool Car, (S).	Auburn Yard Office (S)	N.P.B.A. Hospital, Tacoma, (S)	Tool Car, Tacoma (S)
	Puyallup, (S)	Baggage Room, Tacoma, (S)	Wharf, Tacoma (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

