

NORTHERN PACIFIC RAILWAY COMPANY.

PUGET SOUND DIVISION.

TIME 380 TABLE

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

SUNDAY, October 26th, 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

FIRST CLASS.

Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Time Table 38C October 26, 1913 Succeeding No. 38B																								
		STATIONS.																								
		Telegraph Offices and Calls																								
		Distance from Seattle																								
		301	337	325	315	303	335	321	395	307	305	367	357	333	365	317	359	345	313	323	349	397	339	5	329	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
		Seattle Portland Express	No. 258 Spokane Limited	Gt. Nor. No. 27 Tacoma	No. 41's Con. Puget Sound Ltd.	No. 280 Grandview Local	No. 257's Con. Spokane Limited	Grays Harbor Limited	Kanaskat Accommodation	Seattle Portland Express	No. 4 Atlantic Express	No. 3's Con. Nor. Pac. Express	Gt. Nor. Portland	Evergreen State Limited	Puget Sound Express	No. 42 Miss'p. Val. Limited	Gt. Nor. Portland	North Bend Accommodation	Seattle & Portland Special	Grays Harbor Express	No. 2 North Coast Limited	Kanaskat Accommodation	No. 1 Con. North Coast Limited	No. 5 Con. Pacific Express	Gt. Nor. No. 1	
TWY	UD. KING ST. STA. DN 0.8	L 12.01AM	L 12.10AM	L 6.00AM		L 7.80AM		L 7.45AM		L 8.00AM	L 8.45AM		L 10.00AM	L 12.00AM	L 12.10PM	L 8.85PM	L 8.45PM	L 4.00PM	L 4.15PM	L 4.80PM	L 7.10PM				L 8.85PM	
WOT	CF 31 SEATTLE..YD...P 2.4																									
	CF 27 ARGO.....P 6.8	12.10	12.20	6.09		7.89		7.55		8.09	8.55		10.09	12.10PM	12.19	8.44	8.54	4.09	4.24	4.89	7.19					8.44
Wfo	Wfo C.M. & St. P. R. R. CROS. No Connection. 0.8																									
Y	CF 21 BI. BLACK RIVER DN 1.4	12.20	12.80	6.18		7.49		8.04		8.19	9.05		10.19	12.21	12.80	8.55	4.04	A 4.20PM	4.84	4.48	7.29					8.54
	CF 19 ORILLIA..... 2.0					7.52																				
	CF 17 O'BRIEN'S..... 2.2					7.55																				
	CF 15 KN.....KENT.....D 1.8	12.80	12.40	6.25		7.59		8.12		8.80	9.18		10.29	12.30	12.40	4.03	4.14		4.48	4.57	7.87					9.04
	CF 13 THOMAS..... 1.4					8.02																				
	CF 11 CHRISTOPHER.... 1.9					8.05																				
	CF 9 AU.....AUBURN....DN 0.9	12.40	12.48	6.32		8.08		8.20		8.40	9.23		10.38	12.40	12.50	4.10	4.28		4.51	5.08	A 7.45 L 7.55					9.14
A 22	GR. EAST AUBURN DN 0.9		A 12.50AM		L 7.10AM	A 8.10AM	L 7.57AM			A 9.25AM						A 4.15PM					A 8.00PM		L 7.80PM	L 9.02PM		
Y	CF 9 AU.....AUBURN....DN 4.9	12.40		6.32	s 7.15	s 8.00	8.20		s 8.40				10.38	12.40	12.50		4.23		4.51	5.08			s 7.32	s 9.05	9.14	
	CF 4 DIERINGER..... 2.6	12.50		6.40	s 7.28	8.09	8.27		f 8.50				10.48	12.51	1.01		4.82		5.00	f 5.17			7.42	9.15	9.25	
	CF 2 SN.....SUMNER.....D 1.6	12.55		6.44	s 7.28	8.15	8.81		s 8.55				10.54	12.58	s 1.08		4.86		5.05	s 5.21			s 7.49	9.21	9.80	
Y W	1966 MEEKER.....P 1.3	1.00		6.46	7.88	8.19	8.88		8.58				10.57	1.01	1.11		4.89		5.08	5.24			7.52	9.25	9.84	
	1967 PY...PUYALLUP...DN 6.8	s 1.05		6.48	s 7.88	8.28	s 8.87	A 8.45AM L 8.55	s 9.05		L 11.00AM	s 11.02	s 1.10	s 1.20			4.43		s 5.15	s 5.30		L 6.50PM	s 7.58	9.30	9.88	
	1972 RN...TIDEWATER...DN 1.7	1.20		7.00	7.52	8.37	8.50	9.05	9.18		11.10	11.15	1.22	1.32			4.53		5.28	5.42		7.00	8.08	9.42	9.50	
W	Q.....TACOMA.....DN 1.4	A 1.30 L 1.40		A 7.05AM	A 8.00AM	A 8.45AM	A 8.55 L 9.00	A 9.15AM	A 9.25 L 9.35		A 11.15AM	A 11.20 L 11.30	A 1.30 L 1.40	A 1.40 L 1.50			A 5.00 L 5.05		A 5.35 L 5.45	A 5.50 L 6.00		A 7.05PM	A 8.15PM	A 9.50PM	A 10.00PM	
WOTY	1976 TACOMA WHARF... 5.9																									
WT	1981 SU..SO. TACOMA...DN 44.9	A 1.55AM				A 9.15AM		s 9.50AM			A 11.44AM 964	f 1.55PM	s 2.05PM		A 5.19PM		A 5.59PM	s 6.15PM								
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	Time Over Subdivision	1.44	.40	1.05	.50	.40	.48	1.25	.20	1.40	.40	.15	1.34	1.45	1.45	.40	1.29	.20	1.34	1.35	.40	.15	.45	.48	1.25	
	Average speed per hour	25.5	33.6	37.2	23.8	33.6	24.8	31.2	28.3	26.9	33.6	34.0	28.5	25.6	25.6	33.6	30.0	30.3	28.5	28.8	33.6	34.0	26.4	24.8	28.8	

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, between Auburn and East Auburn 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 upon entering double track. Operators 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	Time Table 38C October 26, 1913 Succeeding No. 38B	Distance from Seattle	FIRST CLASS.						SECOND CLASS.					THIRD CLASS.				
			331	355	363	361	311	369	689	679	675	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
TWY	UD.KING ST. STA. DN 0.8	0.0	L 9.45PM	L10.45PM				L 2.00AM										
CWOT	... SEATTLE YD. ... P 2.4	0.8							L 6.45PM	L 7.40PM								
	... ARGO ... P 6.8	3.2	9.55	10.54				2.20	6.56	7.55								
WTE	C. M. & St P. R. R. CROS. No Connection 0.8	10.0																
Y	BI. BLACK RIVER. DN 1.4	10.8	10.05	11.04				2.45	7.10	A 8.10PM	L11.45PM							
	... ORILLIA ... 2.0	12.2																
	... O'BRIEN'S ... 2.2	14.2																
	KN. KENT ... D 1.8	16.4	10.15	11.12				s 8.10	7.22		12.01AM							
	... THOMAS ... 1.4	18.2																
	... CHRISTOPHER ... 1.9	19.6																
Y	C.F. AU. AUBURN ... DN 0.9	21.5	s 10.23	11.20				s 8.45	7.85		A12.15AM							
	A 22 GR. EAST AUBURN. DN 0.9		A10.25PM															
Y	C.F. AU. AUBURN ... DN 4.9	21.5		11.20				s 8.45	7.85									
	C.F. ... DIERINGER ... 2.6	26.4		11.29				4.00	7.47									
	C.F. SN. SUMNER ... D 1.6	29.0		11.34				s 4.05	7.55									
Y	1966 ... MEEKER ... P 1.3	30.6		11.37				4.15	7.58									
	1967 PY. PUYALLUP ... DN 6.8	31.9		11.42				s 4.80	8.08									L 1.22PM
	1972 RN. TIDEWATER ... DN 1.7	38.7		11.55PM	L12.33AM	L 8.43AM	L12.39PM	L 1.05PM	4.50	8.20		L 9.30PM						1.50
W	Q. ... TACOMA ... DN 1.4	40.4		A12.01AM L12.10	A12.40 L12.45	A 8.50 L 8.55	A12.45 L12.50	A 1.10 L 1.15	A 5.00AM						L 4.50AM			
WCOTY	1976 ... TACOMA WHARF ... 5.9	41.8							A 8.30 L 9.00						L 5.00AM		L 7.00AM	A 2.00PM
WST	1981 SU. SO. TACOMA ... DN 44.9			A12.25AM	A 1.00AM	A 9.09AM	A 1.04PM	A 1.30PM 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	1.31	.22	.21	.20	.20	3.00	2.30	.30	.30		.30	.45	.25	.45	.38
	Average speed per hour		33.6	29.4	16.8	18.0	18.6	18.6	13.5	17.9	21.4	21.6	12.4	20.0	8.0	10.8	8.0	13.8

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.

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 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 light engines and trains 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 and trains using cross-overs in automatic signal territory must have at least one switch open while engine or train 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 to let off passengers from points south of Tacoma only.

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. 258'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 38C, October 26, 1913, Succeeding No. 88B, STATIONS, Telegraph Offices and Calls, Car Capacity of Sidings, and 24 train numbers (338-334) with their respective schedules and times.

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. & St. P. 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.

Distance from South Tacoma	Time Table 38C October 26, 1913 Succeeding No. 38B	Car Capacity of Sidings	FIRST CLASS.							SECOND CLASS.					THIRD CLASS.				
			6	326	356	364	362	370	312	680	692	676	690	686	972	964	966	998	936
			Passenger	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	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY
44.9	UD.KING ST. STA..DN 0.8																		
44.1	.....SEATTLE YD....P 2.4																	
41.7	.....ARGO.....P 6.8																	
34.9	C. M. & St P. R. R. CROS. No Connection. 0.8																		
34.1	BI..BLACK RIVER..DN 1.4	20																	
32.7	.....ORILLIA..... 2.0	5 Spur																
30.7	.....O'BRIEN'S..... 2.2	3 Spur																
28.5	KN.....KENT.....D 1.8	90																	
26.7	.....THOMAS..... 1.4	8 Spur																
25.3	.....CHRISTOPHER.... 1.9	4 Spur																
23.4	AU...AUBURN...DN 0.9	70 Sdg.																	
	GR.EAST AUBURN..DN 0.9	35																	
23.4	AU...AUBURN...DN 4.9	70 Sdg.																	
18.5	.....DIERINGER..... 2.6	No Sdg.																
15.9	SN...SUMNER...D 1.6	No Sdg.																	
14.3	.....MEEKER.....P 1.3	70																
13.0	PY...PUYALLUP...DN 6.8	70																	
6.2	RN..TIDEWATER..DN 1.7	No Sdg																	
4.5	Q.....TACOMA...DN 1.4																		
	..TACOMA WHARF.. 5.9																		
0.0	SU..SO. TACOMA..DN	70																	
			DAILY	DAILY	DAILY														
	Time Over Subdivision		.42	1.10	1.25	.22	.20	.20	.21	3.30	.20	.30	2.30	.29	.40	.36	.20	.30	
	Average Speed per Hour		24.8	34.6	31.2	16.8	18.6	18.6	18.0	13.4	18.6	20.0	16.2	21.4	14.8	9.8	17.7	13.5	20.0

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.

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.

RULES GOVERNING OPERATION BETWEEN FIFTEENTH STREET TOWER AND PASSENGER STATION, TACOMA

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 operator 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 "Stop," 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 "Stop." 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.

RULES GOVERNING OPERATION OF DRAWBRIDGE LINE

Between Tidewater and Fifteenth Street Tower at Tacoma, enginemen will obtain card order at Fifteenth Street Tower or Tidewater as authority to use Draw Bridge line. Draw Bridge card form "A" will govern movement from Tidewater to Fifteenth Street. Draw Bridge card form "B" will govern movement from Fifteenth Street to Tidewater. This bridge card to be delivered to operator at Tidewater or Fifteenth Street.

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.

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

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 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 Trainmaster, Tacoma, 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.

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)
	H. Y. BELL, 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

