

NORTHERN PACIFIC RAILWAY COMPANY.

PUGET SOUND DIVISION.

TIME 39 TABLE

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

SUNDAY, November 23rd, 1913.

For the Government of Employees 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

Water, Fuel, Scales, Turn Tables and Wyes		Station Numbers	Time Table 39 November 23, 1913 Succeeding No. 88C		Distance from Seattle	FIRST CLASS.																									
						401	437	425	415	403	435	421	595	407	405	567	457	433	465	417	459	445	413	423	449	597	439	429	5		
						Passenger	Passenger	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	DAILY	DAILY
STATIONS.			Telegraph Offices and Calls			Seattle Portland Express	No. 318 Spokane Limited	Gt. Nor. No. 27 Tacoma	No. 41's Con. Puget Sound Ltd.	No. 336 Grandview Local	No. 317's Con. Spokane Limited	Grays Harbor Limited	Kanaskat Accommo- dation	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 Accommo- dation	Seattle & Portland Special	Grays Harbor Express	No. 2 North Coast Limited	Kanaskat Accommo- dation	No. 1 Con. North Coast Limited	Gt. Nor. No. 1	No. 5 Con Pacific Express		
T Y		UD. KING ST. STA..DN 0.8	0.0	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 12.00PM	L 12.20PM	L 8.35PM	L 8.45PM	L 4.00PM	L 4.15PM	L 4.40PM	L 7.10PM					L 8.85PM			
W O T	CF 31SEATTLE..YD....P 2.4	0.8																												
	CF 27	.....ARGO.....P 6.8	3.2	12.10	12.20	6.09		7.89		7.55		8.09	8.55		10.09	12.10PM	12.29	8.44	8.54	4.09	4.24	4.49	7.19					8.44		
W L E		C.M.&St.P.R.R. CROS. No Connection. 0.8	10.0																												
	CF 21	BI. BLACK RIVER .DN 1.4	10.8	12.20	12.80	6.18		f 7.49		8.04		8.19	9.05		f 10.19	12.21	12.40	8.55	4.04	A 4.20PM s	4.84	4.58	7.29					8.54			
	CF 19	.....ORILLIA..... 2.0	12.2					f 7.52																						
	CF 17	.....O'BRIEN'S..... 2.2	14.2					f 7.55																						
	CF 15	KN.....KENT.....D 1.8	16.4	f 12.80	12.40	6.25		s 7.59		8.12		s 8.80	9.18		s 10.29	s 12.80	s 12.50	4.03	4.14			4.48	s 5.07	7.87				9.04			
	CF 13	.....THOMAS..... 1.4	18.2					f 8.02																						
	CF 11	....CHRISTOPHER.... 1.9	19.6					f 8.05																						
	CF 9	AU.....AUBURN.....DN 0.9	21.5	f 12.40	s 12.48	6.32		s 8.08		8.20		s 8.40	s 9.23		s 10.88	s 12.40	s 1.00	s 4.10	4.23			s 4.51	s 5.17	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 317	L 7.57AM 336			A 9.25AM					A 4.15PM					A 8.00PM			L 7.80PM		L 9.27PM			
Y	CF 9	AU.....AUBURN.....DN 4.9	21.5	f 12.40		6.32		s 7.15		s 8.00	8.20		s 8.40		s 10.88	s 12.40	s 1.00		4.23			s 4.51	s 5.17			s 7.32	9.14	s 9.30			
	CF 4	.....DIERINGER..... 2.6	26.4	12.50		6.40		s 7.23		8.09	8.27		f 8.50		s 10.48	12.51	1.11		4.32			5.00	f 5.27			7.42	9.25	9.40		
	CF 2	SN.....SUMNER.....D 1.6	29.0	f 12.55		6.44		s 7.28		8.15	8.31		s 8.55		s 10.54	s 12.58	s 1.18		4.36			5.05	s 5.31			s 7.49	9.30	9.46			
Y W	1966	.....MEEKER.....P 1.3	30.6	1.00		6.46	7.33		8.19	8.33	L 8.40AM	8.58		L 10.52AM	10.57	1.01	1.21		4.39			5.08	5.34			L 6.40PM	7.52	9.34	9.50	
	1967	PY...PUYALLUP...DN 6.8	31.9	s 1.05		6.48	s 7.38		8.23	s 8.37	A 8.45 L 8.55	s 9.05		s 11.00	s 11.02	s 1.10	s 1.30		4.43			s 5.15	s 5.40			s 6.50	s 7.58	9.38	9.55		
	1972	RN..TIDEWATER..DN 1.7	38.7	1.20		7.00	7.50		8.35	8.50	9.05	9.18		11.10	11.15	1.22	1.42		4.53			5.28	5.52			7.00	8.08	9.50	10.07		
W		Q.....TACOMA.....DN 1.4	40.4	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 1.50 L 2.00		A 5.00 L 5.05			A 5.35 L 5.45	A 6.00 L 6.10			A 7.05PM	A 8.15PM	A 10.00PM	A 10.15PM		
W C O T Y	1976	...TACOMA WHARF... 5.9	41.8																												
W S T	1981	SU...SO. TACOMA..DN	44.9	A 1.55AM						A 9.15AM		s 9.50AM A		A 11.44AM 964	f A 1.55PM s A	s 2.15PM A		A 5.19PM 976			A 5.59PM s A	s 6.25PM A									
				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	DAILY		
		Time Over Subdivision		1.44	.40	1.05	.50	.40	.48	1.25	.25	1.40	.40	.23	1.34	1.45	1.45	.40	1.29	.20	1.34	1.35	.40	.25	.45	1.25	.48				
		Average speed per hour		25.5	33.6	37.2	23.8	33.6	24.8	31.2	23.5	26.9	33.6	25.8	28.5	25.6	25.6	33.6	30.0	30.3	28.5	28.8	33.6	23.5	26.4	28.8	24.8				

FIRST SUBDIVISION

Eastward.

Distance from South Tacoma	Time Table 39 November 23, 1913 Succeeding No. 88C		Car Capacity of Sidings.	FIRST CLASS.																							
	438	402		460	416	568	436	596	410	446	406	466	408	458	414	418	404	424	430	598	440	450	422	432	434		
	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		
	318's Connection Spokane Limited	Portland Seattle Express		Gt. Nor. Portland	No. 41 Puget Sound Limited	No. 336's con- nection via Buckley Line to Palmer Jct.	No. 317 Spokane Limited	No. 4's con- nection via Buckley Line to Kanasat	Buckley Line Connection	North Bend Accommo- dation	No. 3 Northern Pacific Express	Puget Sound Express	Portland Seattle Express	Gt. Nor. Portland	Portland Seattle Special	No. 42's Connection Mississippi Valley Limited	No. 335 Grand View Local	Grays Harbor Express	Gt. Nor. No. 2 Tacoma	Kanasat Accommo- dation	No. 1 North Coast Limited	No. 2's and Buckley Line Connection	Grays Harbor Limited	No. 5 Pacific Express	Evergreen State Limited		
44.9	UD. KING ST. STA. DN 0.8		A 6.50AM	A 7.30AM	A 8.00AM		A 8.45AM		A 10.15AM	A 10.30AM	A 11.00AM	A 1.55PM	A 2.10PM	A 4.15PM	A 4.45PM		A 5.50PM	A 6.15PM	A 6.50PM		A 8.15PM	A 8.40PM	A 10.10PM	A 10.15PM	A 10.40PM		
44.1	.... SEATTLE YD. P 2.4																									
41.7	..... ARGO P 6.8		6.35	7.17	7.48		8.38		10.00	10.17	10.47	1.42	1.58	4.08	4.34		5.88	6.00	6.38		8.08	8.28	9.58	10.08	10.27	
34.9	C. M. & St P. R. R. CROS. No Connection. 0.8																										
34.1	BL. BLACK RIVER. DN 1.4	20	6.20	f 7.06	7.35		8.20		9.48	L 10.05AM	10.32	1.30	1.46	3.51	4.24		f 5.27	5.47	6.27		7.52	8.18	9.47	9.51	10.18		
32.7	..... ORILLIA 2.0	5 Spur															f 5.24									
30.7	..... O'BRIEN'S 2.2	3 Spur							f 9.43								f 5.20									
28.5	KN. KENT D 1.8	90	f 6.07	s 6.56	7.23		8.08		s 9.40		10.18	s 1.20	f 1.36	3.40	4.14		s 5.15	f 5.37	6.17		7.42	s 8.06	f 9.38	9.40	10.05		
26.7	..... THOMAS 1.4	8 Spur															f 5.10									
25.3	.... CHRISTOPHER 1.9	4 Spur															f 5.05									
23.4	AU. . . AUBURN . . . DN 0.9	70 Sdg.	f 5.53	s 6.45	s 7.10		s 7.57		s 9.28		s 10.08	s 1.10	s 1.25	3.30	4.04		L 5.00 A 4.55	s 5.27	6.06		7.30	L 7.55 A 7.40	s 9.29	s 9.27	9.57		
A 22	GR. EAST AUBURN. DN 0.9	35	A 12.48AM		L 7.07AM		L 7.55AM 336				L 10.05AM					A 4.17PM	L 4.50PM			L 7.27PM			L 9.25PM				
23.4	AU. . . AUBURN . . . DN 4.9	70 Sdg.	s 12.45	f 5.53	s 6.45				s 9.28			s 1.10	s 1.25	3.30	4.04	s 4.15		s 5.27	6.06			L 7.55 A 7.40	s 9.29		9.57		
18.5	..... DIERINGER 2.6	No Sdg.	12.38	5.42	6.34				s 9.17			1.00	1.16	3.28	3.57	4.06		s 5.17	5.54			7.29	9.17		9.49	
15.9	SN. SUMNER D 1.6	No Sdg.	s 12.38	s 5.37	s 6.30				s 9.13			s 12.55	s 1.11	3.19	3.53	s 4.03		s 5.13	5.49			f 7.24	s 9.13		9.45		
14.3	..... MEEKER P 1.3	70	12.28	5.30	6.26		A 7.38AM		A 8.54AM	9.08		12.50	1.06	3.16	3.50	3.58		5.08	5.45	A 5.55PM		7.19	9.08		9.41	
13.0	PY. . PUYALLUP . . DN 6.8	70	s 12.25	s 5.27	s 6.23		s 7.35		s 8.50	L s 9.05 A 8.55		s 12.47	s 1.03	3.14	3.48	s 3.55		s 5.05	5.48	s 5.50		s 7.16	s 9.05		9.39		
6.2	RN. TIDEWATER . . DN 1.7	No Sdg.	12.14	5.15	6.10		7.25		8.40	8.45		12.34	12.49	3.04	3.39	3.44		4.50	5.30	5.35		7.05	8.54		9.29		
4.5	Q. TACOMA DN 1.4		L 12.10AM	L 5.10 A 5.00	L 6.05 A 6.00		L 7.20AM		L 8.35AM	L 8.40AM		L 12.30 A 12.20	L 12.45 A 12.35	L 3.00 A 2.55	L 3.35 A 3.25	L 3.40PM		L 4.45 A 4.35	L 5.25PM	L 5.30PM		L 7.00PM	L 8.50 A 8.40		L 9.25 A 9.15		
	.. TACOMA WHARF .. 5.9																										
0.0	SU. . SO. TACOMA . . DN	70		L 4.45AM	L 5.45AM 963							L 12.04PM	L 12.20PM	L 2.40PM	L 3.10PM			s 4.15PM				L 8.25PM		L 9.00PM			
			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		.38	1.55	1.40	.53	.18	.50	.19	1.25	.25	.55	1.41	1.40	1.30	1.25	.42	.55	1.50	1.25	.25	.48	1.35	1.35	.50	1.30	
	Average Speed per Hour		34.8	22.8	26.9	25.2	32.6	25.5	31.2	28.8	24.2	24.5	26.4	26.9	29.8	31.2	24.8	24.5	24.5	28.8	23.5	28.0	28.8	28.8	25.5	29.8	

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 2½ 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.

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 39 November 23, 1913 Succeeding No. 38C		Car Capacity of Sidings	FIRST CLASS.							SECOND CLASS.							THIRD CLASS.									
	6	426		456	564	562	570	512	676	680	692	682	684				972	964	966	998	936	944	976	934			
	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight				Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Freight			
	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY				EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY		
	No. 6 Con. Pacific Express	Gt. Nor. No. 28 Tacoma		Gt. Nor. Portland	O-W R & N Seattle Express	O-W R & N Seattle Passenger	O-W R & N Ore & Wash Express	O-W R & N Shasta Limited	Sumas Freight	Nor. Pac. Portland	O-W R & N Freight	Nor. Pac. MDSE.	Nor. Pac. MDSE.				Nor. Pac.	Nor. Pac.	Nor. Pac.	Gt. Nor.	Belt Line Local	Tacoma Gt. Nor.	O-W R & N	No. 941 Everett Freight			
44.9	UD.KING ST. STA..DN 0.8																										
44.1	.....SEATTLE YD....P 2.4							A 5.50AM	A 6.45AM											A 6.15PM						
41.7	.....ARGO P 6.8		10.58	11.04				5.35	6.80											6.00	7.45					
34.9	C. M. & St P. R. R. CROS. No Connection. 0.8																										
34.1	BI..BLACK RIVER.DN 1.4	20	10.48	10.53				L 5.20AM	6.15											L 5.45PM	7.25		A11.59PM				
32.7	.....ORILLIA 2.0	5 Spur																								
30.7	.....O'BRIEN'S 2.2	3 Spur																								
28.5	KN.....KENT.....D 1.8	90	10.37	10.43					6.00												s 7.00		11.45				
26.7	.....THOMAS..... 1.4	8 Spur																								
25.3	....CHRISTOPHER.... 1.9	4 Spur																								
23.4	AU....AUBURN....DN 0.9	70 Sdg.	10.29	10.34					5.45												s 6.40		L11.30PM				
	GR.EAST AUBURN.DN 0.9	35	A10.27PM																								
23.4	AU....AUBURN...DN 4.9	70 Sdg.	s 10.25	10.29	10.34				5.45		A 6.00PM	A 8.00PM									s 6.40						
18.5	.....DIERINGER..... 2.6	No Sdg.	10.13	10.28	10.28				5.35		5.45	7.40									6.20					
15.9	SN....SUMNER.....D 1.6	No Sdg.	s 10.08	10.19	10.24				5.30		5.40	7.35									s 6.15						
14.3	.....MEEKER.....P 1.3	70	10.03	10.16	10.21				5.25		5.35	7.30									6.05					
13.0	PY...PUYALLUP..DN 6.8	70	s 10.00	10.14	10.19				5.20		5.30	7.25				A 6.10AM					s 6.00						
12.2	RN..TIDEWATER..DN 1.7	No Sdg	9 49	10.04	10.09	A 4.52AM	A 1.45PM	A 7.10PM	A 7.46PM		4.55	A 4.00AM	5.15	7.08		5.40						5.35					
4.5	Q.....TACOMA....DN 1.4		L 9.45PM	L10.00PM	L10.05 A10.00	L 4.45 A 4.40	L 1.40 A 1.35	L 7.05 A 7.00	L 7.40 A 7.35				L 5.10PM	L 7.00PM					A 3.40PM		L 5.30PM	A 5.45PM					
	..TACOMA WHARF.. 5.9										L 4.45 A 3.30					L 5.30AM	A12.15PM	A 2.50PM				5.35 4.13					
0.0	SU..SO. TACOMA..DN	70			L 9.45PM 691,679	L 4.25AM	L 1.20PM 569	L 6.45PM	L 7.20PM		L 3.00AM	L 3.40AM					L11.39AM s 457	L 2.30PM	L 3.20PM			L 5.10PM 459					
			DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY		EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY				
	Time Over Subdivision		.42	1.10	1.25	.22	.20	.20	.21	.30	3.30	.20	.50	1.00		.40	.36	.20	.20	.30	2.30	.35	.29				
	Average Speed per Hour		24.8	34.6	31.2	16.8	18.6	18.6	18.0	20.0	13.4	18.6	22.6	18.9		14.8	9.8	17.7	13.5	20.0	16.2	8.8	21.4				

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 and conductors 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.

Westward				SECOND SUBDIVISION										EASTWARD			
THIRD CLASS	FIRST CLASS			Water, Fuel, Scales, Turn Tables & Wyes	Station Numbers	Distance from King St. Station	Time Table No. 39 November 23, 1913 Succeeding No. 38C			Distance from Keith	Car Capacity of Siding	FIRST CLASS			THIRD CLASS		
923	447	441	443				STATIONS.					444	442	448	924		
Way Freight	Passenger Bellingham	Passenger C. P. R.	Passenger Bellingham				Telegraph Offices and Calls					Passenger Bellingham	Passenger C. P. R.	Passenger Bellingham	Way Freight		
EXCEPT SUNDAY	DAILY	DAILY	DAILY									DAILY	DAILY	DAILY	EXCEPT MONDAY		
L 6.30AM				WC OT	C F 31		.....SEATTLE YARD.....P 0.9							A 8.30PM		
	L 4.20PM	L 8.10AM	L 7.40AM			0.0	UD.KING STREET STATION.DN 1.4			11.6		A 1.15PM	A 5.50PM	A 9.25PM	3.05		
	4.25	8.15	7.45			1.4	.....END DOUBLE TRACK..... 1.2			10.2		1.10	5.40	9.20	2.55	
						2.6	.....G. N. CROSSING..... No Connection 1.9			9.0						
s 7.00	f 4.35	8.25	f 7.55	W O	C F 35	4.5	BA.....INTERBAY.....D 1.9			7.1	90	f 1.00	5.28	f 9.10	s 2.40		
s 7.10	s 4.40	8.30	s 8.00	W	C F 37	6.4	FR.....FREMONT.....D 2.1			5.2	20	s 12.55	s 5.23	s 9.02	s 2.30		
s 7.20	s 4.52	8.35	s 8.08		C F 39	8.5	BK.....UNIVERSITY.....D 3.1			3.1		s 12.40	5.15	s 8.52	s 2.20		
A 7.35AM	f 5.03PM A 442	A 8.43AM	f 8.18AM A		C F 42	11.6	.....KEITH.....			0.0	Spur 13	f 12.25PM L	L 5.03PM 447	f 8.42PM L	s 2.05PM L	
EXCEPT SUNDAY	DAILY	DAILY	DAILY									DAILY	DAILY	DAILY	EXCEPT MONDAY		
1.05	.43	.33	.38				Time Over Subdivision					.40	.47	.43	1.25		
10.8	16.2	20.1	18.3				Average Speed per Hour					17.4	15.0	16.2	8.7		

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. 444 will take siding when meeting No. 441.

No. 441 stop on flag at Fremont and University for passengers destined north and east of Sumas.

No. 442, when meeting No. 447 at Keith, will head in on Spur track and back out.

Speed of trains through crossover tracks or entering sidings must not exceed 15 miles per hour.

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

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. Automatic Block rules must also be observed.

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. Eastward trains will, during closed hours of East Auburn office, surrender card 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 card order at Covington, when dispatcher cannot issue such at the time, conductor must be on the head end on arrival at East Auburn and obtain card over telephone at that point. (Telephone located in box on wall of station.)

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. and O-W. R. & N. 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

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.

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 be on head end, and call Seattle dispatcher's office on either phone (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 dispatcher's 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 ½ m 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.

O. F. OHLSON,
Trainmaster, Seattle

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
F. S. BOURNS, Seattle Yd. Office (S)	WM. H. BRANDT, Auburn	W. G. CAMERON, Specialist, Tacoma
Seattle Tool Car, (S).	Auburn Yard Office (S)	N.P.B.A. Hospital, Tacoma, (S)
	H. Y. BELL, Puyallup, (S)	Baggage Room, Tacoma, (S)
		Round House, Tacoma, (S)
		Head-of-Bay Yard Office, Tacoma (S)
		Half Moon Yard Office, Tacoma (S)
		Tool Car, Tacoma (S)
		Wharf, 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

