NORTHERN PACIFIC RAILWAY COMPANY.

PUGET SOUND DIVISION.

TIME

TABLE

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

TUESDAY, DECEMBER 15, 1914.

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.

	Time Table 41A	1	-																							
		- 1	ŀ											FIRST	CLASS											
	December 15, 1914			437	563	425	415	403	435	421	407	405	511	457	595	569	465	459	445	413	417	423	449	597	439	429
	Succeeding No. 41.	_ .	P P		Passenger	Passenger		Passenger		Passenger		Passenger				Passenger			Passenger		Passenger		Passenger			-
	STATIONS		ttle	Daily No. 318	Daily O-W R & N	Ot. Nor.	Daily No. 41's	Buckley	Daily No. 317's	Grave	Daily	Daily No. 4	O-WR&N	Daily	Daily No. 3's	Daily	Daily	Daily	Daily North Bend	Daily	Daily No. 42	Daily	Daily No. 2	Daily Kanaskat	Daily No. 1 Con.	Daily
1	Telegraph Offices and Calls	i	Sea	Spokane Limited	O-WR&N Portland Express	Gt. Nor. No. 27 Tacoma.	No. 41's Con. Puget Sound Ltd.	Buckley Line Connection	No. 317's Con.Spok. Limited	Grays Harbor Limited	Seattle Portland Express	No. 4 Atlantic Express	O-W R & N Shasta Limited	Gt. Nor. Portland	No. 3's Con. N. P. Express	O-WR&N Ore&Wash. Express	Puget Sound Express	Gt. Nor. Portland	Accommo- dation	Portland Special	Miss'p.Val. Limited	Grays Harbor Express	No. 2 No. Coast Limited	Accommo- dation	No. Coast Limited	Gt. Nor. No. 1
F (UDKING ST. STADN		0.0	L12.10M		6.00AM		L 7.00AM		L 7.45M	L 8.00M	L 8.20M		L10 00M			L12.20PM	L 3.45PM	L 4.00PM	4.15PM	L 4.35PM	L 4.40PM	L 7.10PM			L 8.35P
ngn	SEATTLE YDP		0.8																							
d East A	O.W.R.&N.andC.&P.S.R.R. Crossings	uttle	3.2	12.20		6.09		7.09		7.55	8.09	8.28		10.09			12.29	3.54	4.09	4.24	4.44	4.49	7.19			8.44
n an	C.M. & St.P.R.R. Crossing	Sea	10.0																							
Aubur	BIBLACK RIVERDN	Street	10.1	12.30		6.18		f 7.20		8.04	8.19	8.37		10.19			12.40	4.04	As 4.20PM	4.34	4.55	4.58	7.29			8.54
een	ORILLIA	rate	12.2					f 7.23									-									
betw	2.1					-		f 7.26						_												
and	KNKENTD	BLO	16.3	12.40		6.25		s 7.30		8.12	s 30	8.45		f10.29			s12.50	s 4.14		f 4.43	5.03	s 5.07	7.37			9.04
line,		P = -	_					f 7.33																		
ridge		C - 170 -						f 7.35																		
rawb	AUDN	Stre	21.5	s12.48		6.32		s 7.40		8.20	s 8.40	s 8.52		f10.38			s 1.00	s 4.23		s 4.51	s 5.10	s 5.17	s 7.45			9.14
on D	GR.,EAST AUBURNDN	King	22.4	A12.52			L 7.10AM		L 7.58M			A 8.55M									A 5.15PM		As 7.50PM		L 8.13™	
E compa	AUDN	ween	21.5			6.32	s 7.15	s 7.40	s 8.01	8.20	s 8.40			f10.38			s 1.00	s 4.23		s 4.51		s 5.17			s 8.18	9.14
d Ta	DIERINGER	t bet	26.4			6.40	s 7.23	7.48	8.09	8.27	f 8.50			f10.48			1.11	4.32		5.00		f 5.27			8.26	9.25
er an	SNSUMNERD	ухсер	29.0			6.44	s 7.28	s 7.53	8.15	8.31	s 8.55			f10.54			s 1.18	4.36		f 5.05		s 5.31			s 8.31	9.30
lewat	MEEKERP		30 .6			6.46	7.33	7.58	8.19	8.33	8.58			10.57	L11.02AM		1.21	4.39		5.08		5.34		L 6.40PM	8.35	9.34
Tig	PYPUYALLUPDN		31.9			6.48	s 7.38	s 8·10	8.23	s 8.37	s 9.05			f11.02	s11.07		s 1.30	s 4.43		5.15		s 5.40		s 6.50	s 8.40	9.38
stwee	RNTIDEWATERDN		38.7		L12.33AM	7.00	7.50	8.23	8.35	8.50	9.18		L10 38AM	11.15	11.20	L12 40PM	1.45	4.53		5.28		5.52		7.00	8.53	9.50
an, b	RIYER STREETP	ı	39.0																		_					
d Ry		-	40.1		12 40 s 12 45	idge	idge	A 8.30AM	idge	idge	idge		1045 s 1058	idge	idge	12 45	1.50	dge		5.35		6.00		idge	idge	idge
m an		. E	42.4		12.51	Via rawbi Lin	Via rawbr Lin		Via Rawbr Line	Via awbr Line	Via awbr Line		10.56	Via rawbr Line	Via awbr Line	1.06	2.06	Via awbri Line		5.51		6.16		Via Zawbr Line	Via Wbr Line	Via Drawbridge Line
tadiu		Syste	42.7		A12 52M	ā	ā		ŭ	ā	Dr		A10 574	ā	Ď	A 1.07PM	A 2.07PM	۵		5.52PM		A 6.17PM		ā	ğ	کّ
sen S	RNTIDEWATERDN	7	38.7			7.00	7.50		8.35	8.50	9.18			11.15	11.20			4.53						7.00	8.53	9.50
betwe		-	38.8		Вау			Вау					Вау			Вау	Вау			Bay		Вау				
+		atte ek	40.4		Via ad of	A 7.05M	A 8.00AN	Via M of	A 8.45M	8.55	9.25		Via ad of	11.20	A11.25M	Via ad of	Via of of	5 QQ		Via		Via of of		A 7.05PM	1 9.00PM	A10.00P
ž (SUSO, TACOMADN	Blo	15.0		He			Hez					- 2			Нея	Hes	A 5.19PM		Hes		Hea				•
		<u> </u>	+	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Ave	erage Speed per Hour			.42	.14	1.05	. 50	1.30	.47	1.25	1.40	.35	.14	1.34	. 23	.12	1.37	1.29	.20	1.27	.40	1.27	.40	.25	.47	1.25
	Except between Stadium and Ryan, between Tidewater and Tacoma on Drawbridge line, and between Auburn and East Auburn	UDKING ST. STADN 0.8 SEATTLE YDP 2.4 ARGOP O.W.R.&N.andC.&P.S.R.R. Crossings 6.8 C.M. & St.P.R.R. Crossing 0.1 BIBLACK RIVERDN 2.1 ORILLIA 2.0 O'BRIEN'S 2.1 KNKENTD 1.9 CHRISTOPHER 1.9 AUAUBURNDN 0.9 GREAST AUBURNDN 0.9 GREAST AUBURNDN 0.9 AUAUBURNDN 0.9 AUAUB	UDKING ST. STADN 0.8 SEATTLE YDP 2.4 ARGOP O.W.R.&N.andC.&P.S.R.R. Crossings 6.8 C.M. & St.P.R.R. Crossing 0.1 BIBLACK RIVERDN 2.1 KNKENTD 1.9 CHRISTOPHER 1.9 AUAUBURNDN 0.9 GREAST AUBURNDN 0.9 GREAST AUBURNDN 0.9 GREAST AUBURNDN 0.9 AUAUBURNDN 0.9 RNSUMNERD 1.6 MEEKERP 1.3 PYPUYALLUPDN 6.8 RNTIDEWATERDN 0.3 RIYER STREETP 1.1 QTACOMADN 0.3 RIYER STREETP 1.1 QTACOMADN 0.3 RIYER STREETP 1.1 QTACOMADN 0.3 TIDEWATERDN 0.3 TIDEWATERDN 0.3 TIDEWATERDN 0.1 OW. R.&N. Co. Crossing 1.6 StSO. TACOMADN 4.6 SUSO. TACOMADN 4.6 SUSO. TACOMADN 4.6 SUSO. TACOMADN Time Over Subdivision	UDKING ST. STADN 0.0 0.8 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.9 0.8 0.8 0.8 0.1 0.9 0.8 0.8 0.1 0.9 0.8 0.8 0.8 0.1 0.9 0.8 0.8 0.8 0.8 0.1 0.9 0.8 0.	UDKING ST. STADN 0.0 12.10 10.0 10.0	UDKING ST. STADN 0.8 12.10M 0.8 12.10	UDKING ST. STADN 0.8 0.0 12.10 0.8 0	UDKINGST.STADN 0.0 12.10 1.0 0.0 1.0 0.0 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 6.09 0.8 3.2 12.20 0.8 3.2 1	UDKING ST. STADN 0.8	UDKINO.ST.STADN 0.8 0.0 1.7.00 0.8 0.0 0.0	UD. KING ST. STADN 0.8	UDKING ST. STADN	UDKINOST.STA.DNSEATTLE YDPDOMSEATTLE YDPDOMSEATTLE YDPDOM	UDKINOS.T.STADNSEATTLE VDP O.W.H.EM.ROG. PR.R. Crossing G.S. C.M. SELR. Crossing G.S. C.M. SELR. Crossing G.S. C.M. SELR. Crossing G.S. C.M. SELLA D. D	UD. KING ST. STA. DN	Double of the color of the co	Company Comp	Column C	D. KIND ST. STA. D. D. D. SATTLE VD 0.8 1.20 0.8 0.0 0.	Column C	Company Comp	D.K.NG ST. STAN SEATTLE VD	Company Comp	March Marc	Part	March Marc

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

- BEGISTERING STATIONS.—King Street Station, Seattle Yard, Auburn, East Auburn, Auburn Transfer, Puyallup, Union Station Tacoma, Stadium, South Tacoma and for freight trains at River Street, Tacoma.
 At Auburn, East Auburn, Puyallup, Stadium and South Tacoma all trains register by ticket. Clearance will not be issued at East Auburn to westward trains, at Stadium and South Tacoma to eastward trains unless stop or caution signal is displayed.
 At Tacoma Yard Office and Tacoma Union Station no clearance required.
- 2. BULLETIN STATIONS.—Seattle (King Street Station and Yard Office), Auburn (Auburn Transfer), Tacoma (River Street Yard and Union Station).
- STANDARD CLOCKS .- King Street Station, Auburn Transfer and Tacoma Union Station.

- STANDARD CLOCKS.—King Street Station, Auburn Transfer and Tacoma Union Station.
 YARD LIMITS.—Indicated by signs at proper locations.
 SPEED RESTRICTIONS.
 miles per hour through crossovers and entering sidings.
 miles per hour over C. M. & St. P. crossing at Black River.
 miles per hour within the corporate limits of Puyallup, Sumner, Auburn and Kent.
 Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
 On Colorado Street at Seattle, Trains or Engines holding Cards "A" or "B" via this line will move under control inside Yard limit board, looking out for switch engines working on Main line.
 On double track, as indicated by division time table, Rule 36 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of train order.

- 8. Through trains, or trains other than such 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.
 9. Rule D-97 is modified to the extent that extra trains may 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.
 10. 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 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 traiffic, and the rear of the train must be protected as prescribed in Rule 99.
 Except as modified above the transportation rules govern.
 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.
 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.
- opposing passenger trains.

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

	WE	STV	WARD										FIRST	SUB-DIVISIO	N.									
			Time Table 41A	T		FIRST	CLASS				SEC	OND CL	ASS					Т	HIRD C	LASS	 			
AH Water, Fuel, Soales,	ets.		December 15, 1914		_	401		681	683	679	675	677	691		943	935	997	963	965	971				
uel, E	Numbers		Succeeding No. 41	_	from	Passenger		Freight		Freight	Freight	Freight	Freight		Way Freight	Way Freight	Way Freight	Way Freight						
Her.	ion 1		STATIONS	_	Distance Seattle	Daily		Ex. Sun.		Daily	Daily	Ex. Sun.	Daily		Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.		 	 	ı——	
U BE	Station		Telegraph Offices and Calls		Sea	Seattle Portland Express		MDSE. Nor. Pac.	MDSE. Nor. Pac.	Nor. Pac. Portland	Sumas Freight	No. 602's Conn.	O-WR&N Portland Freight		Gt. Nor. Tacoma	Belt Line Freight	Gt. Nor. Portland	Nor. Pac. Centralia	Nor. Pac. Olympia	From Tacoma Division				
TY			UDKING ST. STADN		0.0	L11.59PM	- 7								L 2.00M									
N _o r	C F	ubur	SEATTLE YDP		0.8	3		L 3.00P	L 5.00P	L 6.45M	L 740M	L 8.00P				L 8.15A								
1	C F 27	East A	O.W.R.&N.andC.&P.S.R.R. Crossings 6.8	lle.	3.2	12.09AN		3.10	5.10	6.56	7.55	8.13			2.20	8.30								
0.1 ?	1	and	C.M. & St.P.R.R. Crossing	Seatt	10.0)															 -			
Y	C F	ubur	BIBLACK RIVERDN	reet,	10.1	12.20		3.25	5.25	7.10	A 8.10P	8.30			2.45	A 8.45M								
厂	C F	reen A	ORILLIA	ate St	12.2			1																
	C F	betw	O'BRIEN'S	Holg	14.2																			
	C F 15	and,	KNKENTD	and	16.3	f12.30		3.35	5.35	7.22		8.45			s 3.10									
	C F	e line	THOMAS	ation	18.2																			-
4	C F	bridg	CHRISTOPHER	ot St	19.6																			
Y	C _F	Draw	1.4CHRISTOPHER 1.9 AUAUBURNDN 0.9	Stre	21.5	f12.40		A 3.45PM	A 5.45P	7.35		A 9.00PM			s 3.45		1							
	A 22	On O	GREAST AUBURNDN	King	22.4																			
Y	C F	E T	AUDN 4.9	veen	21.5	f12.40				7.35					s 3.45				i					
	CF 4	UBL 1d Ta	DIERINGER	betv	26.4	12.50				7.47					4.00							-		
	C _F	DOO!	SND	xcept	29.0	f12.55				7.55					s 4.05									
YW	1966	dewat	MEEKERP	A -	30.6	1.00				7.58					4.15				20	L12.40PM				
	1967	i Fi	PYPUYALLUPDN		31.9	s 1.05				8.03					s 4.30					1.32				
	1972	etwee	RNTIDEWATERDN	-	38.7	1.20				8.20			L 9.25M		A 4.50M					1.55				
		yan, b	RIVER STREET P		39.0				1											A . 2.00PM				
w	1976		QTACOMADN	-	40.0	s 1.30 1.40				8.30			9.30				Via Drawbridge Line		-		7			
厂	CS 2	m an	XSTADIUMDN	[42.4	1.46			1	9.30			9.45				via Via Lir							
	C S 2½	Stadiu		Syste	42.7	A 1.47AM				A 9.31PM			A 9.46PM						-					
	1972	een 8	RNTIDEWATERDN		38.7											1	L 4.45M							
		betw	OW.R.&N.Co. Crossing		38.8					f Bay			f Bay											
w	1976	xcept	QTACOMADN	matic	40.4	Via Head of		,		Via Head of			Via Head of				L 4.50M	L 5.00AM	L 7.00M	;				
W 8	1981	E	SUSO. TACOMADN	Auto	45.0	ř				ř			ř				A 5.15AM	A 5.45M	A 7.45M		 			
			Time Over Subdivision			Daily			Ex. Sun.			Ex. Sun.	Daily			Ex. Sun.								
\parallel			Average Speed per Hour	-		1.38 26.1		27.6	27.6	2.01	.30	1.00	.21		13.8	20.0	12.6	6.1	6.1	6.3	 	 		
														INS OF THE SAME										

- 1. It is possible for light engines and trains using crossover 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 crossovers in automatic signal territory must have at least one switch open while engine or train is on any part of the crossover.
- No. 401 stop on signal at Auburn for paying passengers only.
- 3. No. 421 stop on signal at Sumner for passengers on days that Train No. 415 is behind No. 421 and on flag at Kent, Sumner and Auburn for Grays Harbor business west of Lakeview.
- No. 598 connect with 413 at Puyallup.
- 5. No. 450 conect with No. 597 at Puyallup and with No. 2 at East Auburn.
- No. 405 stop on signal at Kent for passengers holding tickets for St. Paul and East thereof.
- 7. No. 410 connect with No. 595 at Puyallup.
- 8. No. 434 stop at Puyallup, Sumner, Auburn and Kent to let off passengers from points south of Tacoma.
- No. 435 stop at Sumner and Puyallup and Nos. 406, 416, 436 and 440 stop at Kent to let off passengers from points east of Auburn.
- 10. Nos. 417 and 437 stop on signal at Kent to pick up passengers for points east of Auburn.
- 11. No. 596 wait at Puyallup for Seattle-Buckley Line business from No. 403.

- No. 424 stop on flag at Christopher, O'Brien, Orillia and Thomas for parcel post mail and passengers.
 No. 438 stop on flag opposite freight transfer shed, Auburn Yard, for Way Bills.
- 14. No. 436 stop on flag at Thomas and Kent for express shipments.
- 15. All westward N. P. trains come to full stop at O.-W. R. & N. connection located ¼ mile east of Tidewater and will not proceed unless track is clear and switches in proper position.
- 16. O.-W. R. & N. westward trains arriving at connection with N. P. located ¼ mile east of Tidewater and eastward O.-W. R. & N. trains before crossing over to enter their line at this point will comply with N. P. Transportation Rule 508. Normal position of switches used in above movements to be set and locked for N. P. tracks.
- 17. RULES GOVERNING SINGLE TRACK BETWEEN STADIUM AND RYAN OPERATED BY AUTOMATIC STAPF SYSTEM—
 No train, engine or propelled cars will be run in either direction, until engineman receives from operators and has in his possession the staff which must be retained and delivered to operator at opposite end of block.

 Signals interlocked with staff machine located at ends of double track at Ryan and Stadium are set normally at stop and can not be cleared until operator at opposite end of block returns staff to machine, which must not be done until train passes 300 feet beyond the home signal.
- 18. Head and tail lights will be used by all trains while passing through tin tunnel between Stadium and Ryan.
 - WHEN MAKING BACK-UP MOVEMENT, BUNNING TEST OF AIR BRAKES MUST BE MADE FROM REAR OF TRAIN.

									1	FIRST	SUB-D	IVISIO	N										EA	STWA	RD.
	Time Table 41A												FIR	RST CLAS	SS										
i i	December 15, 1914 Succeeding No. 41	4 0	438	564	402	416	436	596	446	406	410	466	408		458	418	424	598	430	450	440	512	422	434	426
-	STATIONS	pacity	Passenger Daily	Daily	Passenger Daily	Passenger Daily	Daily	Daily No. 4's con-	Daily	Daily	Daily	Daily	Passenger	Daily	Daily	Passenger Daily No. 42's	Passenger	Passenger Daily	Daily	Passenger Daily	Daily	Passenger Daily	Daily	Daily	Passenge
yan.	Telegraph Offices and	Car Ca Sidings	318's Connection Spokane	O-WR&N Seattle Express	Portland Seattle Express	No. 41 Puget Sound Limited	No. 317 Spokane Limited	nection via Buckley Line to	NorthBend accommo- dation	No. 3 Northern Pacific Express	Buckley Line connection	Puget Sound Express	Portland Seattle Express	O-W R & N Seattle Passenger	Destland		Grays Harbor Express	Kanaskat accommo- dation	Gt. Nor. No. 2 Tacoma	No.2's and Buckley Line	No. 1 North Coast Limited	O-WR&N Shasta Limited	Grays Harbor Limited	Evergreen State Limited	Gt. Nor. No. 28 Tacoma
2.7	Calls	- 000	Limited			A 8.00AM		Kanaskat					A 2.10PM		A 4.15P	Limited	A 6.10PM			A 8.50PM					A11.10P
1.9	0.8 SEATTLE YDP	-			A 6.50%	A 8.00m	M 0.40M		A10.30	A11.00A	A12.10	A 1.55m	2.10		A 4.10	ļ	A 6.10%	<u> </u>	# 7.10h	M 8.00m	9.00%		410.10	A10.45h	A11.10
9.5	2.4 		-		6.35	7.48	8.33	· -	10.17	10.47	12.03P	1.42	1.58		4.03		5.55		6.56	8.37	8.47		9.58	10.32	10.58
2.7	6.8 C. M. & St. P. R. R. Cros.	attle																							
2.6	BIBLACK RIVERDN	20	 		6.20	7.35	8.20		L10.05A	10.32	11.52N	1.30	1.46		3.51		5.42		6.45	8.26	8.35		9.47	10.18	10.48
0.5	ORILLIA	5 Spu	r																						
3.5	O'BRIEN'S	3 Spu	r								f11.46						-								
3.4	KNKENTD	90		-	f 6.07	7.23	8.08			10.18	\$11.43	s 1.20	f 1.36		s 3.40		s 5.32		6.34	s 8.16	8.25		f 9.38	10.10	10.37
5	THOMAS	8 Spu	r								f11.38			-											
.1	CHRISTOPHER	4 Spu	г																						
1.2	AUDN DN D.9	70			f 5.53	s 7.10	s 7.58			s10.08	s11.32	s 1.10	s 1.25		s 3.30		s 5.22		6.24	s 8.05	8.13		s 9.29	10.02	10.29
2.1 H	GREAST AUBURNDN	35	A12.48			L 7.07A	L 7.55M			L10.05A						A 5.20PM				s 8.00 7.45	L 8.10PM				
1.2	AUAUBURNDN	70	s12.45		f 5.53						s11.32	s 1.10	s 1.25		s 3.30	s 5.15	s 5.22		6.24	s 7.40			s 9. 2 9	10.02	10.29
.3	DIERINGER	No Sdg.	112.38		5.42						s11.22	1.00	1.16		3.23	5.03	s 5.12		6.12	7.29			9.17	9.54	10.23
.7	SNSUMNERD	No Sdg.	s12.33		s 5.37						s11.18	s12.55	s 1.11		3.19	s 5.00	s 5.08		6.08	1 7.24			s 9.13	9.50	10.19
.1 A	MEEKERP	70	12.28		5.30			A 8.19A			11.13	12.50	1.06		3.16	4.55	5.03	A 5.25M	6.05	7.19			9.08	9.46	10.16
.8 Pige	PYPUYALLUPDN	70	s12.25		s 5.27			s 8.15			*11:18	s12.47	s 1.03		s 3.14	s 4.52	s 5.00	s 5.20	6.03	s 7.16			s 9.05	9.44	10.14
.0	RNTIDEWATERDN	No Sdg	12.14	A 4.52M	5.15			8.04			10.50	12.34	12.49	A 1.45PM	3.04	4.39	4.45	5.05	5.50	7.05		A 7.46PM	8.54	9.34	10.04
1.7 å	RIVER STREETP	500			,																			,	
Ryan 9.	QTACOMADN		L12.10M	s 4.45 4.40	s 5.10 5.00			L 8.00A			L10.45A	s12.30 12.20	a ridge	s 1.40 1.35		L 4.35PM		L 5.00PM	L 5.45M	L 7.00PM		s 7.40 7.35	s 8.50 8.40	s 9.30 9.20	L10.00P
.3 gu	XSTADIUMDN	No Sdg.		4.34	4.54							12.14	Via)rawbr Line	1.29	Via Drawbr Line		Via Drawbr Line					7.29	8.33	9.13	
.o dia	> = > = .	No Sdg.		L 4.33M	L 4.53M							L12.13PM		L 1.28M								L 7.28M	L 8.32M	L 9.12M	
Sta	RNTIDEWATERDN	No Sdg.											12.49		3.04		4.45								
.2	OW. R. & N. Co. Cross.		f Bay	f Bay	f Bay			f Bay			f Bay	f Bay		f Bay		f Bay		f Bay	f Bay	f Bay		f Bay	a f Bay	f Bay	f Bay
obt pe	QDN }	T C C C C C C C C C C C C C C C C C C C	Via ead of	Via ead of	Via Head of			Via Head of			Via Head of	Via Head of	12.45 \$12.35	Via ead of	3.00 s 2.55	Via Head of	4.40 s 4.30	Via Head of	Via Head of	Via ead of		Via ead of	Via ead of	Via Head of	Via ead of
.0 E	SUSO. TACOMADN	70	Ě	Ī	Ĭ			Ĭ			Ĭ		L12.20PM		L 240M	Ĭ	L 4.15PM			ž.		Ĭ	Ĩ	Ĭ	ř
	T in e Over Subdivision		Daily .38	Daily .14	Daily 1.47	Daily .53	Daily .50	Daily .19	Daily .25	Daily . 55	Daily 1.30	Daily 1.32	Daily 1.40	Daily .12	Daily 1.30	Daily .45	Daily 1.45	Daily . 25	Daily 1.25	Daily 1.35	Daily .50	Daily . 13	Daily 1.28	Daily 1.23	1.10
	Average Speed Per Hour	1	30.6	17.1	24.0	25.2 EASTW	25.5	30.0	24.2	24.5	26.6	27.6	26.9	20.0	29.8	26.0 POSITE D	25.6	22.8	27.6	26.4	25.5	18.0	28.5	30.6	34.2

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. 37 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. Upper arm at 45 degrees, upward position—Stop.
 "Dwarf Signals." Arm horizontal—Stop. Arm inclined upward 90 degrees to vertical position—Proceed. Used in back-up movements.
- 3. 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. 37 and 40. Signals Nos. 37 and 40 are equipped with two blades and two lights. Dwarf signals are equipped with one blade and one light.

 "NIGHT INDICATIONS."

 "Home Signals" Path upper and lower light trade of the proceed. These light red.
- 4. "Home Signals." Both upper and lower lights red—Stop. Upper light green; lower light red—Proceed. Upper light yellow; lower light red—Stop. "Dwarf Signals." Red light—Stop. Green light—Proceed. Used in back-up movements.

TACOMA TERMINAL

RULES GOVERNING INTERLOCKING PLANT, O.-W. R. & N. CO. 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

- Derailing switches, located 55 feet beyond Home and Dwarf Signals, and will be in derail position when signals are at "Stop" position.

 MOUNTAIN GEADE.—Fifteenth Street, Tacoma, 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. Rule No. 93 must also be strictly observed. 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 Union Station, Tacoma, located at East "L" Street (near River Street 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.

Auburn	Time Table 41A December 15, 1914. Succeeding No. 41 STATIONS Telegraph Offices and Calls UDKING ST. STADN 0.8	Capacity of ings	FIRST CLASS 456 Passenger	680	692	1	OND CLASS	S	,			THIRD	CLASS.								
Auburn	December 15, 1914. Succeeding No. 41 STATIONS Telegraph Offices and Calls UDKING ST. STADN	Capacity	Passenger	680	692	000	1 . 1 .														
Auburn	STATIONS Telegraph Offices and Calls UDKING ST. STADN	Capacity				682			972	964	998	936	944		,						
Auburn	Telegraph Offices and Calls UDKING ST. STADN			Freight	Freight	Freight.			Way Freigh												
Auburn	UDKING ST. STADN		Daily	Daily	Daily	Ex. Sun.			Ex. Su	Ex. Mon	Daily	Ex. Sun.	Daily								
Aubur	UDKING ST. STADN	Car Sidi	Gt. Nor. Portland	Nor. Pac. Portland	O-WR&N Freight	Nor. Pac. MDSE.			Nor. P	c. Nor. Pac.	Gt. Nor.	Belt Line Local	Tacoma Gt. Nor.								
4 I			A11.15PM										A 8.00PM								
Sast	SEATTLE YDP			A 6.45AM								A 5.15PM									
	O-WR&NandC&PSRR cros.		11.04	6.30								5.00	7.45								
pur	C. M. & St. P. R. R. Cros.																		*		
u_n	BIBLACK RIVERDN	20	10.52	6.15								L 4.45PM	7.25								
And I	ORILLIA	5 Spur																			
twee	O'BRIEN'S	3 Spur																			
pd be	KNKENTD	90	s10.43	6.00					7.				s 7.00								-
ne, a	1.4	8 Spur											14		-						
dge li	CHRISTOPHER	4 Spur																			
m -		70	s10.34	5.45									s 6.40								
A L	GREAST AUBURNDN	35																			
Ma o	4.9		s10.34	5.45		A 7.05PM							s 6.40								
Taco	DIERINGER	No Sdg.	10.28	5.35		6.50							6.20			· · · · · ·	,	,			
and			s10.24	5.30		6.45							s 6.15								
vater	MEEKERP	70	10.21	5.25		6.40			A 4.00	AM			6.10								
Tide	PYPUYALLUPDN	70	\$10.19	5.20		6.35			3.48				s 6.05								
Reen	RNTIDEWATERDN	No Sdg.	10.09	4.55	A 4.05AM	6.20			3.10	2			L 5.35PM								
- 11	1.1	500				L 6.15PM			L 3.00	AM A 3.45P						-					
Ryan	QTACOMADN	7	a oridge ne	s 4.45 3.30	4.00					3.40	a ridge					,					
ğ (X	XSTADIUMDN	No Sdg.	Vi Lin								Vi Vi Lii										
Mulpi	WURYANDN	No Sdg.		L 3.09AM	L 3.39AM					L 3.30M											
R Sta	RNTIDEWATERDN	No Sdg.	10.09		x						A 2.10PM										
0 / I—	DW. R. & N. Co. Crossing			ia of Ba	la of Ba																
ο ¬ :			\$10.05 10.00	V lead	V lead o						2.00										
™ (I	A	70	L 9.45PM	1																	
	m: 0 0 - 1: 1: 1:		Della	Daily	Daily	Ex. Sun.			Ex. Su	Fr Mon	Daily	Er Cun	Doily								
DOUBLE TRAC	ept between Stadium and Ryan, between Tidewater and Tacoma on Dra	Davept determine and Ryan, Dave Davept determine and Ryan, Davept deter	1.4	1.4	1.4	1.4 2 2 2 2 2 2 2 2 2	1.4	1.4	1.4 1.9 4 Spur 4 Spur 4 Spur 5.45 4 T.05 5.20 6.45 7.0 5.20 6.35 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 5.20 7.0 7.0 7.0 7.0 7.0 7.0 7.0	1.4	1.4 Spur 1.0 Spur 1.0	1.4	CHRISTOPHER. AUAUBURNDN O.9 O.9	1.14	1.4		1.4	1.4	1.	1.1	1.4

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

1. 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

2. 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. attle 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 Drawbridge line. Drawbridge Card Form "A" will govern movement from Tidewater to Fifteenth Street. Drawbridge 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 1500 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 vard must not

- 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.

- 8. 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.
 9. Enginemen will reduce exhaust on engine to the lowest possible point while passing under concourse, Tacoma Union Station.
 10. Tell Tales have been placed on train sheds at north and south end of concourse, Tacoma Union Station.
 11. 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.
 12. Enginemen on road engines of eastward trains, before backing into the passenger station after stop has been made, will

- Tacoma Hill.

 12. 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.

 13. Enginemen on road engines 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.

 14. Pusher engines will come to full stop at once after parting from rear end of train.

 15. 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.

 16. 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, and no train or engine moving east will exceed speed of six miles per hour with any part of train while passing over crossing. At night switch tender will give signal with a "White" light.

 17. All trains using the Drawbridge line that do not enter passenger station, will stop above Pacific Avenue and not proceed 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 following passenger train will be delayed Tidewater.

WEST	WARD.		4					S	ECC	ND SUB-DIVISION									EASTW	/ARD.
times on § 5	THIRD CLASS.		SECOND CLASS.	FIF	RST CLASS.		*			Time Table No. 41A				FIRST CLA	SS.	SECOND	CLASS.		THIRD CLASS.	
		923	687		441	443	, Scale	nbers	-	December 15, 1914.	я	ty of	444	442		686	676	924		
22 9 2		Way Freight	Freight		Passenger C. P. R.	Passenger Bellingham	r, Fuel Table	on Nu	Distance from King St. Station	Succeeding No. 41	ance fr	Capaci	Passenger Bellingham	Passenger C. P. R.		Freight	Freight	Way Freight		
		Ex. Sun.	Ex. Mo.		Daily	-	Wate Turn Wyes	Stati	Dists	STATIONS Telegraph Offices and Calls	Dist	Car	Daily	Daily		Ex. Sun.	Daily	Ex. Mo.		
-		L 6.30A	L 1.15AM				WCOT	C F 31	_	SEATTLE YARDP						A12.15AN	A 2.45M	A 3.45PM		
					L 2.15PM	L 7.40A			0.0	UDKING STREET STADN	11.6		A12.30PM	A 3.50PM				3.15		
			1.30		2.20	7.45			1.4	END DOUBLE TRACK	10.2		12.24	3.42		11.55PM		3.05		
									2.6	G. N. CROSSING	9.0						×			
		s 7.00	1.45		2.29	f 7.54	w o	C F 35	4.0	BAD 1.2	7.6	No Sdg.	f12.15	3.33		s11.40	2.17	s 2.55		
									5.2	P. S. T. L. & P. CO. CROSSING 1.5	6.4									
		s 7.10	2.05 676		s 2.38 924	s 8.03	w	C F 37	6.7	FRFREMONTD	4.9	45	\$12.06₽M	s 3.24		s11.25	2.05 687	s 2.38		
~		s 7.20	2.15		s 2.43	s 8.10		C F 39	8.5	BKD 3.1	3.1		s11.57A	1 3.18		11.08	1.55	s 2.20	1	
		A 7.35M	A 2.30M		A 2.50P	Af 8.184		C F 42	11.6	KEITH	0.0	Spur 13	f11.50A	L 3.10PM		L10.55™	L 1.45M	Ls 2.10PM		
		Ex. Sun.	Ex. Mo.		Daily	Daily							Daily	Daily		Ex. Sun.	Daily	Ex. Mo.		
		1.05	1.15		.35	.38				Time Over Subdivision			.40	.40		1.20	1.00	1.35		
		10.8	10.0		20.4	18.3		!		Average Speed Per Hour RAINS OF THE SAME CL			17.4	17.4		9.4	12.5	7.9		

- 1. YARD LIMITS .- Indicated by signs at proper locations.
- 2. BEGISTERING STATIONS .- Seattle Yard. King Street Station.
- 3. BULLETIN STATIONS .- Seattle Yard, King Street Station.
- 4. STANDARD CLOCKS .- Seattle Yard, King Street Station.
- 5. SPEED RESTRICTIONS.
- 15 miles per hour through crossovers and entering sidings.6 miles per hour between Clay and Bell Street, Seattle.
- 6. Extra trains and yard engines must obtain train orders and clearance before using single track in yard limit territory, second sub-division.
- 7. Nos. 442 and 443 stop on flag at Yesler to handle parcel post mail.
- 8. Fremont Siding located one-half mile east of station.

COMMERCIAL SPURS

Distance	from KI	ng Street Sta	tion	1	Distance	from I	nterbay	
STATIONS	Miles	How Connected	Car Capacity	STATIONS	Station Number	Miles	How Connected	Car Capacity
Edgewater	6.9	1 E	8	Ballard	B-5	1.1		50
Latona	7.9	1 E	4		•			
Wood Spur	10.5	1 E	16					

SEATTLE TERMINAL.

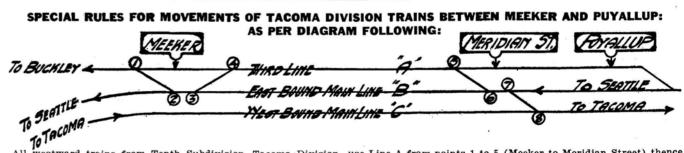
- 9. SPEED RESTRICTIONS.
 - 4 miles per hour through transfer track over G. N. crossing at Clay Street.
 6 miles per hour at Public Road crossing leading to G. N. dock at Smith Cove, also keep vigilant lookout for trains and
- All trains come to a full stop before passing over the intersection of N. P. and King Street Station tracks, between Massa-chusetts and Holgate streets, Seattle.
- 11. All trains will move 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, from towerman at Argo and Spokane Avenue, before using Colorado Street line between Argo and Seattle yard. Towerman at Argo will place card order in dummy waiter located on side of tower facing tracks. Conductors and Yard Foremen will leave Colorado Street card in dummy waiter at Argo instead of walking up in tower to surrender same. Towerman at Spokane Avenue tower, Seattle yard, will deliver and receive cards to and from trains and yard engines as they pass. Conductors and Yard Foremen in charge of trains and engines leaving Seattle yard via Colorado Street line will, prior to leaving yard, call towerman at Spokane Avenue tower over telephone located in General Yardmaster's office or at south end Spokane Avenue yard, advising him of engine number and time will be ready to leave. During foggy and obscure weather, when indication of signal controlling C. & P. S. and C. M. & St. P. crossings at Spokane Avenue, Colorado Street, cannot be seen from south end of Spokane Avenue yard, flag must be sent to tower before proceeding to ascertain that card order has been issued authorizing movement to Argo.
- No engine or train will go over Atlantic Street crossings, Seattle, unles 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. 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.

OPERATION BASCULE DRAWBRIDGE.

- 15. Bascule drawbridge over Canal Waterway, located 1 mile west of Interbay, not protected by interlocking device.—All trains come to full stop as per Rule 98.
- 16. 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.
- 17. 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.
- 18. 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.

SPECIAL RULES.

- Overhead bridge at Thirteenth Avenue West, located ½ mile west of Interbay station does not clear man on top of high cars.
- 23. The operation of Bascule Drawbridge, 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.
- 24. 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.
- 25. Track known as the "Fisher Mill Spur" is joint with O.-W. R. & N., C. M. & St. P. 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. & St. P., 8:00 P. M. to 4:00 A. M.



- All westward trains from Tenth Subdivision, Tacoma Division, use Line A from points 1 to 5 (Meeker to Meridian Street) thence to Line C.

 All eastward Tenth Subdivision trains use Line B from points 6 to 2 (Puyallup to Meeker), thence to Line A.

 Line A between points 1 and 5 (Meeker and Meridian Street), may be used as siding, protecting as per Transportation Rule 93.

 Normal position of switches: At points 4 and 5 will be for Line A; at points 2 and 3, and 6 and 7 for Line B; at point 8 for Line C. Line C.

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.

RAILROAD CROSSINGS AT GRADE.

O.-W. R. & N. and C. & P. S. crossings at Argo, interlocked. C. M. & St. P. crossing just east of overhead bridge on Colorado Street Line. Seattle. 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. O.-W. R. & N. crossing 0.1 mile west of Tidewater on drawbridge line, interlocked. C. & P. S. and C. M. & St. P. crossing at Spokane Avenue and Colorado Street, Seattle, in-

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.

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 10 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

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.

AUTHORIZED SURGEONS, PUGET SOUND DIVISION.

Location of Stretchers (S).

CLINTON T. COOKE, Oculist, Seattle P.W. WILLIS, Seattle
F. S. BOURNS, Seattle
Seattle Tool Car (S)
Seattle Yard Office (S) King St. Station, Seattle (S)

S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.
B. E. HOYE, Auburn | P. B. WING. Oculist. Tacoma WM. H. BRANDT, Auburn Auburn Yard Office (S) Auburn Station (S) M. W. CARSHNER Puyallup (S)

P. B. WING, Oculist, Tacoma. W. G. CAMERON, Specialist, Tacoma N. P. B. A. Hospital, Tacoma (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

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.

J. F. ALSIP. Trainmaster, Tacoma. O. F. OHLSON. Trainmaster, Seattle. P. R. LEO. Chief Dispatcher, Seattle.

· J. F. COLEMAN, Chief Dispatcher, Tacoma

