

# **NORTHERN PACIFIC RAILWAY COMPANY.**

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**PUGET SOUND DIVISION.**

## **TIME 41A TABLE**

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

**TUESDAY, DECEMBER 15, 1914.**

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**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

Water, Fuel, Scales, Turntables and Wyes		Station Numbers		Time Table 41A December 15, 1914 Succeeding No. 41.		Distance from Seattle		FIRST CLASS																											
								437	563	425	415	403	435	421	407	405	511	457	595	569	465	459	445	413	417	423	449	597	439	429					
								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				
STATIONS						Telegraph Offices and Calls																													
UD..KING ST. STA..DN 0.8																																			
.....SEATTLE YD....P 2.4																																			
.....ARGO.....P O.W.R.&N.andC.&P.S.R.R. Crossings 6.8																																			
C.M. & St.P.R.R. Crossing 0.1																																			
BI..BLACK RIVER..DN 2.1																																			
.....ORILLIA..... 2.0																																			
.....O'BRIEN'S..... 2.1																																			
KN.....KENT.....D 1.9																																			
.....THOMAS..... 1.4																																			
.....CHRISTOPHER..... 1.9																																			
AU.....AUBURN.....DN 0.9																																			
GR..EAST AUBURN..DN 0.9																																			
AU.....AUBURN.....DN 4.9																																			
.....DIERINGER..... 2.6																																			
SN.....SUMNER.....D 1.6																																			
.....MEEKER.....P 1.3																																			
PY.....PUYALLUP.....DN 6.8																																			
RN...TIDEWATER...DN 0.3																																			
.....RIVER STREET...P 1.1																																			
Q.....TACOMA.....DN 2.3																																			
X.....STADIUM.....DN 0.3																																			
WU.....RYAN.....DN																																			
RN...TIDEWATER...DN 0.1																																			
O.-W. R. & N. Co. Crossing 1.6																																			
Q.....TACOMA.....DN 4.6																																			
SU...SO. TACOMA...DN																																			
Time Over Subdivision																																			
Average Speed per Hour																																			

## WESTWARD

## FIRST SUB-DIVISION.

STATION NUMBERS		STATIONS		Distance from Seattle		FIRST CLASS							SECOND CLASS							THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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T W Y		C F 31		C F 27		W O 1 M E Y		C F 21		C F 19		C F 17		C F 15		C F 13		C F 11		Y C F 9		A 22		Y C F 9		C F 4		C F 2		Y W 1966		1967		1972		W 1976		C S 2		C S 2 1/2		1972		W 1976		W S T 1981																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
STATIONS		Telegraph Offices and Calls		Distance from Seattle		Passenger		Freight		Freight		Freight		Freight		Freight		Freight		Freight		Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight		Way Freight</	

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

- 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.
- 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.
- No. 450 connect 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.
- No. 410 connect with No. 595 at Puyallup.
- 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.
- Nos. 417 and 437 stop on signal at Kent to pick up passengers for points east of Auburn.
- 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.
- No. 436 stop on flag at Thomas and Kent for express shipments.
- 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.
- 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.
- RULES GOVERNING SINGLE TRACK BETWEEN STADIUM AND RYAN OPERATED BY AUTOMATIC STAFF 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.
- Head and tail lights will be used by all trains while passing through tin tunnel between Stadium and Ryan.  
**WHEN MAKING BACK-UP MOVEMENT, RUNNING TEST OF AIR BRAKES MUST BE MADE FROM REAR OF TRAIN.**



## FIRST SUB-DIVISION

EASTWARD.

Distance from Ryan.		Time Table 41A December 15, 1914 Succeeding No. 41		FIRST CLASS																				
STATIONS																								
Telegraph Offices and Calls																								
DOUBLE TRACK Except between Stadium and Ryan, between Tidewater and Tacoma on Drawbridge line, and between Auburn and East Auburn		AUTOMATIC BLOCK Except between King Street Station and Holgate Street, Seattle																						
42.7		UD...KING ST. STA...DN 0.8																						
41.9		.....SEATTLE YD.....P 2.4																						
39.5		.....ARGO.....P O-W R & N and C & PSRR cross. 6.8																						
32.7		C. M. & St. P. R. R. Cross. 0.1																						
32.6		BI...BLACK RIVER...DN 2.1	20																					
30.5		.....ORILLIA..... 2.0	5 Spur																					
28.5		.....O'BRIEN'S..... 2.1	3 Spur																					
26.4		KN.....KENT.....D 1.9	90																					
24.5		.....THOMAS..... 1.4	8 Spur																					
23.1		.....CHRISTOPHER..... 1.9	4 Spur																					
21.2		AU.....AUBURN.....DN 0.9	70																					
22.1		GR...EAST AUBURN...DN 0.9	35																					
21.2		AU.....AUBURN.....DN 4.9	70																					
16.3		.....DIERINGER..... 2.6	No Sdg.																					
13.7		SN.....SUMNER.....D 1.6	No Sdg.																					
12.1		.....MEEKER.....P 1.3	70																					
10.8		PY...PUYALLUP...DN 6.8	70																					
4.0		RN...TIDEWATER...DN 0.3	No Sdg.																					
3.7		.....RIVER STREET...P 1.1	500																					
2.6		Q.....TACOMA.....DN 2.3																						
0.3		X.....STADIUM.....DN 0.3	No Sdg.																					
0.0		WU.....RYAN.....DN	No Sdg.																					
6.3		RN...TIDEWATER...DN 0.1	No Sdg.																					
6.2		O-W. R. & N. Co. Cross. 1.6																						
4.6		Q.....TACOMA.....DN 4.6																						
0.0		SU...SO. TACOMA...DN	70																					
		T in e Over Subdivision																						
		Average Speed Per Hour																						

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

## RULES GOVERNING INTERLOCKING PLANT C. M. &amp; 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.
- "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.
- 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.
- "Home Signals." Both upper and lower lights red—Stop. Upper light green; lower light red—Proceed. Upper light yellow; lower light red—Stop.

## "DAY INDICATIONS."

## "NIGHT INDICATIONS."

"Dwarf Signals." Arm horizontal—Stop. Arm inclined upward 90 degrees to vertical position—Proceed. Used in back-up movements.

"Dwarf Signals." Red light—Stop. Green light—Proceed. Used in back-up movements.

## TACOMA TERMINAL

- 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.
- SPEED LIMIT.—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.

## FIRST SUB-DIVISION

## EASTWARD

Time Table 41A December 15, 1914. Succeeding No. 41		STATIONS		Car Capacity of Siding		FIRST CLASS		SECOND CLASS.				THIRD CLASS.														
						456	680	692	682			972	964	998	936	944										
						Passenger	Freight	Freight	Freight.			Way	Way	Way	Way	Way										
						Daily	Daily	Daily	Ex. Sun.			Ex. Sun.	Ex. Mon.	Daily	Ex. Sun.	Daily										
						Gt. Nor. Portland	Nor. Pac. Portland	O-W R & N Freight	Nor. Pac. MDSE.			Nor. Pac.	Nor. Pac.	Gt. Nor.	Belt Line Local	Tacoma Gt. Nor.										
42.7	UD...KING ST. STA..DN	0.8				A 11.15PM										A 8.00PM										
41.9	.....SEATTLE YD.....P	2.4					A 6.45AM								A 5.15PM											
39.5	.....ARGO.....P	6.8				11.04	6.30								5.00	7.45										
32.7	O-W R & N and C & PSRR cros.	6.8																								
32.6	C. M. & St. P. R. R. Cros.	0.1																								
30.5	BI...BLACK RIVER...DN	2.1	20			10.52	6.15								L 4.45PM	7.25										
28.5	.....ORILLIA.....	2.0	5 Spur																							
26.4	.....O'BRIEN'S.....	2.1	3 Spur																							
24.5	KN.....KENT.....D	1.9	90			\$10.43	6.00									\$ 7.00										
23.1	.....THOMAS.....	1.4	8 Spur																							
21.2	.....CHRISTOPHER.....	1.9	4 Spur																							
22.1	AU.....AUBURN.....DN	0.9	70			\$10.34	5.45									\$ 6.40										
21.2	QR...EAST AUBURN...DN	0.9	35																							
16.3	AU.....AUBURN.....DN	4.9	70			\$10.34	5.45		A 7.05PM							\$ 6.40										
13.7	.....DIERINGER.....	2.6	No Sdg.			10.28	5.35		6.50							6.20										
12.1	SN.....SUMNER.....D	1.6	No Sdg.			\$10.24	5.30		6.45							\$ 6.15										
10.8	.....MEEKER.....P	1.3	70			10.21	5.25		6.40			A 4.00AM				6.10										
4.0	PY...PUYALLUP...DN	6.8	70			\$10.19	5.20		6.35			3.45				\$ 6.05 430										
3.7	RN...TIDEWATER...DN	.03	No Sdg.			10.09	4.55	A 4.05AM	6.20			3.10				L 5.35PM										
2.6	.....RIVER STREET...P	1.1	500						L 6.15PM			L 3.00AM	A 3.45PM													
0.3	Q.....TACOMA.....DN	2.3					\$ 4.45 3.30	4.00					3.40													
0.0	X.....STADIUM.....DN	0.3	No Sdg.				3.10	3.40																		
6.3	WU.....RYAN.....DN		No Sdg.				L 3.09AM	L 3.39AM					L 3.30PM													
6.2	RN...TIDEWATER...DN	0.1	No Sdg.			10.09								A 2.10PM												
4.6	O-W R. & N. Co. Crossing	1.6																								
0.0	Q.....TACOMA.....DN	4.6				\$10.05 10.00								2.00												
0.0	SU...SO. TACOMA...DN		70			L 9.45PM								L 1.35PM												
Time Over Subdivision						Daily	Daily	Daily	Ex. Sun.			Ex. Sun.	Ex. Mon.	Daily	Ex. Sun.	Daily										
Average Speed Per Hour						1.25	3.21	.25	.50			1.00	.15	.35	.30	2.25										
						31.2	12.8	9.0	21.0			8.4	14.8	10.8	20.0	6										

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

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

## 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 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 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 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.
- Pusher engines will come to full stop at once after parting from rear end of train.
- 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, 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.
- 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 on this account, conductor will arrange to enter Half Moon yard and be handled via freight tracks to Tidewater.



## WESTWARD.

## SECOND SUB-DIVISION.

## EASTWARD.

THIRD CLASS.				SECOND CLASS.		FIRST CLASS.				Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from King St. Station	Time Table No. 41A December 15, 1914. Succeeding No. 41				Distance from Keith	Car Capacity of Sidings	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.			
923				687		441 443							STATIONS						444 442		686 676		924			
Way Freight				Freight		Passenger C. P. R. Passenger Bellingham							Telegraph Offices and Calls						Passenger Bellingham C. P. R.		Freight		Way Freight			
Ex. Sun.				Ex. Mo.		Daily Daily													Daily Daily		Ex. Sun. Daily		Ex. Mo.			
L 6.30AM				L 1.15AM						WCOT	CF 31		.....SEATTLE YARD.....P 0.9				A 12.15AM	A 2.45AM	A 3.45PM							
						L 2.15PM L 7.40AM						0.0	UD..KING STREET STA...DN 1.4	11.6		A 12.30PM A 3.50PM				3.15						
				1.30		2.20 7.45						1.4	.....END DOUBLE TRACK..... 1.2	10.2		12.24 3.42		11.55PM		3.05						
												2.6	.....G. N. CROSSING..... 1.4	9.0												
s 7.00				1.45		2.29 f 7.54				WO	CF 35	4.0	BA.....INTERBAY.....D 1.2	7.6	No Sdg.	f 12.15 3.33		s 11.40 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 s 8.03 924				W	CF 37	6.7	FR.....FREMONT.....D 1.8	4.9	45	s 12.06PM s 3.24		s 11.25 2.05 687	s 2.38 441							
s 7.20				2.15		s 2.43 s 8.10					CF 39	8.5	BK.....UNIVERSITY.....D 3.1	3.1		s 11.57AM f 3.18		11.08 1.55	s 2.20							
A 7.35AM				A 2.30AM		A 2.50PM A f 8.18AM					CF 42	11.6	.....KEITH.....	0.0	Spur 13	f 11.50AM L 3.10PM		L 10.55PM L 1.45AM	L 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								17.4 17.4		9.4 12.5	7.9					

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

## COMMERCIAL SPURS

Distance from King Street Station				Distance from Interbay				
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					

## SPECIAL RULES.

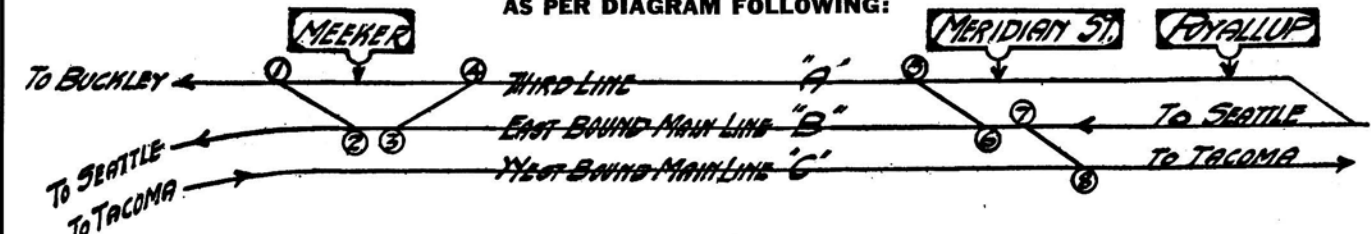
## SEATTLE TERMINAL.

- 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 pedestrians.
- All trains come to a full stop before passing over the intersection of N. P. and King Street Station tracks, between Massachusetts and Holgate streets, Seattle.
- 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, 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.

## OPERATION BASCULE DRAWBRIDGE.

- 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.
- 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.

- Overhead bridge at Thirteenth Avenue West, located ½ mile west of Interbay station does not clear man on top of high cars.
- 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.
- 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. & 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.

SPECIAL RULES FOR MOVEMENTS OF TACOMA DIVISION TRAINS BETWEEN MEEKER AND PUYALLUP:  
AS PER DIAGRAM FOLLOWING:

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.

### 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 Tide-water on drawbridge line, interlocked. C. & P. S. and C. M. & St. P. crossing at Spokane Avenue and Colorado Street, Seattle, 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.

### 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 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.

### 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.	Head-of-Bay Yard Office, Tacoma (S) Half Moon Yard Office, Tacoma (S) Tool Car, Tacoma (S) Wharf, Tacoma (S)
	WM. H. BRANDT, Auburn	W. G. CAMERON, Specialist, Tacoma	
	Auburn Yard Office (S)	N. P. B. A. Hospital, Tacoma (S)	
	Auburn Station (S)	Baggage Room, Tacoma (S)	
	M. W. CARSHNER Puyallup (S)	Round House, Tacoma (S)	

#### Note.

**Surgeons** will attend, when called upon officially, to all cases of ACCIDENT occurring to employees 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.

J. F. ALSIP,  
Trainmaster, Tacoma.

O. F. OHLSON,  
Trainmaster, Seattle.

P. R. LEO,  
Chief Dispatcher, Seattle.

J. F. COLEMAN,  
Chief Dispatcher, Tacoma



