NORTHERN PACIFIC RAILWAY COMPANY.

PUGET SOUND DIVISION.

TIME

ALLE TABLE

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

SUNDAY, MAY 30, 1915

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.

V	VES	STV	VARD										FIRS	ST-SUE	BDIVIS	ON												
			Time Table 41G					1	1	1	7	1	1	1	7	FIRST	CLASS		1	1	1	1	1		ı	1		1
Water, Fuel, Scales, Turntables and Wyes	bers		May 30, 1915		a	437	563	425	415	403	435	421	407	405	511	595	569	457	465	417	459	445	413	423	449	597	439	429
Fuel,	Num		Succeeding No. 41F.		fron		Passenger	Mail	Passenger		Passenger			-										-		Passenger		·
rntab	Station		STATIONS		ttle	Daily No. 318	O-WR&N	Gt. Nor.	No. 41's	Daily Buckley	No. 317's	Daily Grays	Daily Seattle	No. 4	O-W R & N	No. 3's	O-WR&N	Daily	Puget Sound	No. 42	Daily	Daily NorthBend	Daily Seattle	Daily	No. 2	Daily Kanaskat	No. 1 Con.	Daily
Tu	Sta	•	Telegraph Offices and Calls		Seg	Spokane Limited	Portland Express	Gt. Nor. No. 27 Tacoma.	Con. Puget Sound Ltd.	Line Connection	Con.Spok.	Harbor Limited	Seattle Portland Express	Atlantic Express	Shasta Limited	Con. N. P. Express	Ore&Wash. Express	Portland	Express	No. 42 Miss'p.Val. Limited	Gt. Nor. Portland	Accommo- dation	& Portland Special	Express	No. 2 No. Coast Limited	dation	No. Coast Limited	Gt. Nor. No. 1
тw		F (UDSEATTLEDN King Street Station		0.0	L12.10M		L 6.00M	1	L 7.00M		L 7.45M	L 8.00M	L 8.20M	ı İ			L11.154	L12.20P	L 3.35M	L 3.45M	L 4.00M	L 4.15M	4.40P	L 7.10M	1		L 8.35PM
	C F 31	npn	SECOND AVE. YDP		0.8				-			-	-															-
	C F 27	East A	O.W.R.&N.andC.&P.S.R.R. Crossings	tle	3.2	12 .19		6.09		7.09		7.54	8.09	8.28				11.24	12.29	3.44	3.54	4.09	4.24	4.49	7.18			8.44
W rb		and	C.M. & St.P.R.R. Crossing	Seat	10.0																							
	C F 21	burn	BIBLACK RIVERDN 2.1	eet,		12.30		6.18		f 7.20		8.04	8.19	8.38				11.34	12.40	3.54	4.04	As 4.20PM	4.34	4.58	7.28			8.54
	C F	P V	ORILLIA	e Str	12.2					1 7.23																		
	C F 17	twee	O'BRIEN'S	olgat	14.2					1 7.26										.[
	C F 15	d be	KNKENTD	OCK H	16.3	12.40		6.25		• 7.30		8.12	s 8.30	8.47				f11.44	s12.50	4.03	f 4.14		1 4.43	5 5.07	7.3 5			9.04
	C F	e, an	THOMAS	BL n an	18.2					1 7.33																		
	C F	e II	CHRISTOPHER	TIC	19.6					1 7.35																		
	C _F	bridg	AUDN	o eet	21.5	s12.48		6.32		s 7·40		8.20	s 8.40	s 8.55				f11.53M	s 1.00	s 4·10	f 4.23		s 4.51	s 5.17	s 7.45			9.14
Ā	22	Draw	GREAST AUBURNDN	AUT g St	22.4	A12.52			L 7.10A		L 7.58M			A 9.00AM						A 4.15PM					As 7.50PM		L 8.13№	
	C _F	STOP O	AUDN	Kin	21.5			6.32	s 7.15	s 7·40	s 8.01	8.20	s 8.40					111.53AN	s 1.00		f 4.23		s 4.51	s 5.17			s 8.18	9.14
	C _F	coms	DIERINGER	ween	26.4			6.40	s 7.23	f 7.48	8.09	8.27	f 8.50				-	f12.03PM	1.11		4.32		5.00	f 5.27			8.26	9.25
<u> </u>	CF	d Ta	SND	t bet	29.0			6.44	s 7.28	s 7.53	8.15	8.31	s 8.55					112.09	s 1.18		f 4.36		f 5.05	s 5.31			s 8.31	9.30
	1966	P an	1.6 P	xcep	30.6	-		6.46	7.33	7.58	8.19	8.33	8.58			L11.02M		12.12	1.21	-	4.39		5.08	5.34		L 6.40M	8.35	9.34
	1967	ewat	1.3 PYPUYALLUPDN	H	31.9				s 7.38	s 8·10		s 8.37	s 9.05			s11.07		f12.17	s 1.30		f 4.43		s 5.15	s 5.40		s 6.50	s 8.40	9.38
	1972	Tid	6.8 RNTIDEWATERDN		38.7		L12.33M		7.50	8.23	8.35	8.50	9.18		110 384		L11.50AM		1.45		4.53		5.28	5.52		7.00	8.53	9.50
<u> </u> -		ween	0.3	,				7.00	7.00	6.23		8.00	J:10			11:20	£11.00×	12.50			4.03		0.20			7.00	8.03	9.50
<u> </u>	1070	, bet	RIYER STREETP		39.0		10.10	0	2		9.		. 8		10.45	9.	11.55	2	1.50		9.			8		9.		.
	1976	Ryar	QTACOMADN		40.1		1240 1245	Via Drawbridg Line	Via Drawbridg Line	A 8.30AM	Via Drawbridg Line	s 8.55 9.00	Via Drawbridg Line		s1845	Via Drawbridg Line	\$12.00N		s 2.00		Via Drawbridge Line		5. 3 5 5.45	Via awbridg Line		Via Drawbridge Line	Via Drawbridge Line	Via Drawbridg Line
	82	Bnd	NXSTADIUMDN		42.4		12.54	Dra"	Draw		Draw L	9.06	Draw		10.59	Draw L	12.09M	Draw L	2.06		Oraw Li		5.51	4		Draw	Draw L	Draw Li
C	8214	llum	WUDN	Syst	42.7		A12 55M					A 9.07A			A11.00M		A12-10PM		A 2.07PM				A 5.52PM					
	1972	Stad	RNTIDEWATERDN		38.7			7.00	7.50		8.35		9.18			11.20		12 30			4.53			5.52		7.00	8.53	9.50
		E	OW. R.& N. Co. Crossing		38.8		Вау			Вау		Вау			Bay		Bayl		Вау				Вау		,			
		_	OW.R.& N. Co. Crossing	1	39.7		Via ad of			Via ad of		Via ad of B			Via of 1		V is		Via Id of I									
w	1976	xcep	QDN	matic	40.4		Неа	A 7.05M	A 8.00M	Неа	A 8.45M	Head	s 9.25 9.35		Via Head of	A11.25M	Неас	\$12.35 ₉	Неас		5 00 5 05		Via Head of	s 6.10		A 7.05PM	1 9.00PM	10.00PM
ws T	1981		SUSO. TACOMADN	Auto	45.0							_	As 9.50M					A 1.00PM			5.19PM			A 6.25PM				
						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			.42	.17	1.05	.50	1.30	.47	1.17	1.40	.40	.17	. 23	.15	1.35	1.37	.40	1.29	.20	1.27	1.35	.40	. 25	.47	1.25
			Average Speed per Hour			32.0	14.1	37.2	23.8	26.6	25.2	31.2	26.9	33.6	14.1	25.8	16.0	28.8	26.4	33.6	30.0	30.3	29.4	28.8	33.6	23.5	25.2	28.8

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

- REGISTERING STATIONS.—King Street Station, Middle Yard, Seattle, 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.
 BULLETIN STATIONS.—Seattle (King Street Station and Yard Office), Auburn (Auburn Transfer), Tacoma (River Street Yard and Union Station)

- BULLETIN STATIONS.—Seattle (King Street Station and Yard Office), Auburn (Auburn Transfer), Tacoma (River Street Yard and Union Station).

 STANDARD CLOCKS.—King Street Station, Seattle, Auburn Transfer and Union Station, Tacoma.

 YARD LIMITS.—Indicated by signs at proper locations.

 SPEED RESTRICTIONS.

 15 miles per hour through crossovers and entering sidings.

 15 miles per hour over C. M. & St. P. crossing at Black River.

 10 miles per hour within the corporate limits of Puyallup, Sumner, Auburn and Kent.

 8 miles per hour passing over all switches, King Street Passenger Station, Seattle.

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

 All trains and light engines entering King Street Passenger Station, Seattle, from the south must not pass the standpipe at south end of yard without proceed signal from the switchtender given with green flag by day or green light by night.

 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 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of train order.

- 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.
 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.
 In automatic block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.

- block office.
 12. In automatic block territory Rule 514 does not apply to trains moving against the curernt of traiffic, and the rear of the train must be protected as prescribed in Rule 99.
 13. Except as modified above the transportation rules govern.
 14. 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.
 15. 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.
 16. 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.

 Osition 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.

1	VES	STV	WARD										FIRS	T SUB-	DIVIS	ON.									
	1		Time Table 41G	ī		FIRST	CLASS	1			SEC	OND CL	ASS							Т	HIRD CLASS				
Wye	918		May 30, 1915			455	401	683	673	681	689	699	677	691	679	685	943	935	997	963	971				
s and	nmpe		Succeeding No. 41F	_ .	E B	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight				
r, Fu	on Nu		STATIONS		ance tle	Daily	Daily	Daily	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.				
Water, Fuel, Scales, Turntables and Wyes	Station		Telegraph Offices and Calls		Beattl	Gt. Nor. Portland	Seattle Portland Express	No. 603	No. 676 Sumas Freight	MDSE. Nor. Pac.	MDSE. Nor. Pac.	MDSE. Nor. Pac.	No. 602's Conn.	O-WR&N Portland Freight	Nor. Pac. Portland	No. 686 Everett Freight	Gt. Nor. Tacoma	Belt Line Freight	Gt. Nor. Portland	Nor. Pac. Centralia	From Tacoma Division				
TW		(UDSEATTLEDN King Street Station 0.8	rd -	0.0	L10.45PM	L11.59PM										L 2.00M								
C W	CF	Yard	SECOND AVE. YDP	Yar	0.8					L11.50AM	L 3.00PM	L 5.15P			-					-					
OT	31	dle	MIDDLE YDP	ddle	-							-	L 7.15M					8.15M							
	C F 27	& Mid	O.W.R.&N.andC.&P.S.R.R. Crossings 6 8	go & M	3.2	10.54	12.09AN			11.59AM	3.09	524	7.28				2.20	8.30							
W 0.1 M		Argo	C.M. & St.P.R.R. Crossing	en Ar	10.0																				
Y	C F	bet.	BIBLACK RIVERDN	betwe	10.1	f11.04	12.20		L 4.40A	12·15PM	3.25	5.40	7.43			L11.25PM	2.45	A 8.45M			i				
	C F 19	and	ORILLIA	and	12.2																				
	C F 17	ourn,	2.1	ttle,																					
	C F 15	Aul	KNKENTD			f11.12	f12.30		4.52	12.25	3.35	5.50	7.55			11.37	s 3.10								
11	C F 13 C F	East	1.4CHRISTOPHER	Street	18.2																				
11	11 CF	30	AUAUBURNDN	0		f11.20	11240		A 5.104	A12.35PM	A 3.45PM	A BOOM	A 8.05PM			A11.55PM	s 3.45								_
	9	upn	GREAST AUBURNDN	[등					A 0.10	H12.30	. 5.10	A 0.00.	A 0.00						[
Y		Pet. A	AUAUBURNDN	8		f11.20	110.40	L 4.00A							L 9.45PM		s 3.45							_	
	9	ne, t	4.9	Sta																					
11	C F C F	H H	DIERINGER 2.6 SNSUMNERD	Ø		11.29 s11.34		4.15							10.00		4.00 s 4.05	U .							
11	2 1966	Ba.	1.6 MEEKERP	80		11.37	1.00	4.22							10.08		4.15				L12.40%	ļ			
	1967	A a	PYPUYALLUPDN	M		11.42		4.32		-					10.13		s 4.30				1.32				
	1972	acom	RNTIDEWATERDN	o l		11.55PM	1	4.47	-					L 9.25M			A 4.50M				1.55				
		E T	RIVER STREET P	ě	39.0				-	-											A 2.00P				
-w-	1076	ater	1.1 Q TAÇOMADN	- xc	_		- 130	1 F 00#						9.30	10.45										
-	2010	idew	0.3	-	40.1	idge	• 1:38	A 5.00A	-	<u> </u>					10.45 11.15				a seridg						
		f. T	OW. R.& N. Co. Crossing	_	40.4	L [®] <													Via rawbr Line						
	CS 2	an, b	NXSTADIUMDN	5 5	42.4		1.49								11.30				Δ						
	C S 21/2	& Ry	WURYANDN	<u></u>			A 1.50M							A 9.46PM	A11.31PM										
	1972	Ilum	RNTIDEWATERDN			11.55PM													L 7.30M						
		Stad	OW.R.&N.Co. Crossing OW.R.&N. Co. Crossing	- 1	38.8 39.7		Вау	Вау						f Bay	f Bay										
w	1076	bet.	0.7	- 1		-10.01/"	Via Head of	Via Head of						Via Head of	Via Head of				7 2511	L 5.00A					
<u></u>		9	QDN 4.6 SUSO. TACOMADN	Block	U.4	\$12.01AM 12.10	Hea	Неа						ř	ř				,						
WS	1981	m (SoSo. TACOMADN	-	10.0	A12.25AN														A 5.45M					
			Time Over Subdivision	- -	-	Daily 1.31	Daily 1.41	Daily 1.00	Ex. Mon.	Ex. Sun45	Ex. Sun.	Ex. Sun.	.50	Daily .21	Daily 1.16	.30	Daily 2.50	.30	Daily .30	Ex. Sun. .45	1.20				
			Average Speed per Hour		-1	29.4	25.2	18.5	22.8	27.6	27.6	27.6	25.5	11.4	16.5	22.8	13.8	20.0	12.6	6.1	6.3		1		

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.
- 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.
- 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.
- 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.
- 9. 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.

- 12. No. 424 stop on flag at Christopher, O'Brien, Orillia and Thomas for parcel post mail and passengers.
- 13. Nos. 401 and 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. Passenger Extra West leaving East Auburn about 1:00 a. m., after making No. 318's connection enroute to Tacoma, will stop at Derienger to let off passengers.
 16. All westward N. P. trains come to full stop at O.-W. R. & N. connection located ¼ mile east of Tidewater and will not pro-
- 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.
 BULES GOVERNING SINGLE TEACK BETWEEN STADIUM AND BYAN OPERATED BY AUTOMATIC STAPP 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, BUNNING TEST OF AIR BRAKES MUST BE MADE FEOM EEAR OF TRAIN.

										F	IRST	SUB-D	IVISIO	N										EA	STWAI	RD.
1		Time Table 41G		L										FIR	ST CLAS	SS										
100		May 30, 1915	, ,	438	564	402	460	416	436	596	446	406	410	466	408	562	458	418	424	598	430	512	450	440	422	434
from		Succeeding No. 41F	ity o	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
nce fi		STATIONS	Capac	318's	O-WR&N	Portland		No. 41		No. 4's con- nection via Buckley		No. 3 Northern	Buckley	Puget	Portland	O-WR&N	Gt. Nor.	No. 42's	Grays Harbor	Kanaskat		O-WR&N	N- 0' d	No. 1		
Dista Ryan		Telegraph Offices and Calls	Car	Connection Spokane Limited	Seattle Express	Seattle Express	Gt. Nor. Portland	Puget Sound Limited	Spokane Limited	Buckley Line to Kanaskat	accommo- dation	Pacific Express	Line connection	Sound Express	Seattle Express	Seattle Passenger	Portland	Mississippi Valley Limited	Harbor Express	accommo- dation	Tacoma	Shasta Limited	Line connection	North Coast Limited		Evergreen State Limited
42.7	burn	UDSEATTLEDN King Street Station 0.8				A 6.50M	A 7.30AM	A 8.00M	A 8.45AM		A10.30AM	A11.00AM	A12.15PM	A 1.55PM	A 2.10PM		A 4.15PM		A 6.10PM		A 7.10PM		A 8.50PM	A 9.00PM	A10.10PM	A10.45PM
41.9	t Au	SECOND AVE. YDP																								
39.5	d Eas	O-WR&NandC&PSRR cros.				6.35	7.17	7.48	8.33		10.17	10.47	12.03PM	1.42	1.58		4.03		5.55		6.56		8.37	8.47	9.58	10.32
32.7	an	C. M. & St. P. R. R. Cros.															-									
32.6	burr	BIBLACK RIVERDN	20			6.20	f 7.06	7.35	8.20		L10.05AM	10.32	11.52AM	1.32	1.46		3.51		5.42		6.45		8.26	8.35	9.47	10.18
30.5	{	2.0	5 Spu										411.46						1						J	
28.5	twee	O'BRIEN'S	3 Spu	ır		1 6 07	s 6.56	7.03	8.08			10.10	f11.46 s11.43	s 1.22	f 1.36		f 3.40		s 5.32		6.34		s 8.16	8.25	f 9.38	10.10
26.4	d be	1.9	8 Spu			6.07	\$ 0.50	7.23	8.08			10.18	11.38	1.22	1.50				f 0.32							
23.1	e, an	1.4	4 Spu					-											f							
21.2	ge lin	AUAUBURNDN	70	-		f 5.53	s 6.45	s 7.10	s 7.58			s10.08	s11.32	s 1.12	s 1.25		f 3.30		s 5.22		6.24		s 8.05	8.13	s 9.29	10.02
22.1	wbrid	GREAST AUBURNDN	35	A12.48A				L 7.07A	L 7.55A			L10.05AM						A 4.10PM					s 8.00 7.45	L 8.10PM		
21.2	H _Q	D m	70	s12.45		f 5.53	s 6.45						s11.32	s 1.12	s 1.25		f 3.30	s 4.05	s 5.22		6.24		s 7.40		s 9. 2 9	10.02
16.3	rea on	N	No Sdg.	112.38		5.42	6.34						s11.22	1.03	1.16		3.23	3.56	s 5.12		6.12		7.29		9.17	9.54
13.7	Tacon		No Sdg.	s12.33		s 5.37	s 6.30						s11.18	s12.58	s 1.11		f 3.19	s 3.53	s 5.08		6.08		1 7.24		s 9.13	9.50
12.1	and	MEEKERP	70	12.28		5.30	6.26			A 8.19AM			11.13	12.53	1.06		3.16	3.48	5.03	A 5.25PM	6.05		7.19		9.08	9.46
10.8	rater	PYPUYALLUPDN	70	s12.25		s 5.27	s 6.23			s 8.15			s11:10 11:00	s12.50	s 1.03		f 3.14	s 3.45	s 5.00	s 5.20	6.03		s 7.16		s 9.05	9.44
4.0	Tidev	RNTIDEWATERDN	No Sdg	12.14	A 4.52AM	5.15	6.10			8.04			10.50	12.38	12.49	A 1.45PM	3.04	3.34	4.45	5.05	5.50	A 6.50PM	7.05		8.54	9.34
3.7	ween	RIVER STREETP	500												4											
2.6	, bet	QTACOMADN		L12.10A	s 4.45 4.40	s 5.10 5.00	Via wbridge Line			L 8.00AM			L10.45AM	Via wbridge Line	Via twbridge Line	s 1.40 1.35	Via wbridge Line	L 3.30PM	s 4:40 s 4:30	L 5.00PM	L 5.45PM	s 6.45 6.40	L 7.00PM		s 8.50 s 8.40	s 9.30 9.20
0.3	Ryan	NXSTADIUM DN	No Sdg.	T	4.29	4.51	Drawi Lii							V. Drawi Li	Draw	1.26	Draw Li		4.21			6.31			8.33	9.13
0.0	and	702	No Sdg.		L 4.28M	L 4.50N								_	_	L 1.25PM	-		L 4.20PM			L 6.30PM			L 8.32PM	L 9.12PM
6.3	dlum	RNTIDEWATERDN	No Sdg.				6.10							12.38	12.49		3.04									
6.2	n Sta	OW. R. & N. Co. Cross.		, kay	Bay.	Вау				Вау			Bay			Bay		Bay	Bay	Вау	Вау	Bay	Вау		Bay	Bay
5.3	etwee	OW. R. & N. Co. Cross.		Via	Via Id of B	Via 1 of E				Via ad of F			Via d of I			Via Id of I		Via	Via ad of l	Via Head of	Via Head of	Via Head of	Via Head of		Via Head of	Via of of
4.6	ept b	QDN \ TACOMADN		Неас	Неах	Via Head of	s 6.05 6.00			Неа			Hea	s 12:354	12.45 \$12.35	Неа	3.00 s 2.55	Неа	Hea	Hea	Нев	Hea	Неа	30. 51.	Hea	Нев
0.0	ží Ží	SUSO. TACOMADN	70	1	i		L 5.45 ^{AM}							L12.04PM	12.20P		L 240PM									
		Time Over Subdivision	-	Daily .38	Daily .19	Daily 1.50	Daily 1.40	Daily	Daily .50	Daily .19	Daily . 25	Daily .55	Daily 1.30	Daily 1.36	Daily 1.40	Daily .15	Daily 1.30	Daily .40	Daily 1.40	Daily . 25	Daily 1.25	Daily .15	Daily 1.35	Daily .50	Daily 1.28	Daily 1.23
		Average Speed Per Hour		30.6	12.6	23.4	26.9	25.2	25.5	30.0	24.2	24.5	26.6	28.5	26.9	16.0	29.8	29.1 DIRECTIO	25.6	22.8	27.6	16.0	26.4	25.5	28.5	30.6

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

- 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

RULES GOVERNING INTERLOCKING PLANT, O.-W. R. & N. CO. CROSSING (TIDEWATER)

5. 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.

- 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." 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

- MOUNTAIN GRADE.—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 Balley 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.
 All eastward trains or engines moving via Draw Bridge Line come to full stop at stop-board located 200 feet from Junction with Head-of-Bay main tracks at Tidewater and will not proceed until signal is received and tracks known to be clear. All other 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.
- switch tender.
 All first class trains will approach main line switches, located near Cold Storage plant, opposite Tacoma wharf, about one-half mile east of Stadium, under control, and enginemen must know track is clear and switches properly lined up.
 All westward trains and yard engines operated on freight double tracks and in either direction on switch lead will come to full stop at stop sign located 200 feet east and west of O.-W. R. & N. crossing at 15th Street, Tacoma, and will not proceed unless tracks are clear and signal is received from switchtender.
- Derailing switches, located 55 feet beyond Home and Dwarf Signals, and will be in derail position when signals are at "Stop" position. INDICATIONS

45 degrees upward, Green Light, "Proceed."

45 degrees upward, Yellow Light, "Proceed under Control."

Horizontal, Red Light, "Stop."

No towermen are used to manipulate this plant and when O.-W. R. & N. trains or yard cuts have occasion to use crossing the conductor or foreman will operate the levers, bearing in mind that after used signals and derails must be set clear for Northern Pacific route. When signals are against Northern Pacific route, conductor investigate cause and if necessary flow through interlocking district. essary flag through interlocking district.

"Dwarf Signals" govern movement on track known as "St. Paul & Tacoma Lumber Co.'s lead," are located 500 feet from

												FIRS	T SUB	-DIVIS	ION								EASTW	ARD
		Time Table 41C			FIRST	CLASS				SEC	OND CL	ASS.						THIRD	CLASS.					
11		Time Table 41G May 30, 1915		Jo	426	456	684	672	680	692	678	682	688	674		972	964	998	936	944				
from		Succeeding No. 41F		city o	Mail	Passenger	Freight	Freight	Freight	Freight	Freight	Freight.	Freight	Freight		Way Freight	Way Freight	Way Freight	Way Freight	Way Freight				
DC6		STATIONS		Capa	Daily	Daily	Ex. Mon.	Daily	Daily	Daily		Ex. Sun.		Ex. Sat.		Ex. Sun.	Ex. Mon.	Daily	Ex. Sun.	Daily				
Distance		Telegraph Offices and Calls		Car	Gt. Nor. No. 28 Tacoma	Gt. Nor. Portland	No. 687 Everett Freight	No. 603	Nor. Pac. Portland	O-WR&N Freight	Nor. Pac.	MDSE. Nor. Pac.	MDSE. Nor. Pac.	No. 675 Sumas Freight		Nor. Pac.	Nor. Pac.	Gt. Nor.	Belt Line Local	Gt. Nor.				
42.		UD SEATTLEDN King Street Station 0.8			A11.10PM	A11.15PM				,										A 8.00PM				
41.	dle Yd.	SECOND AVE. YDP) a						A 6.45AM												 		 	_
41.		P	Midd					A 5.00AM			A10.45AM								A 5.15PM		 			
39.	Pus oz	O-WR&NandC&PSRR cros.	and		10.58	11.03		4.45	6.30		10.30								5.00	7.45	 		 	7
32.	t. Arg	6.8 C. M. & St. P. R. R. Cros.	Argo																		 			
32.	nd be	B1BLACK RIVERDN	ween	20	10.48	10.52	A 1.40AM	4.30	6.15		10.15			A 9.57PM					L 4.45PM	7.25	 			_
30.	H,	ORILLIA	d bet	5 Spur		-															 			
28.	Aub	O'BRIEN'S	le, an	3 Spur																				
26.	East	KNKENTD	OCH	90	10.37	s10.43	1.25	4.15	6.00		10.00			9.45						s 7.00				
24.	d	1.4	6 M	8 Spur																				
23.	_ 4	CHRISTOPHER 1.9 AUAUBURNDN	75 0	4 Spur	10.00	f10.35	1 1 1 0 11	1 00	E 45					L 9.30PM						. 640	 			
21.	- een	0.9	DIMA		10.29	110.35	L 1.10AM	L 4.00A	5.45		L 9.45AM			9.30/						s 6.40	 		 	
22.	₩.ĕ	GREAST AUBURNDN	and	35	10.00																 	-		
21.	_ 3:i	AUAUBURNDN 4.9 DIERINGER	ation	70 No.	10.29 10.23	10.35			5.45				A 7.20M							s 6.40	 			
16.		2.6 SNSUMNERD	et Sta		10.23				5.35 5.30			4.36	7.06							6.20 s 6.15	 		 	
12.	_ 8 2	1.6 P	Stre	No Sdg. 70	10.16	10.21			5.25			4.25	6.55			A 4.00AM				6.10	 			_
10.	_ 5 8	PYPUYALLUPDN	1 .=1		10.14				5.20			4.20	6.50			3.45				s 6.05	 			_
4.0	and 7	RNTIDEWATERDN	tween	No Sdg.	10.04	10.09			4.55	A 4.05AM		4.05	6.35			3.10				L 5.35PM	 			
3.	water	RIVER STREETP	b pe	500								4.00PM	L 6.30PM			3.00AM	A 3.45PM				 			
2.0	Tide	QTACOMADN	Exc		L10.00PM				s 4.45 3.30	4.00							3.40	2			 			-
2.3		0.3 0W. R.& N. Co. Crossing 2.0				Via awbrid Line			3.30									Via awbridg Line			 		 	-
0.	an, bet	NY STADUM DN	ا ۽ ا	No Sdg.		Draw			3.10	3.40								Draw Li			 			
0.0	d Rys	WURYANDN	Staff						L 3.09AN	L 3.39AM							L 3.30PM	_			 		 	
6.3	ium an	RNTIDEWATERDN	, ,	No Sdg.		10.09												A 2.20PM						
6.5	Stad	OW. R. & N. Co. Crossing			à				>	2											 			
5.3	- a	0.9 0W. R. & N. Co. Crossing 0.7			ia of Ba				ia of Bay	ia of Bay											 			
4.6	- bt pe	QTACOMADN	ck atic		Via Head of Bay	s10.05 10.00			Via Head of	Via Head of								2.10						
0.0	Exce	SUSO. TACOMADN		70	-	L 9.45PM	 		-	T .								L 1.45PM			 		 	
			/4		Daily		Ex. Mon.	Daily	Daily				Ex. Sun.			Ex. Sun.			Ex. Sun.	Daily				
1	_	Time Over Subdivision Average Speed Per Hour			1.10 34.2	1.25 31.2	22.8	20.6	3.21	9.0			21.0			8.4	14.8	.35 10.8		2.25 17.2	 			
	-							EASTW	ARD TRA	AINS ARE	SUPER	OR TO	TRAINS (F THE S	AME CL	ASS IN 1	THE OPP	OSITE D	IRECTIO	N.	 			

- 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.
 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.

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.

- 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 passencer station of the table to the content of
- 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 fo

WESTWARD.						SI	ECO	ND SUB-DIVISION				,	λ			EASTWARD.
THIRD CLASS	5.	FIRST CLASS.	9-9-		÷		tle,	Ti T-1- N- 410					FIRST CLASS.	1	THIR	D CLASS.
	923	44	43 4	441	l, Scale s and	mbers	a .	Time Table No. 41G May 30, 1915	o m	ty of	442	444		92	24	
	Way Freight	Passe Bellin	enger Pa	assenger	er, Fue n Table	ion Nu	ance fro	Succeeding No. 41F	ance fr	Capaci	Passenger	Passenger Bellingham		W. Frei	ıy ght	
	Ex. Sun.	Da	aily	Daily	Wat Turi Wye	Stat	Distar King	Telegraph Offices and Calls	Dist	Car	Daily	Daily		Ex.	No.	
	L 8.00AM				WCOT	C F 31		MIDDLE YARDP						A 3.	45PM	
	8.15	L 4:	20PM L1	O.OOAM			0.0	UDSEATTLEDN King Street Station 1.4	12.2		A 2.15M	A 8.30PM		3.	15	
	8.22	4.	25 1	0.05		,	1.4	END DOUBLE TRACK	10.8		2.06	8.23		3.0	D5	
							2.6		9.6							
	s 8.32	1 4.	34 1	0.14	wo	C F 35	4.0	BAD	8.2	No Sdg.	1.58	1 8.14		s 2.	55	
							5.1	P. S. T. L. & P. CO. CROSSING	7.1							
	s 8.42	s 4.	.43 \$1	0.23	w	C F 37	6.9	FRFREMONTD	5.3	45	s 1.48	s 8.04		s 2.	38	
	s 8.50	s 4.	52 51	0.32		C F 39	8.7	BKD	3 5		1.39	s 7.55		s 2.5	30	
	A 9.00AM	A14.	.58PM A1	0.38PM		C F 42	12.2	KEITH	0.0	Spur 13	L 1.32PM	7.48PM		Ls 2.	LOPM	
	Ex. Sun.	Da	ily	Daily							Daily	Daily		Ex.	No.	
	1.00		.38	.38				Time Over Subdivision			.43	.42		1.	35	
	13 0	19	0.2	19.2				Average Speed Per Hour			16 8	17.4		8	4	

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

- 1. YARD LIMITS.—Indicated by signs at proper locations.
- 2. REGISTERING STATIONS .- Middle Yard, King Street Station, Seattle.
- 3. BULLETIN STATIONS .- Middle Yard, King Street Station, Seattle.
- 4. STANDARD CLOCKS .- King Street Station, Seattle.
- 5. SPEED RESTRICTIONS.
- is 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 Station is Time Table Station for that point, siding is located one-half mile east of station.

COMMERCIAL SPURS

Distance from	m King S	treet Station	, Seattle	1	Distance	from I	nterbay	
STATIONS	Miles	How Connected	Car Capacity	STATIONS	Station Number		How Connected	Car Capacity
Edgewater	7.2	1 E	8	Ballard	B-5	2 7		50
Latona	8.7	1 E	4	Ballard to				
Wood Spur	11.2	1 E	16	Fremont		2.3	<u></u>	
Flaherty	11.6	1 W	7					

SPECIAL RULES.

9. SPEED RESTRICTIONS.

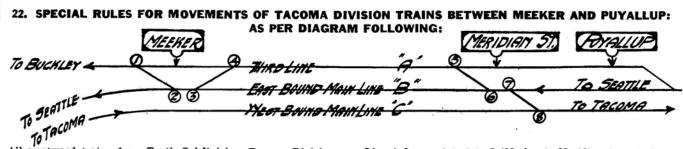
8PEED ELSTAIGHOUS. 4 miles per hour through transfer track over G. N. crossing at Clay Street. 6 miles per hour at Public Road crossing leading to G. N. dock at Smith Cove, also keep vigilant lookout for trains and

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

SEATTLE TERMINAL.

- 11. All trains will move under full control and be prepared to stop approaching and passing over wye switches at Spokane
- 12. 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 Middle 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 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 Middle 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.
- 14. 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.
- 15. 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.
- 17. 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.

- 18. Overhead bridge at Thirteenth Avenue West, located 1/2 mile west of Interbay station does not clear man on top of high cars.
- 19. 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. 20. 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.
- 21. 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.
- 22. Freight trains containing cars loaded with logs must not be run via King Street Station tunnel.



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

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 2 for

1. 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.

- 2. 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. P. S. T. L. & P. Co. crossing 1.1 miles west 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. O.-W. R. & N. crossing 1 mile west of Tidewater on drawbridge line, O.-W. R. & N. crossing 0.3 mile west of Tacoma on freight double tracks, 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.

4. 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, highere 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

SALMON BAY BASCULE DRAWBRIDGE, BETWEEN INTERBAY AND FREMONT.

Distant signal located near electric line crossing east of Drawbridge, in horizontal position indicates home signal in stop position. Distant signal 45 degrees upward indicates route is clear for Ballard. Distant signal 90 degrees upward indicates route clear for Fremont. Home signal locate deast of Drawbridge is equipped with two arms; upper arm controls movement to Fremont, lower arm, movements to Ballard.

Approaches to Drawbridge from west and from Ballard line are controlled by home signals only.

RULES GOVERNING INTERLOCKING PLANT AT NORTH PORTAL OF TUNNEL AT SEATTLE.

All signals located at right hand 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

The home signal is the semaphore 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

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 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,

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

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.

7. 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 positions 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)

Auburn Yard Office (S) Auburn Station (S) M. W. KARSHNER, Puyallup (S)

S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.
B. E. HOYE, Auburn
WM. H. BRANDT, Auburn
WM. G. CAMERON, Specialist, 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

