# NORTHERN PACIFIC RAILWAY COMPANY.

**PUGET SOUND DIVISION.** 

TIME



TABLE

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

SUNDAY, SEPTEMBER 19, 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.

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WE	STWARD	Acc. 250		***						FIR	ST-SUE	BDIVIS								,					
. 5	Time Table 41L				1	1	T :	1		1	1	Ι	1	CLASS		1	1	Ι		T	T	1		1	·
Scale ad Wy bers	September 19, 1915	g	437	563	425	415	403	421	407	405	511	595	569	457	465	417	459	445	413	423	449	597	439	429	455
Fuel, oles al Num	Succeeding No. 41K	— lori		Passenger			Passenger																		
Water, ] Turntab	STATIONS	-tane	Daily No. 31		Daily Gt. Nor.	Daily No. 41's	Daily No. 317's	Daily Grava	Daily Seattle	Daily No. 4	O-W R & N	Daily No. 3's	O-W R & N	Daily	Daily Puget	No. 42	Daily	Daily NorthBend	Daily Seattle	Daily Grays	Daily No. 2	Daily Kanaskat	No. 1 Con.	Daily	Daily
Twa Sta	Telegraph Offices and Calls	ü	Spokar Limite	e   Portland	Gt. Nor. No. 27 Tacoma.	Con. Puget Sound Ltd.	No. 317's and Buckley Line Conn.	Grays Harbor Limited	Seattle Portland Express	No. 4 Atlantic Express	O-W R & N Shasta Limited	No. 3's Con. N. P. Express	O-WR&N Ore&Wash Express	Gt. Nor. Portland	Sound Express	No. 42 Miss'p. Val Limited	Gt. Nor. Portland	Accommo- dation	& Portland Special	Harbor Express	No. 2 No. Coast Limited	Accommo- dation	No. 1 Con. No. Coast Limited	Gt. Nor. No. 1	Gt. Nor. Portland
TW	E UDSEATTLEDN King Street Station	0	.0 L12.10	)AM	L 6.00M		L 6.45AM	L 7.45AM	L 8.00AM	L 8.20A				L11.154	L12.20PM	L 3.35M	L 3.45PM	L 4.00PM	L 4.15PM		L 7.10PM			L 8.35M	L10.45PM
WC CF	0.8 SECOND AVE. YDP	0	.8			-					-														
OT 31 CF 27	O.W.R.&N.andC.&P.S.R.R. Crossings	9 3	.2 12.19	9	6.09		6.53	7.54	8.09	8.28				11.24	12.29	3.44	3.54	4.09	4.24		7.18			8.44	10.54
	C.M. & St.P.R.R. Crossing	Seat 10	0.0		-	-			100																
Y C F	BIBLACK RIVERDN	10	.8 12.30	)	6.18		f 7.03	8.04	8.19	8.38				11.34	12.40	3.54	4.04	As 4.20PM	4.34		7.28			8.54	f11.04
C F	ORILLIA	12	1.2				f 7.05	-																	
C F	O'BRIEN	14 88 14	.2				f 7.07																		
C F	KNKENTD	0.0	12.4	)	6.25		• 7.10	8.12	s 8.30	8.47				f11.44	\$12.50	4.03	f 4.14		1 443		7.35			9.04	f11.12
C F	1.4	18 18	.2				f 7.13																		
C F	CHRISTOPHER	Statio	0.6				1 7.15																		
C F	AUAUBURNDN	21	.5 s12.4	3	6.32		s 7.18 7.30	8.20	s 8.40	\$ 8.55				f11.53A	s 1.00	s 4.10	f 4.23		s 4.51		s 7.45			9.14	f11.20
A 22	GREAST AUBURNDN	A 22	.4 A12.5	SAM		L 7.10A				A 9.00A						A 4.15PM					As 7.50PM		L 7.35PM		<del></del>
Y CF	O.9 AUAUBURNDN	¥ 21	.5		6.32	s 7.15	s 7:18 7:30	8.20	s 8.40			-		f11.53AM	5 1.00		f 4.23		s 4.51				7.40	9.14	f11.20
C <sub>F</sub>	H.9DIERINGER	26	5.4	_	6.40	s 7.23	7.30 f 7.38	8.27	f 8.50		·	ļ		f12.03PM	1.11		4.32		5.00				7.50		11.29
$\frac{4}{CF}$		29	0.0		6.44	· 7.28	5 7.43	8.31	s 8.55					f12.09	s 1.18		f 4.36		f 5.05			-	s 7.55	9.30	s11.34
WY 1966		30	0.6		6.46	7.33	7.46	8.33	8.58			L10.274		12.12	1.21		4.39		5.08			L 6.40PM	7.59	9.34	11.37
1967	PYPUYALLUPDN	高 31	.9		0.10	5 7.38	s 7.55	s 8.37	s 9.05			\$10.32		112.17	s 1.30		f 4.43		s 5.15			s 6.50	s 8.04	9.38	f11.42
1972	RNRESERVATIONDN J	38		L12.33A	7.00	7.50	8.07	8.50	9.18		L10 38M	10.45	L12.05PM	12.30	1.45		4.53		5.28			7.00	8.20	9.50	11.55PM
	OW.R. & N. Co. Crossing	38																							
	RIYER STREETP	39			_	9			8.		10.45	. e	1010		1.50								9.	ø	
W 1976	2.3		0.1	s1240	Via Drawbridg Line	Via rawbridg Line	A 8.15AM		Via rawbridg Line		s1845	Via awbridg Line	s12:10	Via awbridge Line	s 2.00		Via Drawbridge Line		5.35 5.45			Via Drawbridg Line	ia bridg	Via Drawbridge Line	Via Drawbridg Line
CS2	NXSTADIUMDN	42 42	.4	12.54	raw Li	V Drawl Li		9.06	Draw L		10.59		12.24	Draw!	2.06		I Z W		5.51			raw Li	Via Drawbrids Line	raw Li	rawt
CS234	WURYANDN	50 A	2.7	A12 55N	M 1	-		A 9.07AM	_		A11.00A	-	A12.25PM	-	A 2.07PM				A 5.52PM			<u> </u>	-	L L	
/ 1972	RNRESERVATIONDN	38	.3		7.00	7.50			9.18			10.45		12.30			4.53					7.00	8.20	9.50	11.55PM
	0W.R. & N. Co. Crossing	38													_										
	OW. R.& N. Co. Crossing	38		Bay			f Bay	Вау			Bay		f Bay		f Bay				f Bay						
	OW.R.& N. Co. Crossing	39		Via ad of			Via Head of	Via Head of			Via Head of		Via Head of		Via Head of			[	Via ad of	let.					
W 1976	QDN 4.6	ock 00 40	.4	Hea	A 7.05AM	A 8.00M	H	Hea	s 9.25 9.35		He	A10.50AM	, E	\$12.35 12.45	He		s 5 00 5 05		He	L 5.50PM		A 7.05PM	A 8.30PM	A10.00PM	\$12.01AM 12.10
WS 1981		Auto Big	.0						As 9.50M					A 1.00PM			A 5.19PM			A 6.05PM					A12.25AM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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

.50

32.0 14.1 37.2 23.8 31.0 31.2 26.9

1.30

1.17

1.40

.40

33.6 14.1

.17

.23

.15

25.2 16.0 28.8 26.4

1.35

1.05

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).
 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 through crossovers and entering sidings.
 16 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 switchender 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.

.17

.42

Time Over Subdivision

Average Speed per Hour

1.27

30.0 30.3 29.4 18.4 33.6

. 15

.40

. 25

23.5

. 55

22.2

1.25

28.8

1.31

29.4

. 20

1.37

.40

33.6

1.29

- 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.
   In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.
   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.
   Position of "Wave" switches et Auburn will be ascertained before using. Normal position of switch at head of the wee at
- opposing passenger trains.

  17. 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.

11	WI	EST	WARD			,			,				FIRS	r sub-	DIVISI	ON.				,								
∥⁼		1	Time Table 41L			FIRST	CLASS				SEC	OND CL	ASS							T	HIRD CL	ASS			,			
-	W y		September 19, 1915			401		683	673	681	689	699	677	691	679		943	935	997	963	971		1					
	a and		Succeeding No. 41K		from	Passenger		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight		Way Freight	Way Freight	Way Freight	Way Freight	Way Freight							
ll'	tables on Nu		STATIONS		ance	Daily		Daily	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily		Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.							
	Turntak		Telegraph Offices and Calls		Dist	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		Gt. Nor. Tacoma	Belt Line Freight	Gt. Nor. Portland	Nor. Pac. Centralia	From Tacoma Division							
1 7	w	-	(UDSEATTLEDN King Street Station 0.8	ē	0.0	L11.59M											L 2.00M											
	W C F		SECOND AVE. YDP	Yaı	0.8				-	L11.50AM	L 3.00PM	L 5.15P	-										-					
-	31	Midd	MIDDLE YDP	ladie									L 6.45P					L 8.15AM										
	C 1	go and	O.W.R.&N.andC.&P.S.R.R. Crossings 6 8	rgo & M	3.2	12.09AM				11.59AM	3.09	524	6.58				2.20	8.30										
1	Y	t.	C.M. & St.P.R.R. Crossing	en A	10.0																					1		
1	C F	nd be	BIBLACK RIVERDN	etwe	10.8	12.20			L 4.40M	12.15PM	3.25	5.40	7.13				2.45	A 8.45M					-					
$\parallel$	C F	- 8	ORILLIA	nd b	12.2									-														
	C F	3	2.1	ည်း မြ	14.2																							
	C F		1.0	8 e		112.30			4.52	12.25	3.35	5.50	7.25				s 3.10						=					
-	C F 13 C F	Di Di	THOMAS1.4	TIC street,	18.2																			_	-			
⊪	11	1 5	AUAUBURNDN	<b>■</b> 02		f12.40			A 5.10AN	A12.35PM	A 3.45PM	A BOOM	A 735M				s 3.45							_				
, II-	C F	• 4	0.9	1 1 1 2 E		112.40			A 0.10	#12.30m	A 3.40.	A 0.00	A 1.50						ļ									
	A 22	. # a	0.9	AΦ & Ho																								
$\parallel_{-}$	Y CF	<b>#</b> = 1	AUAUBURNDN 4.9	Ę	- 1	f12.40		L 4.00A							L 9.45PM		s 3.45											
_	C F	F2 .	DIERINGER	+		12.50		4.15							10.00		4.00											
_	W 196	M E	SNSUMNERD	<u> </u>		112.55		4.22							10.05		4.05				110.40**							
	W 196	Oğl	MEEKERP 1.3 PYPUYALLUPDN	<u> </u>	30.6	1.00 s 1.05		4.27							10.08		4.15 s 4.30				L12.40PM							
-11-	197	La	6.4 RN. RESERVATIONDN	<b>F</b>	38.3	1.20		4.47						L 9.25PM			A 4.50A				1.32 465 1.55							
╟	-	n an	0.2 O.=W.R. & N. Co. Crossing		38.5	1.20		7.71	·														ļ		-			-
-		vatio	0.5 RIVER STREETP	t .	39.0																A 2.00PM			-	-			
11-	W 197	Reser	QTACOMADN	×		s 1.30		A 5.00AM						9.30	10.45				9,		2.00%	_		-	-			
-		bet. ]	0.3	-	40.4	* 1:30 1:40		0.00							10.45 11.15				/ia /bridge ine					-	-			
11-	CS	an,	0W. R.& N. Co. Crossing 2.0 NXSTADIUMDN 0.3		42.4									9.45	11.30				Via Drawbi Lin					-	-		<u> </u>	
$\parallel$	- CS		0.3   WURYANDN	F E		A 1.50AM								A 9.46PM				-						-	-			
-	197		RNRESERVATIONDN	S. S.	_														L 7.30AM					-	-			
⊪	_	tadiu	0.2 0W.R. & N. Co. Crossing 0.3	-	$\frac{38.3}{38.5}$										_		,							_	-			
⊪	-	S uee	OW.R.&N.Co. Crossing		38.8	Bay		Вау						Вау	f Bay													
-		betwe	0.9 0W.R.&N. Co. Crossing 0.7		39.7	Via Head of		Via Head of						Via Head of	Via Head of													
11-	V 197	ept	QDN 3.6	ck	40.4	Hea		Неа						Неа	Ξ.				7.35	L 5.00A							-	
V	S 198	Ex	SUSO. TACOMADN	Blo	45.0										ľ				A 8.00AM	A 5.45M								
						Daily			Ex. Mon.				Ex. Sun.	Daily	Daily			Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.							
╢-			Time Over Subdivision  Average Speed per Hour			25.2		1.00	.30	.45	.45	.45	25.5	.21	1.16		2.50	20.0	12.6	6.1	6.3							
11			-21-01 and Operat her Hour			20.2		18.5	22.8	27.6	27.6	27.6				E ČLASS					0.0			1				

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

- 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.
- 2. 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.
- 4. No. 598 connect with 413 at Puyallup.
- 5. No. 450 connect with No. 597 at Puyallup, with No. 440 at Auburn and with No. 2 at East Auburn.
- 6. 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.
- 9. 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.
- 16. All westward N. P. trains come to full stop at O.-W. R. & N. connection located ¼ mile west of Reservation and will not pro-
- ceed unless track is clear and switches in proper position.

  17. All westward trains will approach extreme east crossover at new location of telegraph office Reservation, where train from drawbridge line crosses over to eastward main track, under full control and not proceed until track is known to be clear and signal received from operator.
- and signal received from operator.

  18. BULES 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.

  19. 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.

							1				FIRST	SUB-D	IVISIO	N										EA	STWA	RD.
		Time Table 41L	1											FIF	RST CLAS	SS										
_		September 19, 1915 Succeeding No. 41K	Jo	438	564	402	460	416	436	596	446	406	410	466	408	562	458	418	424	598	430	512	440	450	422	434
from		Succeeding No. 41K	reity	Passenger Daily	Passenger	Passenger Daily	Passenger	Passenger Daily	Passenger	Passenger	Passenger	Passenger	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger	Passenger Daily	Passenger	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
tance an.		STATIONS	r Cap	318's Connection	Deartie	Portland Seattle	Gt. Nor. Portland	No. 41 Puget	No. 317 Spokane	No. 4's con- nection via Buckley	NorthBend accommo-	No. 3 Northern Pacific	Buckley Line	Puget Sound	Portland Seattle	O-WR&N Seattle	Gt. NOI.	No. 42's connection Mississippi	Grays Harbor	Kanaskat accommo-	No. 2	O-WR&N Shasta	No. 1 North Coast Limited	No.2's and Buckley Line	Grays Harbor	Evergreen State
Distar Ryan.		Telegraph Offices and Calls	Car	Spokane Limited	Express	Express		Sound Limited	Limited	Line to Kanaskat	dation	Express	connection	Express	Express	Passenger	Portland	Mississippi Valley Limited	Express	dation	Tacoma	Limited		connection	Limited	Limited
42.7	uburn	UDSEATTLEDN King Street Station 0.8				A 6.50A	A 7.30A	# 8.00AM	A 8.15AM		A10.25	A10.30AM	A11.40AM	l	A 2.10PM		A 4.15PM	4	A 6.10PM		A 7.10P		A 8.30PM		A10.10PM	A10.45P
41.9	ıt A	SECOND AVE. YDP																								
39.5	d Eas	O-WR&NandC&PSRR cros.	tte			6.35	7.17	7.48	8.03		10.12	10.17	11.27		1.58		4.03		5.55		6.56		8.17		9.58	10.32
32.7	n an	C. M. & St. P. R. R. Cros.	Z. Sea																							
31.9	Aubur	BIBLACK RIVERDN	20	İ		6.20	f 7.06	7.35	7.50		L 9.58AM	10.02	11.14		1.46		3.51		5.42		6.45		8.00		9.47	10.18
30.5	en	ORILLIA	5 Spur				-	-					f11.08						f							
26.4	betwe	2.1 KNKENTD	0 90		-	f 6.07	s 6.56	7.23	7.40			9.52	\$11.05		f 1.36		f 3.40		s 5.32		6.34		7.50		f 9.38	10.10
24.5	and	1.9 THOMAS	g 8 Spur		-		-						f11.00						f							
23.1	ine,		4 Spur																f	· ·						
21.2	dge 1	AUAUBURNDN	70			f 5.53	s 6.45	s 7.10	5 7.30 7.23			s 9.42	s10.54		s 1.25		f 3.30		5 5.22		6.24	,	s 7.42		5 9.29	10.02
22.1	awbri	GREAST AUBURNDN	35	A12.48				L 7.07AM	L 7.20M			L 9.37A						A 4.10PM					L 7.30PM	A 7.45PM		
21.2	¥ (	AUDN 4.9	70	s12.45		f 5.53	s 6.45						s10.54		s 1.25		f 3.30	s 4.05	5 5.22		6.24			s 7.40	s 9. <b>2</b> 9	10.02
16.3	BAC o	DIERINGER	No Sdg.	112.38	-	5.42	6.34						s10.44		1.16		3.23	3.56	s 5.12		6.12			7.29	9.17	9.54
13.7	acon	SNSUMNERD	No Sdg.	s12.33		s 5.37	s 6.30						s10.40		s 1.11		f 3.19	s 3.53	s 5.08		6.08			f 7.24	s 9.13	9.50
12.1	Dd J	MEEKERP	70	12.28		5.30	6.26			A 8.19A			10.35		1.06		3.16	3.48	5.03	A 5.25PM				7.19	9.08	9.46
10.8	<b>D</b> a	6.4	70	\$12.25		s 5.27	s 6.23			s 8.15			\$10.32 10.27		s 1.03		f 3.14	s 3.45	s 5.00	s 5.20	6.03			s 7.16	5 9.05	9.44
4.4	rvatio	RNRESERVATIONDN 0.2 OW.R. & N. Co. Crossing	No Sdg	12.14	A 4.52AM	5.15	6.10			8.04			10.15		12.49	A 1.45PM	3.04	3.34	4.45	5.05	5.50	A 6.50PM		7.05	8.54	9.34
4.2	Rese	0.5RIVER STREETP	- 500																							
3.7	een	1.1	500				. 8								2		9.									
2.6	) pet	QTACOMADN		L12.10AM	* 4:45	5.10 5.00	Via Wbrid			L 8.00A			L10.10AM		Via Iwbrids Line	s 1.40 1.35	Via Wbridg Line	L 3.30PM	s 4.40 s 4.30	L 5.00PM	L 5.45M	6.45 6.40		L 7.00PM	8.50 8.40	s 9.30 9.20
0.3	yan,	NXSTADIUMDN	No Sdg.		4.29	4.51	Dray								Draw	1.26	Draw L		4.21			6.31			8.33	9.13
0.0	nd R.	WURYANDN	No Sdg.		L 4.28M	L 4.50A										L 1.25PM			L 4.20PM			L 6.30PM			. 8.32M	L 9.12PM
6.7	m a	RNRESERVATIONDN 0.2	No Sdg.				6.10								12.49		3.04									
6.5	Stadiu	OW.R. & N. Co. Crossing		5	Вау	à				2			5			>		2	5	>	5	2		2	<u> </u>	à
6.2	nee 8	OW. R. & N. Co. Cross. 0.9 OW. R. & N. Co. Cross.		a of Bay	of B	ia of Bay				la of Bay			ia of Bay			a of Bay		of Ba	la of Bay	a of Bay	la of Bay	a of Bay		ia of Bay	of Be	la of Ba
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0.0	Ex	Soso. IACOMAbit	70	Daily	Daily	Daily	L 5.45 M 963 Daily	Daily	Daily	Daily	Daily	Daily	Daily	L12.08PM s Daily	L12.20PM s Daily	Daily	L 240PM	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		Time Over Subdivision		. 38	.19	1.50	1.40	. 53	. 55	. 19	27	. 53	1.30	.17	1.40	.15	1.30	.40	1.40	. 25	1.25	. 15	1.00	. 45	1.28	1.23
1		Average Speed Per Hour	1	30.6	12.6	23.4	EASTW			30.0 E SUPER	23.8 IOR TO		27.6 OF THE	16 2 SAME CI	26.9 ASS IN	16.0	29.8 POSITE D	29.1 DIRECTIO	25.6 N.	22.8	27.6	16.0	22.6	26.0	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."

2. "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

- 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

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

- All movements are governed by DISTANT and HOME SIGNALS, located as follows: "Distant Signals," 1300 feet WEST of Crossing, and 4,000 feet EAST of Telegraph Office at Reservation. "Home Signals," 500 feet from Crossing.
- "Downf Signals," but feet from Crossing.
  "Dwarf Signals" govern movement on track known as "St. Paul & Tacoma Lumber Co.'s lead," are located 500 feet from Crossing.
  Derailing switches, located 55 feet beyond Home and Dwarf Signals, and will be in derail position when signals are at "Stop" position.

#### INDICATIONS

- 90 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 flag through interlocking district.
- 7. MOUNTAIN GRADE.—Fifteenth Street, Tacoma, to 21/2 miles west.
- Speed of passenger trains must not exceed 30 miles per hour and speed of freight trains must not exceed 20 miles per hour on descending grade between Bailey Street and Pacific Avenue, Tacoma. Rule No. 93 must also be strictly observed.
- 9. The normal position of double track switch at South Tacoma is for eastward trains.
- 11. Trains will approach crossover switches on double track between Reservation 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.
- 12. 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.
- 13. 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.

										FIRS	ST SUB	-DIVISION									EAST	WARD
	Winner Webbe 441		FIRST	CLASS				SEC	OND CLA	lss.			1 -		THIRD	CLASS.						
_	Time Table 41L September 19, 1915	of	426	456	672	680	692	678	682	688	674		972	964	998		944					
from	Succeeding No. 41K	city	Mail	Passenger	Freight	Freight	Freight	Freight	Freight.	Freight	Freight		Way Freight	Way Freight	Way Freight	Way Freight	Way Freight					
псе	STATIONS	Caps	Daily	Daily	Daily	Daily	Daily	Ex. Sun.		Ex. Sun.	Ex. Sat.			Ex. Mon.	Daily	Ex. Sun.	Daily					
Dista	Telegraph Offices and Calls	Car (Sidin	Gt. Nor. No. 28	Gt. Nor. Portland	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	Tacoma Gt. Nor.					
42.7	Calls ( UD SEATTLEDN		Tacoma	A11.15PM		-					Freight						A 8.00PM		_			
	UD SEATTLEDN King Street Station 0.8															8						
41.9	SECOND AVE. YDP					A 6.45AM																
41.8	P				A 5.00AM			A10.45M								A 5.15PM						
39.5	O-WR&NandC&PSRR cros.		10.43	11.03	4.45	6.30		10.30								5.00	7.45	V 4				
32.7	6.8 C. M. & St. P. R. R. Cros.																		_			
31.9	BIBLACK RIVERDN	20	10.33	10.49	4.30	6.15		10.15			A 9.57PM					L 4.45PM	7.25					
30.5	1.4 ORILLIA	5 Spur																	_			
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16.3	Hg 2.6	No Sdg.	10.08	10.25		5.35			4.36	7.06							6.20					
13.7	SNSUMNERD	No Sdg.	10.04			5.30			4.30	7.00							s 6.15					
12.1	D = 1.8	70	10.01	10.17		5.25			4.25	6.55			A 4.00AM				6.10					
10.8	PYPUYALLUPDN H		9.59	f10.15		5.20			4.20	6.50			3.45				s 6.05					
4.4	RNRESERVATIONDN	No Sdg.	9.49	10.04		4.55	A 4.05AM		4.05	6.35			3.10				L 5.35PM					
4.2	OW.R. & N. Co. Crossing																					
3.7	RIVER STREETP	500							4.00PM	L 6.30PM			L 3.00AM	A 3.45PM								
2.6	QTACOMADN		L 9.45™			s 4.45 3. <b>3</b> 0	4.00							3.40					_			
2.3				ridge		3.30									eridge				_			
0.3	NXSTADIUMDN	No Sda		Via Drawbri Line		3.10	3.40								Via awbri Line				_			
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6.7	RNRESERVATIONDN			10.04											A 2.20PM							
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0.0	SUSO. TACOMADN	70	Ŧ	\$10.00 9.55 \$9.40PM		-									1.45PM				_			
	<u> </u>		Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Fy Sun	Ev Sun	Fr. Sat		Ex. Sun	Ex. Mon.		Ex. Sun.	Daily					
	Time Over Subdivision		1.10	1.30	1.00	3.21	.26	1.00	.50	.50	.27		1.00	.15	.35	.30	2.25					
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- 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 Sectile bound trains. attle bound trains.

# RULES GOVERNING OPERATION OF DRAWBRIDGE LINE

- RULES GOVERNING OPERATION OF DRAWBRIDGE LINE

  4. Between Reservation and Fifteenth Street Tower at Tacoma, enginemen and conductors will obtain card order at Fifteenth Street Tower or Reservation as authority to use Drawbridge line. Drawbridge Card Form "A" will govern movement from Reservation to Fifteenth Street. Drawbridge Card Form "B" will govern movement from Fifteenth Street to Reservation. This bridge card to be delivered to operator at Reservation or Fifteenth Street.

  5. 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.

  6. 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.

  7. 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 passenger station after stop has been made, will

- 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 cov Reservation.

WESTWARD.						SE	co	ND SUB-DIVISION.						EASTWARD.
THIRD CLA	iss.	FIRST CLASS.			es,		ttle	Time Table No. 41L		ļ		RST CLASS.	TH	IIRD CLASS.
	923	4	143	441	Scale and	nbers	B S	September 19, 1915	y of	442	444		924	
	Way Freight	Pa. Bei	ssenger	Passenger	r, Fuel Table	on Nur	st. Sta	Succeeding No. 41K	Capacit	Passenge	r Passenger Bellingham		Way Freight	
	Mon., Wed.		Daily	Daily	Wate Turn Wyes	Stati	Distance King St. 8	STATIONS Telegraph Offices and Calls	Car Car Sidin	Daily	Daily		Tue., Thur.	-
	<b>L</b> 8.00AM				WCOT	C F 31		MIDDLE YARDP	_				A 3.45PM	
	8.15	L	4.20M	L10.00AM			0.0	UDSEATTLEDN 12 King Street Station 1.4	.2	A 2.15	A 6.OOPN		3.15	
	8.22		4.25	10.05			1.4	END DOUBLE TRACK 10	.8	2.06	5.55		3.05	
							2.6		.6					
	s 8.32	t .	4.32	10.12	w o	C F 35	4.0	BAD 8	.2 No Sdg.	1.58	1 5.49		s 2.55	
							5.1	P. S. T. L. & P. CO. CROSSING 7	.1					
	s 8.42	5	4.39	s10.19	w	C F 37	6.9	FRPREMONTD 5	.3 45	s 1.48	s 5.42		s 2.38	
	s 8.50	S	4.44	s10.24		C F 39	8.7	BKD 3.5	.5	1 1.39	s 5.37		s 2.20	
	A 9.00AM	At	4.51PM	A10.31AM		C F 42	12.2	KEITH0	.0 Spur 1	3 L 1.32	1 5.30PM		Ls 2.10PM	
	Mon., Wed. and Fri.	1	Daily	Daily						Daily	Daily		Tue., Thur and Sat.	
	1.00		.31	.31				Time Over Subdivision		.43	.30		1.35	
	13.0		24.0	24.0				Average Speed Per Hour RAINS OF THE SAME CLAS		16.8	24.4		8.4	

- 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.
- STANDARD CLOCKS .- King Street Station, Seattle.
- 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 Station is Time Table Station for that point, siding is located one-half mile east of station.

# **COMMERCIAL SPURS**

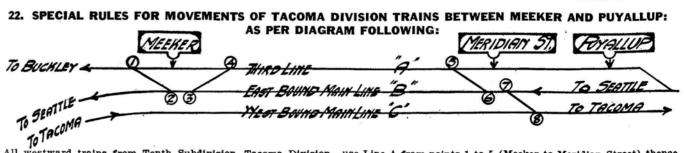
Distance from	m King S	treet Station	, Seattle		Distance	from I	nterbay	
STATIONS	Miles	How Connected	Car Capacity	STATIONS	Station Number	Miles	How Connected	Car Capacity
Edgewater	7.2	1 E	8	Ballard	B-5	2.7	·	50
Latona	8.7	1 E	4	Ballard to				
Wood Spur	11.2	1 W	16	Fremont		2.3		
Flaherty	11.6	1 W	7					

# SPECIAL RULES.

# 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
- 10. 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.
- 11. All trains will move under full control and be prepared to stop approaching and passing over wye switches at Spokane
- 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.
- 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.
- 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.
- 16. 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 ½ 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.
- 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 8 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.

- 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 0.5 mile west of Reservation on drawbridge line, interlocked. O.-W. R. & N. crossing 1.04 mile west of Reservation 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.

# 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 feet in height.

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, 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.

#### 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)

B. E. HOYE, Auburn WM. H. BRANDT, Auburn Auburn Yard Office (S) Auburn Station (S) W. KARSHNER, Puyal-

S. W. MOWERS, Chief Surgeon, Western Div., Tacoma. 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 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

