# NORTHERN PACIFIC RAILWAY COMPANY.

**PUGET SOUND DIVISION.** 

TME



TABLE

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

SUNDAY, AUGUST 19, 1917

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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W	ES1	TWARD										FIR	ST-SUE	BDIVIS	ON												
		Time Table 42													FIRST	CLASS											
ter, Fuel, Scales, rntables and Wyes	2	August 19, 1917			401	403	405	407	413	415	417	421	423	425	429	437	439	445	449	455	457	459	465	511	563	569	595
sel, S	g	Succeeding No. 41S		from	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenge	Passenger
table	Z	STATIONS		ance tle	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily .	Daily	Daily	Daily	Daily	Daily
Wate	Station Numbers	Telegraph Offices and Calls		Dist	Seattle Portland Express	No. 317's and Buckley Line Conn.	No. 4 Atlantic Express	Seattle Portland Express	& Portland Special	No. 41's Con. Puget Sound Ltd.	No. 42 Miss'p.Val. Limited	Grays Harbor Limited	Grays Harbor Express	Gt. Nor. No. 27 Tacoma.	Gt. Nor. No. 1	No. 318 Spokane Limited	No. 1 Con. No. Coast Limited	NorthBend Accommo- dation	No. 2 No. Coast Limited	Gt. Nor. Portland	Gt. Nor. Portland	Gt. Nor. Portland	Puget Sound Express	O-W R & N Shasta Limited	O-WR&N Portland Express	O-WR&N Ore&Wash Express	No. 3's Con. N. P. Express
TW	1	King Street Station		0.0	L11.59PI	L 6.45M	L 8.20	8.00M	L 4.15P		L 3.35P	L 7.45	4	F 6.00M	L 8.35M	L12.104	1	1.00PM	L 7.10P	L10.45P	L11.15M	L 3.45PM	L12.20P	•			
	F	SECOND AVE. YDP	)	0.8	·			·				-					-					-					
C	31 2 F 27	2.4 ARGOP O.W.R.&N.andP.C.&R.R. Crossings	_	3.2	12.09M	6.53	8.28	8.09	4.24		3.44	7.54		6.09	8.44	12.19		1.09	7.18	10.55	11.24	3.54	12.29				
-	- 1	6.8 C.M. & St.P.R.R. Crossing	eatt	10.0				ļ	-								-										. 4%
YC		BIBLACK RIVERDN	, t	10.8	12.20	1 7.03	8.38	8.19	4.34		3.55	8.04	-	6.18	8.54	12.30		As 1.20PM	7.28	f11.06	11.34	4.04	12.40				-
C	21 F	ORILLIA	Stre	12.2		t 7.05	-											-									
C	19 F 17	2.0 O'BRIEN	Igate	14.2		f 7.07																					
C	F 15 5	KNKENTD	DCK B	16.8	f12.30	• 7.10	8.47	s 8.30	1 4.43		4.05	8.12		6.25	9.04	12.40			7.35	f11.15	111.44	1 4.14	<b>\$12.50</b>				
0	F 13	THOMAS	BE	18.2		1 7.13																					
- c	F 11 8	CHRISTOPHER	Statio	19.6		f 7.15																					
0	F F	AUAUBURNDN	reet	21.5	112.40	• 7:18 7:30	s 8.55	s 8.40	s 4.51		s 4.15	8.20		6.32	9.15	<b>12.48</b>			s 7.45	f11.24	f11.53A	1 4.23	s 1.00				
Ā	22	GREAST AUBURNDN	A Q	22.4			A 9.00M			L 7.10M	A 4.20PM					A12.52	L 7.32P		A \$ 7.50PM		* **	7.		-		-	
YC		AUDN	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	21.5	112.40	7.18 7.30		s 8.40	s 4.51	s 7.15		8.20		6.32	9.15		7.37			f11.24	f11.53A	f 4.23	• 1.00				
C	F H	DIERINGER	90	26.4	12.50	1 7.38		f 8.50	5.00	5 7.24		8.27		6.40	9.27		7.49			11.32	f12.03PM	4.31	f 1.11	-			
C	F P	SNSUMNERD	bet	29.0	f12.55	• 7.43		s 8.55	s 5.05	• 7.30		8.30		6.44	9.32		• 7.56			s11.37	f12.09	f 4.35	s 1.18				
WY 1		MEEKERP	ept	30.6	1.00	7.46		8.58	5.08	7.37		8.32		6.46	9.37		8.02			11.40	12.12	4.39	1.21				L10.27#
1	967 A	PYPUYALLUPDN	BX	31.9	• 1.05	• 7.55		• 9.05	s 5.15	s 7.43		• 8.36		6.48	9.42		s 8.08			f11.44	f12.17	1 4.42	1.30				10.32
1	972	RNRESERVATIONDN	)	38.3	1.20	8.07		9.18	5. <b>2</b> 8	7.55		8.48		7.00	9.53		8.25			11.54PM	12.28	4.53	1.45	L10 38A	L12.33M	L12.05PM	10.45
		OW.R. & N. Co. Crossing		38.5																							
	- 4	RIYER STREETP	- 1	39.0										_	·.							4					
W 19	976	QTACOMADN		40.1	idge	a ridge		arie April	idge	ridge		s 9.00	L 5.45™	age	ridge		agp.			agpi.	and and a	e api	ridg	1845	·1240	12:18	ridge
CS	2	NXSTADIUMDN	اءِ ا	42.4	Via Drawbrid Line	Via Drawbrid Line		Via Drawbri Line	Via awbrid Line	Via awbri Line		9.06	5.51	Via Wybria Line	Via Drawbria Line		Via Drawbric Line			Via awbrid Line	Via Drawbril Line	Via Drawbrid Line	Via Drawbri Line		12.54		Via awbrid Line
cs	21/2	McCARVER STDN	Stal	42.8	D	ă		Δ,	ď	ā		Af 9.07A	A 5.52PM	. 4	Ď		Δ			۵	۵	ă	ď	A11.00M	A12 55M	A12.25M	ρ
19	972	RNRESERVATIONDN		38.3		8.07		9.18	5.28	7.55				7.00	9.53		8.25			11.54PM	12.28	4.53	1.45				10.45
<del>:</del>	st	OW.R. & N. Co. Crossing	-	38.5						÷		Bay												à	ا د	Bay	
,	- etwee	0.3 OW. R.& N. Co. Crossing 1.6	- 1-	38.8								Via d of Be												Via	'la of Bay	Via ad of B	
W 19	)76 a	QTACOMADN	it i	40.4	1.30	8.15W		9.25 9.35	5. <b>3</b> 5 5.45	A 8.00M		lead	<del></del>	A 7.05M	10.00PM		A 8.30PM			12.01	12:35	5 00 5 05	1:50	Head	Via Head of	Head	A10.50M
W 8 19	- Š	SUSO. TACOMADN		45.0				9.35 As 9.50M				7									12.458 A 1.00PM			-	-		
T_	_	1 1)	-		Daily	Daily	Daily	Daily	Daily	Daily	Daily	- Delle-		Delle	Della:	Dalle	- Dalle	Ew 6						Delle	Della	Delle	Daily
	-	Time Over Subdivision	-		1.46	1.18	.40	1.40	1.35	.50	.45	Daily 1.17	Daily .07	Daily 1.05	Daily 1.25	Daily .42	Daily .58	Ex. Sun.	Daily .40	Daily 1.31	Daily 1.35	Daily 1.29	Daily 1.45	Daily .17	Daily .17	Daily .15	. 23
		Average Speed per Hour	-	一	25.5	31.1	33.6	26.9	28.4	23.8	29.0	31.2	24.5	37.2	28.8	32.0	23.0	30.3	33.6	29.4	28.8	30.0	25.7	14.1	14.1	16.0	
							EAST	WARD T	RAINS A	RE SUPE	RIOR T	O TRAIN		E SAME	CLASS I	N THE C	PPOSITI	E DIRECT	ION.								

	WE	ESTV	WARD										FIRS'	r sub-	DIVISI	ON.											
=	_	1	m: m.11 40	T	Ti	FIRST CL	ASS				SECONI	D CLASS				Ī				THIRD	CLASS			-			
Water, Fuel, Scales,	M W yes		Time Table 42 August 19, 1917			597		673	677	679	681	683	689	691	699	929	943	963	971	997							,
] [3]	Numbers		Succeeding No. 41-S	🗓	· I—	assenger		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Way Freight	Way Freight	Way Freight	Way Freight							
<b>₹</b>	On A		STATIONS	- 90		Daily		Ex. Mon.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Mon.	Daily			-				
11	Station		Telegraph Offices and Calls		A	anaskat ceommo- dation		No. 676 Sumas Freight	Nor. Pac.	Nor. Pac. Portland	No. 603	MDSE. Nor. Pac.	MDSE. Nor. Pac.	O-WR&N Portland Freight	No. 602's Conn.	Everett Local	Gt. Nor. Tacoma	Nor. Pac. Centralia	From Tacoma Division	Gt. Nor. Portland							,
TY	W	9	UDSEATTLEDN King Street Station 0.8	rg.	0.0												L 2.00M	1			-		1				
	W C F		SECOND AVE. YDP	9 48	0.8							L 2.45M	L 5.15P														
		Ř	MIDDLE YDP	ridd											7.15P	1		* 1									
₩_	C F 27	bus og.	O.W.R.&N. and P.C.R.R. Crossings 6 8	reo & M	3.2							2.54	524		7.28		2.20										
11-3	_	- 3	C.M. & St.P.R.R. Crossing	¢ 1	0.0																						
$\parallel$	C F	- P	BIBLACK RIVERDN	1	0.8			L 4.40M				3.10	5.40		7.43	L 3.30P	2.45										
11	C F	)	ORILLIA	P 1	2.2						-												-	-			
11-	C F			M e l	4.2														-			-	_				
11-	C F		KNKENTD		6.3	12		4.52	,			3.20	5.50		7.55	3.45	₃ 3.10										
$\parallel$	C F	P P		Da 1	8.2																						
IJ⋾				E T	9.6					1			<u> </u>														
	C <sub>F</sub>		AUDN 0.9	2 2	1.5			A 5.10A				A 3.30M	A 6.00P		A 8.05PM	A 4.00PM	s 3.45										
$\parallel$	A 22	et.		HOH 2	2.4																		-				
11-3	CF	- 5°,	AUDN	u oj					L 1.30A	L 9.45№	L 4.00W					<del></del>	s 3.45						-	<del>                                     </del>			
	C F	<b>#</b> =	4.9 DIERINGER		6.4				1.50	10.00	4.15						4.00				· ·		-				
$\parallel$	C F	30	SNSUMNERD	-	9.0				s 2.00	10.05	4.22						s 4.05										
Y	2		1.6 MEEKERP	5	- 1	4.47M			2.05	10.08	4.28	<del> </del>					4.15		L11.45A	<u> </u>		_	-				
$\parallel$	196	0 1	1.8 PY PUYALLUPDN	6		4.55			s 2·25	10.13	4.35			ļ			s 4.30		12.35PM			_	<del></del>				
11-	197	2 4	6.4 RN. RESERVATIONDN	E		5.10			2.50	10.30	4.52	<u> </u>		L 9.25%	-		A 4.50W		12.55			_					
╟	_	- 8	0.2 OW.R. & N. Co. Crossing 0.5	bet 3																							
╟	-	- 1	RIVER STREET P	S S	9.0				A 3.00M	10.45	A 5.00M								A 1.00PM			_	-				
-	7 197	Rese	1.1 Q TACOMADN	K	0.1	8 -				10:45				9.30						2 -							
$\parallel$	_	اندا	0.3 OW. R.& N. Co. Crossing		40.4	Via Drawbridg Line														Via Drawbrids Line		_	-	-			
	CS	1 .	2.0	1	2.4	> <u>F</u>				11.30				9.45						7			-			7	
oll-	CS CS	I B	NXSTADIUMDN 0.4McCARVER STDN	<b>#</b> [ ]	2.8	<u> </u>				A11.31PM				A 9.46P								_	-				
<b>′  </b> -	C 8 21/2 197			8 6		5.10								7.401						L 7.30M			ļ				
$\parallel$	_	- ta	RNRESERVATIONDN		8.3																						
-	-	- 10	OW.R. & N. Co. Crossing 0.3	3	8.5	_		<u> </u>		B W	Bay			Bay		,				ļ		_				-	<del></del>
-	-	- etwe	OW.R.&N.Co. Crossing	3	8.8					Via Head of	Via		· ·	No De	-			1				_					
-	197	6 to	QTACOMADN	t ckite	0.4A	5.15PM				I S	Via Head of			Hea	-			L 7.00M		7.35		_	<del></del>				
w	8 198	1 H	SUSO. TACOMADN	Blog	5.0													A 7.45M		8.00M							2.7
			1) •	<u>-</u>		Daily		Ex. Mon.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Mon.	Daily							
		-	Time Over Subdivision			. 25		.30	1.30	1.16	1.00	.45	.45	.21	.50	.30	2.50	.45	1.15	.30							
11-			Average Speed per Hour			23.5		22.8	11.7	16.5	18.5	27.6	27.6	11.4	25.5	21.4	13.8	6.1	6.7	12.6			1	<u> </u>	1		

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

Second column   Second colum										]	FIRST	SUB-D	IVISIO	N										EA	STWA	RD.
August 19, 1917		Time Table 42		l										FII	RST CLA	SS		1								
STATIONS		August 19, 1917	5	402	406	408	410	416	418	422	424	426	430	434	436	438	440	446	450	456	458	460	466	512	562	564
	from	Succeeding No. 41S	eity																							
Table   Tabl	arvei	· STATIONS	Caps	Portland	No. 3	Portland	Buckley	No. 41	No. 42's						No. 317	318's						1				
Second Column   Second Colum	Dist	Telegraph Offices and Calls		Seattle	Pacific	Seattle	Line	Sound Limited	Mississippi Valley Limited	Harbor Limited	Buckley	No. 28	No. 2 Tacoma	State Limited	Spokane Limited	Spokane Limited	North Coast Limited	dation dation	connection	Portland	Portland	Portland	Sound Express	Shasta Limited	Seattle Passenger	Seattle Express
Second Continue   Second Con	42.8	E UDSEATTLEDN King Street Station 0.8		A 6.50M	A10.30M	A 2.20M	A11.40M	A 8.00M		A10.10PM	A 6.10PM	A 9.30M	A 7.10PM	A10.55PM	A 8.15M		A 8.30PM	A10.40M		A11.15PM	A 4.15PM	A 7.30M			21	
1.   1.   1.   1.   1.   1.   1.   1.	42.0	SECOND AVE. YDP																								
State   Stat	39.6	O-WR&N and P C R R Cros.		6.40	10.20	2.10	11.30	7.50		10.00	6.00	9.20	7.00	10.45	8.05		8.20	10.32		11.05	4.05	7.20		-		
Second   S	32.8	0.8	500																							, sie
Second	32.0	4     1.4     5	20	6.25	10.05	1.58	11.16	7.36		9.48	5.46	9.09	6.47	10.30	7.52		8.02	L10.18		10.50	3.53	f 7.08				
The control of the	30.6	2.0	5 Spur								f															
The large residue of the lar	28.6	2.1	0								t															
33.3   1.0	26.5	1.9	90	f 6.10	9.54	1 1.47	\$11.06	7.23		1 9.39	s 5.34	8.58	6.35	10.21	s 7.42		7.51			f10.40	f 3.41	s 6.57				
1.3	24.6	1.4	8 Spur				f11.00				t								,							
Column   C		1.9									f															
Al		0.9		f 5.55		s 1.35	\$10.54				5.22	8.49	6.24	10.12							t 3.30	s 6.45				
13.4   13.5	22.2		35	L	L 9.32M			L 7.07M	A 4.15PM						L 7.20M	A12.50M	L 7.35M		A 7.45P	4						
13.2   13.2   13.2   13.3   13.4   10.4   13.5   13.4   10.4   13.5   13	21.3	Bal  4.9    A	1	f 5.55		s 1.35	s10.54		s 4·10	s 9. <b>2</b> 9	5 5.22	8.49	6.24	10.12		s12.45			s 7.40	f10.33	f 3.30	s 6.45				
13.2   13.2   13.2   13.3   13.4   10.4   13.5   13.4   10.4   13.5   13	16.4	DIERINGER	No Sdg.	5.44		1.26	\$10.44		4.00	9.17	s 5.12	8.43	6.12	10.04		112.38			7.29	10.25	3.23	6.34				
13.2   1.0	13.8	I.6	No Sdg.	s 5.38		s 1.21	\$10.40		s 3.55	\$ 9.13	s 5.08	8.39	6.08	10.00		s12.33			1 7.24	<b>•10</b> ·21	f 3.19	s 6.30				
A	12.2	Ac  1.8   ~	70	5.30		1.16	10.35		3.49	9.08	5.03	8.36	6.05	9.56		12.28			7.19	10.17	3.16	6.26				
1.3   Sig	10.9	6.4	<b>[</b> ]	s 5.27		s 1.13	10:32	:	s 3.46	• 9.05	s 5.00	8.34	6.03	89.54		s12.25			• 7.16	f10.15	f 3.14	s 6.23				
3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8		0.2	No Sdg	5.15		12.59	10.15		3.35	8.54	4.45	8.24	5.50	9.44		12.14			7.05	10.04	3.04	6.10		A 6.50PM	A 1.45PM	A 4.52M
1.1	4.3									i																
2.7 \$\frac{1}{2}\$ \$\frac{1}{2}	8.8	RIVER STREETP	500																							
0.0   0.0	2.7	QTACOMADN		1ge		<b>93</b> p	L10.10M		L 3.30PM	8.50	idge	8.20P	L 5.45PM	98		L12.10W			L 7.00PM	8	• <b>3</b> p	<b>93</b> p	A12.40PM	6.45	1.40	• 4.45
0.0   0.0		B \	No	Via vbric		Vie				s 8.40	Via W br			Via Vbrig							ing Vie	120		6.40		
0.0   0.0		3 0.4  }	Sdg.	<b>a</b>										g						2	-	Dra				
6.5 \$\frac{1}{6}\$ \$\frac{1}{6}	0.0	McCARVER STDN	No Sdg.							L 8.32M													L12.30P	L 6.30™	L 1.25™	L 4.28M
6.2	6.7	RNRESERVATIONDN	No Sdg.	5.15		12.59					4.45			9.44						10.04	3.04	6.10				
6.2	6.5	OW.R. & N. Co. Crossing					3		à	à		à	2			2			à					2	à	à
4.6 2	6.2	OW. R. & N. Co. Cross.														o B									of B	VI of B
SUSO. TACOMADN   Substitution   Substitutio	4.6	QDN )	-	• <u>5.10</u>		12.55			Head	Head	4:40	Head	Head	9.40		Head			Head	•1Q·QQ	3.00	€.Q5		Head		Head
Time Over Subdivision 1.58 .58 1.42 1.25 .53 .45 1.28 1.45 1.10 1.25 1.32 .48 .40 .55 .20 .45 1.30 1.30 1.40 .10 .15 .15 .19	0.0		70									1														
		Time Over S. b. division																								
11.1 10.0 10.0 10.0 10.0 10.0 10.0 10.0				24.6	21.4	26.9		23.4	26.0	28.5	25.7	34.2	27.6	28.0	.48 25.7	30.6	22.8	30.3	26.0	29.8	29.8	26.9	14.4	16.0	. 15 16.0	12.6

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

					•						FIRS	T SUB	DIVISION						-		EAS	TWARL	<u> </u>
	Ī	m: m.11. 40		FIRST	CLASS				SEC	OND CLA	SS.			1		THIRD	CLASS.						
		Time Table 42 August 19, 1917	5	596	598	672	674	678	680	682	688	692		930	944	964	972	998					-
$\parallel$	fron St.	Succeeding No. 41-S	city	Passenger Daily	Passenger Daily	Freight	Freight	Freight	Freight	Freight.	Freight	Freight		Freight	Way Freight	Way Freight	Way Freight	Way Freight					
4	arve	STATIONS	Capa	No. 4's con- nection via	Kanaskat	Daily		Ex. Sun.			Ex. Sun.	Daily		Ex. Sun.	Ex. Sun.	Ex. Mon.	Ex. Sun.	Daily	_				
1	Distance from McCarver St.	Telegraph Offices and Calls	Sidin	Buckley Line to Kanaskat	accommo- dation	No. 603	No. 675 Sumas Freight	Nor. Pac.	Nor. Pac. Portland	MDSE. Nor. Pac.	MDSE. Nor. Pac.	O-WR&N Freight		Everett Local	Tacoma Gt. Nor.	Nor. Pac.	Nor. Pac	Gt. Nor					
$\parallel$	2.8	King Street Station 0.8													A 8.00PM								
	12.0	SECOND AVE. YDP							A 6.45M														
	11.9	MIDDLE YDP				A 5.00AN		A 1.45PM															
$\  \cdot \ $	39.6	O-WR&N and PCRR cros.				4.45		1.30	6.30		10				7.45								
$\mathbb{T}$	32.8	C. M. & St. P. R. R. Cros.																	 		,		
117	2.0	BIBLACK RIVERDN	20			4.30	A 8.13PM	1.15	6.15					A 8.42M	7.25					_			
117	0.6	ORILLIA	5 Spur																 	_			
	8.6	0'BRIEN 2	3 Spur																				
	6.5	KNKENTD	90			4.15	8.00	1.00	6.00					8.30	s 7.00								
11	4.6		8 Spur																				
$H_{-}$	3.2	1.9	4 Spur																				
AL.	1.3	Olgase olgase	70			L 4.00AM	L 7.45№	L12.45M	s <b>5.4</b> 5					L 8.15AM	s 6.40								
	2.2	GREAST AUBURNDN	35																				
	1.3	AUAUBURNDN 4 du	70						s 5.45	A 4.50PM	7.20PM				s 6.40								—
	6.4	DIERINGER	No Sdg.						5.35	4.35	7.06				6.20								
	3.8	SNSUMNERD	No 8dg.						5.30	4.30	7.00				s 6.15								
11_	2.2	MEEKERP	70		A 5.23™				5.25	4.25	6.55				6.10	-	A 4.00AM						
11_		PYPUYALLUPDN		s 8.15					5.20	4.20	6.50				5 6.05 430		3.45						
11	4.5	RNRESERVATIONDN	No Sdg.	8.04	5.05				4.55	4.05	6.35	A 4.05AM			L 5.35™		3.10			-			
	4.3	0W.R. & N. Co. Crossing																					
11	3.8	RIVER STREETP	500						4.45 3. <b>3</b> 0	L 4.00™	6.30PM						L 3.00AM						
11	2.7	QTACOMADN		L 8.00AM	L 5.00%				3.20			4.00				9.42		9		,			
		OW. R.& N. Co. Crossing 2.0 NXSTADIUMDN																Via awbrid Line					
11	0.4	NXSTADIUMDN	Sdg.						3.10			3.40				9.32		Draw Li					
_	0.0	g  '/ "	No Sdg.						L 3.09M			L 3.39A				P-30M							
11_	6.7	RNRESERVATIONDN	No Sdg.														·	A 2.20PM			*		
	6.5	0W.R. & N. Co. Crossing		Вау	Вау	*			Bay			Bay											
	6.2	OW. R. & N. Co. Crossing		Via Head of	Via Head of				Via Head of			Via Head of							 				
	4.6	1.6 QTACOMADN		He	Hes				Hea			Hea						2.10					
$\parallel$	0.0	SUSO. TACOMADN	70		i		i										i	L 1.45PM				· .	$-\parallel$
		Time Over Subdivision		Daily . 19	Daily . 25	Daily 1.00	Ex. Sat. .28	Ex. Sun. 1.00	Daily 3.21	Ex. Sun. .50	Ex. Sun.	Daily .26		Ex. Sun.	2.25	Ex. Mon.	Ex. Sun. 1.00	Daily 35					
		Average Speed Per Hour		30.0	22.8		25.4		12.8	21.0	21.0	9.0		25.4			8.4	10.8	-				

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

WESTWARD.						S	ECC	OND SUB-DIVISION							EASTWARD.
THIRD CLASS.		FIRST CLASS.			, g		tle	Time Table No. 42					FIRST CLASS.	Т	HIRD CLASS
	923		443	441	ol, Scale	mbers	om	August 19, 1917	nom	ity of	442	444		924	
	Way Freight		Passenger Bellingham	Passenge	ter. Fuen Table	ion Nu	g St. Sta	Succeeding No. 41S	stance fr	Capao	Passenger	Passenger Bellingham		Way Freight	
	Ex. Sun.		Daily	Daily	A A A	Stat	Dista King	Telegraph Offices and Calls	Dis	Car Ca Sidings	Daily	Daily		Ex. Mon.	
	L 8.10AM				WCOT	C F 31		P						A 3.55PM	
	8.25		L 4.20P	L10.40A	¥		0.0	UDDN King Street Station 1.4	12.2		A 2.25PM	A 6.10PM		3.30	
	8.32		4.25	10.45			1.4	END DOUBLE TRACK	10.8		2.18	6.06		3.20	
							2.6		9.6		•				
	s 8.45		f 4.31	10.51	w o	C F 35	4.0	INTERBAY	8.2	No Sdg.	2.11	1 5.56		s 3.10	
							5.1	P. S. T. L. & P. CO. CROSSING	7.1						
	s 8.55		\$ 4.38	\$10.58	w	C F 37	6.9	FRD	5.3	45	\$ 2.02	5 5.47		s 3.00	
	s 9.05		s 4.43	s11.03		C F 39	8.7	BKD	3.5		1 1.56	5 5.40		s 2.50	
	A 9.15AM		Af 4.50P	A11.09A	W	C F 42	12.2	КЕІТН	0.0	Spur 13	L 1.48%	f 5.32™		Ls 2 40Pk	
	Ex. Sun.		Daily	Daily					-		Daily	Daily		Ex. Mon.	
	1.05		.30	.29				Time Over Subdivision			.37	.38		1.15	
	12.0		24.4	25.3				Average Speed Per Hour RAINS OF THE SAME CL			19.9	19.3		9.4	

1. YARD LIMITS .- Indicated by signs at proper locations.

- 2. SWITCHING LIMITS.—Territory indicated by signs within which switching will be performed by Yard Crews.
- 3. REGISTERING STATIONS .- Middle Yard, King Street Station, Seattle.
- 4. BULLETIN STATIONS .- Middle Yard, King Street Station, Seattle.
- 5. STANDARD CLOCKS .- King Street Station, Seattle
- SPEED RESTRICTIONS.
   miles per hour through crossovers and entering sidings.
   miles per hour through interlocking plants.
   miles per hour between Clay and Bell Streets, Seattle.
- 7. YARD LIMIT RULES WILL GOVERN BETWEEN LOCATION OF YARD LIMIT BOARD 2500 FEET WEST OF PRE-MONT TO END OF DOUBLE TRACK.
- 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.

- SPEED RESTRICTIONS.
  6 miles per hour at Public Road crossing leading to G. N. dock at Smith Cove, also keep vigilant lookout for teams 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.
- 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 P. C. R. R. and C. M. & St. P. crossings at Spokane Avenue, Colorado Street Line, 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.
- 13a. Trains approaching Spokane Ave. Tower on Colorado St. line will use following whistle signal code:

INBOUND	
C. M. & St. P. Ry	
Nor. Pac. Ry	
P. C. Ry	
OUTBOUND	
C. M. & St. P. Ry	
P. C. Ry	
Nor. Pac. Ry	
WEST SEATTLE LINE	
From West to East	
From East to West	

- 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 P. C. R. R., and four motions of the regular proceed singal 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. Overhead bridge at Thirteenth Avenue West, located 1/2 mile west of Interbay station does not clear man on top of high ears. 17. The operation of Bascule Drawbridge, West Seattle Line. It will be necessary for trains to get signal from Bridge Tender, green mag by day and green lantern by night, before entering on this draw.
- 18. 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.
- 19. 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.
- 20. Freight trains containing cars loaded with logs must not be run via King Street Station tunnel.

21. SPECIAL RU	ILES FOR MOVEMEN	TS OF TACOMA DIVIS	SION TRAINS B	ETWEEN MEEKER	AND PUYALLUP:
	MERKED	AS PER DIAGRAM	FOLLOWING:	MERIDIAN ST.	POYALLUP
TO BUCKLEY 4	Q Y	Wise / ins	7 6		*
		- East BOUND Main L	INS "B"	2	To SEATTLE
SEATTLE	Ø 3	- Year Bound Main!	11/2 6'	•	TO THEOMA -
TO SEATTLE	,			•	
	s from Tenth Subdivision	n, Tacoma Division, use	Line A from point	ts 1 to 5 (Meeker to M	feridian 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 Line C.

### SPECIAL RULES—Continued

- BEGISTERING STATIONS.—King Street Station, Middle Yard, Seattle, Auburn, East Auburn, Auburn Transfer, Puyallup, Union Station Tacoma, Stadium, 15th Street Tower Tacoma, (for Tacoma Fourth Subdivision trains only) South Tacoma and for freight trains at River Street, Tacoma.
   At Auburn, East Auburn, Puyallup, Stadium, 15th Street Tower Tacoma, and South Tacoma all trains register by ticket. Tacoma Fourth Subdivision trains will register by ticket and must obtain clearance at 15th Street Tower Tacoma.
   BULLETIN STATIONS.—Seattle (King Street Station and Yard Office), Auburn Transfer, Tacoma (River Street Yard and Union Station)
- Union Station).

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

- 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.

  30 miles per hour through interlocking plants.

  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.

  30 miles per hour at any point of W, W-1, W-2 and W-3 engines, this restriction does not abrogate other restrictions of lesser speed.

- lesser speed.

  All trains and light engines entering King Street Passeinger Station, Seattle, from the west must not pass the standpipe at west 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.

  Trains originating at, taking siding, or entering double track at Auburn or Puyallup, will obtain clearance before leaving. Other trains will not be given 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 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 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. Logs will not be moved between any points on double track from sunset to sunrise.

- 38. Normal position of switch at head of the wye at Auburn wil be for Seattle leg of wye.
- t is possible for light engines and trains using crossover in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed. Light engines and trains using crossovers in automatic signal territory must have at least one switch open while engine or train is on any part of the crossover.
- No. 401 stop on signal at Auburn for paying passengers only.
- No. 421 stop on signal at Sumner for passengers on days that Train No. 415 is behind No. 421 and on flag at Kent, Sumner and Auburn for Grays Harbor business west of Lakeview.
- No. 598 connect with No. 413 at Puvallup.
- 43. No. 450 connect with No. 440 at Auburn and with No. 2 at East Auburn.
- 44. Nos. 405 and 449 stop on signal at Kent for passengers holding tickets for Spokane and east thereof.
- 45. No. 410 connect with No. 595 at Puyallup.
  46. No. 434 stop at Puyallup, Sumner, Auburn and Kent to let off passengers from points south of Tacoma.
  47. Nos. 406, 416, 436 and 440 stop at Kent to let off passengers from points east of Auburn.
- 48. Nos. 417 and 437 stop on signal at Kent to pick up passengers for points east of Auburn.
- 49. No. 596 wait at Puyallup for Seattle-Buckley Line business from No. 403.
- 50. No. 424 stop on flag at Christopher, O'Brien, Orillia and Thomas for parcel post mail and passengers, and connect with No. 597
- 51. Nos. 401 and 438 stop on flag opposite freight transfer shed, Auburn Yard, for Way Bills.
- 52. No. 436 stop on flag at Thomas and Kent for express shipments.
- 53. All westward trains come to full stop at O.-W. R. & N. connection located 1/4 mile west of Reservation and will not proceed
- unless track is clear and switches in proper position.

  54. All westward trains will approach extreme east crossover at 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.
- BULES GOVERNING SINGLE TRACK BETWEEN STADIUM AND McCARVER ST. OPERATED BY AUTOMATIC STAFF
- 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 McCarver St. 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 McCarver St.
- WHEN MAKING BACK-UP MOVEMENT, RUNNING TEST OF AIR BRAKES MUST BE MADE FROM REAR OF TRAIN.

  In the State of Washington, conductors of passenger trains consisting of four or more cars, and freight trains consisting of 25 or more cars, must know that brakeman has had at least one year's experience in train-service before assigning

# RULES GOVERNING INTERLOCKING PLANT C. M. & St. P. CROSSING (Black River).

59. All movements and the direction of traffic are governed by "Home Signal" No. 40 eastward track, and "Home Singal" No. 37 on westward track, which are located 500 feet from crossing.

#### "DAY INDICATIONS."

- 60. "Home Signals." Both upper and lower arm horizontal—Stop. Upper arm inclined at an angle of 45 degrees upward; lower arm horizontal—Proceed under caution. Upper arm inclined upward 90 degrees to vertical position; lower arm horizontal
  - "Dwarf Signals." Arm horizontal—Stop. Arm inclined upward 90 degrees to vertical position—Proceed. Used in back-up
- 61. 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."

62. "Home Signals." Both upper and lower lights red-Stop. Upper light yellow; lower light red-Proceed under caution. Upper light green; lower light red—Proceed. "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.
  "Dwarf Signals" govern movement on track known as "St. Paul & Tacoma Lumber Co.'s lead," are located 500 feet from
  - Derailing switches, located 55 feet beyond Home and Dwarf Signals, and will be in derail position when signals are at "Stop" position.

- 64. 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.
  65. MOUNTAIN GRADE.—Fifteenth Street, Tacoma, to 2½ miles west.
  66. 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.
  66a. Speed of trains through Tin Tunnel between Stadium and McCarver Street must not exceed 15 miles per hour.
  67. The normal position of double track switch at South Tacoma is for eastward trains.

- Trains will approach crossover switches on double track between Reservation and Stadium, located at East "D" Street (near roundhouse), at South Twenty-first Street (entering passenger station), and O.-W. R. & N. connection, at Fifteenth Street, Tacoma, under full control and will not proceed until tracks are known to be clear and signal is received from switch
- 68a. Trains will approach crossover switches on double track at cold storage plant opposite Tacoma Wharf under full control and will not proceed until tracks are known to be clear.
- "All eastward freight trains or yard engines with drags, moving via Point Defiance Line, destined to main train yard, Head of Bay, will cross over about 200 feet west of Twenty-first Street and use freight yard lead, which is extreme track to the left from that point to East "D" Street.

  This track will not be used for westward movements; westward trains will take center or westward main track from East "D" Street.
  - Street. "D" Street.

    Yard engines, while switching at the west end of yard, will not pass stop board located between East "D" Street and East "C" Street without full flag protection against eastward trains."

# 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**

- 71. 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.
- 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.
- 73. 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 east and west 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
- Enginemen on road engines 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.
- 84. All trains using the Drawbridge line that do not enter passenger station, will stop above Pacific Avenue and not proceed until engineman is furnished with a bridge card and an understanding established with switch tender covering movement of train over Drawbridge line. If it is found that freight train cannot use Drawbridge line and following passenger train will be delayed on this account, conductor will arrange to enter Half Moon yard and be handled via freight tracks to

# SPECIAL RULES—Concluded

#### 85. SPECIAL RULES GOVERNING OPERATION OF TRAINS AND YARD ENGINES BETWEEN EAST AUBURN AND89. 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.

86. O.-W. R. & N. and P. C. R. R. crossings at Argo, interlocked. P. S. T., L. & P. Co. crossing, Argo. C. M. & St. P. crossing just east of overhead bridge on Colorado Street Line, Seattle. P. C. R. R. 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, protected by gates. P. S. T., L. & P. Co. crossing 1.1 miles west of Interbay, C. M. & St. P. crossing at Black River, interlocked. P. C. R. R. and C. M. & St. P. crossing at Spokane Avenue and Colorado Street, Seattle, interlocked. O.-W. R. & N. crossing 0.5 mile west of Reservation on drawbridge line, interlocked.

#### 87. RULES GOVERNING USE OF INTERLOCKING PLANT AT SOUTH PORTAL OF TUNNEL AT SEATTLE.

Signals are of the dwarf type (low semaphores) and are located to right of track governed; where two arms are on one post, higher arm governs trains along main tracks and lower arm trains diverging from main track. Signal arm in horizontal position indicates "Stop."

Signal arm in diagonal position 60° below horizontal indicates "Proceed."

By night, signal indications will be given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

#### 88.

# 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 located east 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 building.

Eastward N. P. trains to the tunnel and to the water front are governed by semaphore signal, located about 350 feet west of the tower. Upper arm governs to tunnel, lower arm to water front.

Westward 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.

#### 90. 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. Semaphore arm in the horizontal position indicates "Stop.

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.

#### 91. CLEARANCE EXCEPTIONS.

Clearance will not be issued at East Auburn to westward trains, at Stadium and South Tacoma to eastward trains unless stop or caution signali is displayed.

At River Street and Tacoma Union Station no clearance required.

AUTHORIZED SURGEONS, PUGET SOUND DIVISION. Location of Stretchers (S).

#### MAXIMUM CLEARANCES

										10111		LLITT																							
	,													LIN	TIN	OF	LOAD	— M	IEASU	RE	MENT														_
															HEI	GHT	ABOV	/E 7	OP O	FR	RAIL													T	-
		1 f Wi		2 f Wi	t. de	3 f Wi		4 f Wie	t. de	5 ft. Wide	,	6 ft. Wide		7 ft. Wide	7 ft	. 6 in. Vide	8 ft Wid	le	8ft.6i Wide	n.	9 ft. Wide	9 ft	. 6 in. Vide	10 i Wie	t. de	10 ft. 2 Wid	in.	10 ft. 6 Wide	in.	11 ft. Wide	11	ft. 6 in. Wide	Max. Height	t Max. Widt	h
1st Subdivision	Main Line (Seattle-Reservation)	20'	7"	20'	7"	20'	7"	20'	7"	20'	7"	20′ 7″	2	20′ 7″	20'	7"	20'	7"	20′ 7	7*	20′ 7″	20'	7"	20'	7"	20'	7"	20′ 7	2	20′ 7″	20	0′ 7″	20′ 7	11'	6"
2nd Subdivision	Seattle (Middle Yard) to Keith	21'	3"	21'	3"	21'	3"	21'	3"	21'	3"	21′ 3″	2	21′ 3″	21	3"	21'	6"	21′ 3	3"	21′ 3″	21'	3"	21'	3"	21'	3"	21′ 3	5" 5	21′ 3″	21	1′ 3″	21′ 3	" 11'	6"
2nd Subdivision	Seattle (King Street Station) to Bell Street	23'	11"	23'	7"	23'	2"	22'	9"	22'	5"	21′ 11″	2	21′ 5″	21'	2"	20'	9"	20′ 7	7*	20′ 3″	19'	11"	19'	6"	19'	5"	19′ 2	3" ]	8' 8"	18	8' 3"	23′ 11	" 11' (	6"
	West Seattle Line	21'	3"	21'	3"	21'	3"	21'	3"	21'	3"	21′ 3″	2	21′ 3″	21'	3"	21'	3"	21′ 1	"	20′ 9″	20'	7"	20'	3"	20'	2"	20′ (	j" 1	9' 9"	19	9' 7"	21′ 3	" 11' (	6"
	Lake Union Line	17'	1"	17′	1"	17′	1"	17'	1"	17'	1"	17′ 1″	1	7′ 1″	17'	1"	17′	1"	17′ 1	."	17′ 1″	17'	1"	17′	1"	17'	1"	17′ 1	." 1	7' 1"	17	7′ 1″	17′ 1	" 11' (	6"
	Reservation-McCarver St	17′	2"	17'	2"	17'	2"	17'	2"	17′ ′	2"	17′ 2″	1	7' 0"	16'	9"	16'	6"	16′ 4	ŧ"	16' 2"	16'	0"	15'	9"	15′	8"	15′ 7	" 1	5′ 5″	15	5' 2"	17′ 2′	" 11' (	6"
•••••	Reservation to South Tacoma (via Draw Bridge Line)	20'	3"	20'	3"	20'	3"	20'	3"	20′ 3	3"	20′ 3″	2	20′ 2″	20'	2"	20'	1"	19′ 8	3"	19′ 3″	19'	1"	18'	11"	18′ 1	1"	18' 9	" 1	8' 7"	17	7' 11"	20′ 3	" 11' (	6"

# **WATCH INSPECTORS**

W. S. DIPPO, Auburn J. F. HUNTER, 215 Yesler Way, Seattle RICHARD VAETH, 924 Pacific Ave., Tacoma CLINTON T. COOKE, Oculist, Seattle P.W. WILLIS, Seattle F. S. BOURNS, Seattle 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
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 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

# AUTHORIZED SURGEONS, G. N. RY.

DR. H. M. READ, Seattle.

DR. J. A. LA GASA, Tacoma.

E. H. FRIBERG. Chief Dispatcher, Seattle.

J. F. COLEMAN. Chief Dispatcher, Tacoma

J. F. ALSIP, Trainmaster, Tacoma. FRED BRASTRUP. Trainmaster, Seattle.

