

NORTHERN PACIFIC RAILWAY COMPANY.

PUGET SOUND DIVISION.

TIME 47A TABLE

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

SUNDAY, JULY 24, 1921.

For the Government of Employees 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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD,
Assistant General Manager.

A. V. BROWN,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

J. J. McCULLOUGH,
Superintendent.

J. M. RAPELJE,
General Manager.

P. H. McCAULEY,
General Superintendent of Transportation.

FIRST SUB-DIVISION

SPECIAL INSTRUCTIONS, PAGES 5, 6 and 7.

WESTWARD

FIRST SUB-DIVISION.

| Time Table 47A July 24, 1921. Succeeding No. 47. | | FIRST CLASS | | | | | | | | | | SECOND CLASS | | | | | | | | | | THIRD CLASS | | | | | | | |
|--|--|----------------|--------------------------------|------------------------|-----------|--|--|--|--|--|--|-----------------|--------------------|----------------------------|--|--|--|--|--|--|--|-----------------|----------------------|----------------------|----------------------|----------------------|-----------------------|--------------------------------|-----------------|
| | | 591 | 595 | 597 | | | | | | | | 673 | 679 | 691 | | | | | | | | 929 | 961 | 963 | 965 | 971 | 975 | 985 | 997 |
| STATIONS | | Passenger | Passenger | Passenger | | | | | | | | Freight | Freight | Freight | | | | | | | | Freight | Way | Way | Way | Way | Way | Way | Way |
| Telegraph Offices and Calls | | Daily | Daily | Daily | | | | | | | | Ex. Mon. | Daily | Daily | | | | | | | | Ex. Mon. | Tue., Thu., Sat. | Mon., Wed., Fri. | Mon., Wed., Fri. | Ex. Mon. | Ex. Mon. | Ex. Sun. | Ex. Sun. |
| Distance from Seattle | | Willapa Harbor | No. 41 Conn. Puget Sound, Ltd. | Kanaskat Accommodation | | | | | | | | Nor. Pac. Sumas | Nor. Pac. Portland | O-W R & N Portland Freight | | | | | | | | Nor. Pac. Local | Nor. Pac. Centralia | Nor. Pac. Centralia | Nor. Pac. Olympia | From Tacoma Division | O-W R & N Way Freight | Nor. Pac. Am. Lake Way Freight | Grt. Nor. Local |
| UD | SEATTLE King Street Station 0.8 | DN | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 31 | SECOND AVE. YD 2.4 | P | 0.8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 27 | MIDDLE YD 2.3 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 27 | ARGO O. W. R. & N. and P. C. R. R. Crossings 6.8 | P | 8.2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Y | C. M. & St. P. R. R. Crossing 0.8 | | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 21 | BLACK RIVER 1.4 | DN | 10.8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 19 | ORILLIA 2.0 | | 12.2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 17 | O'BRIEN 2.1 | | 14.2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 15 | KENT 1.9 | D | 16.3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 13 | THOMAS 1.4 | | 18.2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 11 | CHRISTOPHER 1.9 | | 19.6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 9 | AUBURN 0.9 | DN | 21.5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A 22 | EAST AUBURN 0.9 | DN | 22.4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Y | AUBURN 4.9 | DN | 21.5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 4 | DIERINGER 2.6 | | 26.4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CF 2 | SUMNER 1.6 | D | 29.0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YW 1966 | MEEKER 1.3 | P | 30.6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1967 | PUYALLUP 6.4 | DN | 31.9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1972 | RESERVATION 0.2 | DN | 38.3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | O.-W. R. & N. Co. Crossing 0.5 | | 38.5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | RIVER STREET 1.1 | P | 39.0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| W 1974 | TACOMA 0.3 | DN | 40.1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | O.-W. R. & N. Co. Crossing 2.0 | | 40.4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS 2 | STADIUM 0.4 | DN | 42.4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS 2 1/4 | McCARVER ST | DN | 42.8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1972 | RESERVATION 0.2 | DN | 38.3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | O.-W. R. & N. Co. Crossing 0.3 | | 38.5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | O.-W. R. & N. Co. CROSSING 1.6 | | 38.8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| W 1976 | TACOMA 4.6 | DN | 40.4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| W 8 T 1981 | SO. TACOMA | DN | 45.0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time Over Subdivision | | | Daily .15 | Daily .25 | Daily .25 | | | | | | | Ex. Mon. .30 | Daily 2.21 | Daily .25 | | | | | | | | Ex. Mon. .30 | Tue., Thu., Sat. .20 | Mon., Wed., Fri. .45 | Mon., Wed., Fri. .20 | Ex. Mon. 1.15 | Ex. Mon. .35 | Ex. Sun. .40 | Ex. Sun. .30 |
| Average Speed per Hour | | | 18.4 | 22.8 | 23.5 | | | | | | | 21.4 | 18.2 | 10.8 | | | | | | | | 21.4 | 11.4 | 6.1 | 11.4 | 6.7 | 7.0 | 6.9 | 9.2 |

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

DOUBLE TRACK BETWEEN SEATTLE AND STADIUM, VIA HEAD OF BAY AND BETWEEN TACOMA AND SOUTH TACOMA.

AUTOMATIC BLOCK BETWEEN HOLGATE STREET, SEATTLE, AND RESERVATION; AND BETWEEN TACOMA AND SOUTH TACOMA.

STAFF SYSTEM BETWEEN STADIUM AND McCARVER STREET.

SPECIAL INSTRUCTIONS, PAGES 5, 6 and 7.

FIRST SUB-DIVISION

EASTWARD.

| Time Table 47A July 24, 1921 Succeeding No. 47 | | | FIRST CLASS | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------------|--|---------------------------|--------------------------------|--------------------------------|---------------------------|-----------------------|------------------------------------|-------------------------------------|--|----------------------------|----------------------|--------------------|--------------------|--------------------------------|---|----------------------------------|-----------------------|----------------------|---------------------------|---------------------------|-----------------------------------|---------------------------------|--------------------|
| Distance from McCarver St. | STATIONS | | Car Capacity of Siding | 402 | 408 | | 412 | 414 | 416 | 418 | 422 | 428 | 430 | 436 | 438 | 440 | 446 | 450 | 456 | 458 | 466 | 562 | 564 | 592 |
| | Telegraph Offices and Calls | | | Passenger Daily | Passenger Daily | | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Ex. Sun. | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily |
| | | | | Portland Seattle Express | Portland Seattle Express | | No. 2's connection | No. 1 North Coast Limited | No. 41 Puget Sound Limited | No. 42's connection Mississippi Valley Limited | Grays Harbor Limited | No. 337 Grandview | G. N. No. 2 | No. 333 Spokane | 334's Connection Spokane | No. 3 Northern Pacific Express | North Bend accommo- dation | No. 4's connection | Gt. Nor. Portland | Gt. Nor. Portland | Puget Sound Express | O-W R & N Seattle Passenger | O-W R & N Seattle Express | Willapa Harbor |
| 42.8 | UD | SEATTLE King Street Station 0.8 | DN | A 7.15AM | A 3.15PM | | | A 8.10AM | A 9.30AM | | A 9.50PM | A 6.10AM | A 6.50PM | A 9.30PM | | A 10.20PM | A 10.40AM | | A 8.00PM | A 4.40PM | A 2.15PM | | | |
| 42.0 | | SECOND AVE. YD 2.4 | P | | | | | | | | | | | | | | | | | | | | | |
| 39.6 | | ARGO O. W. R. & N. and P. C. R. R. Crossings 6.8 | P | 7.05 | 3.05 | | | 7.58 | 9.19 | | 9.40 | 5.59 | 6.39 | 9.19 | | 10.09 | 10.32 | | 7.49 | 4.30 | 2.05 | | | |
| 38.8 | | C. M. & St. P. R. R. Crossing 0.8 | | | | | | | | | | | | | | | | | | | | | | |
| 32.0 | BI | BLACK RIVER 1.4 | DN | 20 | 6.52 | 2.53 | | 7.40 | 9.03 | | 9.29 | 5.45 | 6.23 | 9.05 | | 9.55 | 11.18AM | | 7.33 | 4.19 | 1.51 | | | |
| 30.6 | | ORILLIA 2.0 | | 5 Bpu | | | | | | | | | | | | | | | | | 1.48 | | | |
| 28.6 | | O'BRIEN 2.1 | | 8 Bpu | | | | | | | | | | | | | | | | | 1.45 | | | |
| 26.5 | KN | KENT 1.9 | D | 90 | 6.40 | 2.41 | | 7.27 | 8.52 | | 9.18 | 5.35 | 6.13 | 8.55 | | 9.45 | | | 7.22 | 4.08 | 1.41 | | | |
| 24.6 | | THOMAS 1.4 | | 8 Bpu | | | | | | | | | | | | | | | | | 1.37 | | | |
| 23.2 | | CHRISTOPHER 1.9 | | 4 Bpu | | | | | | | | | | | | | | | | | 1.34 | | | |
| 21.3 | AU | AUBURN 0.9 | DN | 70 | 6.27 | 2.30 | | 7.15 | 8.42 | | 9.06 | 5.24 | 6.03 | 8.44 | | 9.34 | | | 7.13 | 3.56 | 1.30 | | | |
| 22.2 | QR | EAST AUBURN 0.9 | DN | 35 | | | | A 9.50AM | L 7.09AM | L 8.35AM | A 4.10PM | | L 5.19AM | | L 8.39PM | A 12.50AM | L 9.29PM | | A 7.35PM | | | | | |
| 21.3 | AU | AUBURN 4.9 | DN | 70 | 6.27 | 2.30 | | 9.44 | | | 4.05 | 9.06 | | 6.03 | | 12.45 | | | 7.29 | 7.13 | 3.56 | 1.30 | | |
| 16.4 | | DIERINGER 2.6 | | No 8dg. | 6.18 | 2.22 | | 9.34 | | | 3.55 | 8.56 | | 5.55 | | 12.38 | | | 7.19 | 7.03 | 3.46 | 1.21 | | |
| 12.8 | SN | SUMNER 1.6 | D | No 8dg. | 6.13 | 2.17 | | 9.29 | | | 3.50 | 8.52 | | 5.50 | | 12.33 | | | 7.14 | 6.58 | 3.42 | 1.16 | | |
| 12.2 | | MEEKER 1.3 | P | 70 | 6.05 | 2.14 | | 9.24 | | | 3.45 | 8.48 | | 5.47 | | 12.28 | | | 7.09 | 6.52 | 3.38 | 1.13 | | |
| 10.9 | PY | PUYALLUP 6.4 | DN | 70 | 6.02 | 2.12 | | 9.21 | | | 3.41 | 8.45 | | 5.45 | | 12.25 | | | 7.06 | 6.49 | 3.35 | 1.10 | | |
| 4.5 | RN | RESERVATION 0.2 | DN | No 8dg. | 5.50 | 2.00 | | 9.10 | | | 3.30 | 8.34 | | 5.30 | | 12.14 | | | 6.55 | 6.36 | 3.24 | 12.59 | A 9.30AM | A 5.05AM |
| 4.3 | | O.-W. R. & N. Co. Crossing 0.5 | | | | | | | | | | | | | | | | | | | | | | |
| 3.8 | | RIVER STREET 1.1 | P | 500 | | | | | | | | | | | | | | | | | | | | |
| 2.7 | Q | TACOMA 2.3 | DN | | 5.45 5.28 | | | L 9.05AM | | | L 3.25PM | | | L 5.25PM | | L 12.10AM | | | L 6.50PM | | | 12.55 12.48 | 9.25 9.20 | 5.00 4.50 |
| 0.4 | NX | STADIUM 0.4 | DN | No 8dg. | | Via Drawbridge Line | | | | | | | | | | | | | | Via Drawbridge Line | | Via Drawbridge Line | 12.36 | 9.11 4.39 |
| 0.0 | | McCARVER ST. | DN | No 8dg. | L 5.15AM | | | | | | | | | | | | | | | | | L 12.35PM | L 9.10PM | L 4.38AM |
| 0.7 | RN | RESERVATION 0.2 | DN | No 8dg. | | 2.00 | | | | | 8.34 | | | | | | | | 6.36 | 3.24 | | | | |
| 0.5 | | O.-W. R. & N. Co. Crossing 0.3 | | | | | | | | | | | | | | | | | | | | | | |
| 0.2 | | O.-W. R. & N. Co. CROSSING 1.6 | | | | | | | | | | | | | | | | | | | | | | |
| 4.6 | Q | TACOMA 4.6 | DN | | 1.55 1.45 | | | | | | 8.30 8.20 | | | | | | | | 6.30 6.20 | 3.30 3.10 | | | | A 12.40PM |
| 0.0 | SU | SO. TACOMA | DN | 70 | L 1.30PM | | | | | | L 8.05PM | | | | | | | | L 6.05PM | L 2.55PM | | | | L 12.25PM |
| | | Time Over Subdivision | | | Daily | Daily | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | | Average Speed Per Hour | | | 25.7 | 28.4 | | 26.0 | 22.0 | 24.4 | 26.0 | 28.4 | 26.4 | 28.3 | 26.4 | 29.2 | 26.4 | 29.4 | 26.6 | 25.7 | 28.4 | 28.5 | 18.0 | 15.9 18.4 |

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

DOUBLE TRACK BETWEEN SEATTLE AND STADIUM, VIA HEAD OF BAY AND BETWEEN TACOMA AND SOUTH TACOMA.

AUTOMATIC BLOCK BETWEEN HOLGATE STREET, SEATTLE, AND RESERVATION; AND BETWEEN TACOMA AND SOUTH TACOMA.

STAFF SYSTEM BETWEEN STADIUM AND McCARVER STREET.

SPECIAL INSTRUCTIONS, PAGES 5, 6 and 7.

EASTWARD

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SPECIAL INSTRUCTIONS, PAGES 5, 6 and 7.

WESTWARD.

SECOND SUBDIVISION.

EASTWARD.

| THIRD CLASS. | | | | FIRST CLASS. | | | | THIRD CLASS. | | | | FIRST CLASS. | | | | THIRD CLASS. | | | | | | | | | | | | | | | | |
|--------------|--|--|----------------|--------------|--|--|-------------------------|--------------|--|-----------------|---|--|----|------|-----------------------------|------------------------|---------------------------|-------------------------|-----|--|--|-------|----------------|-----|--|--|--|----------|--|--|--|--|
| | | | 923 | | | | 443 | 441 | Water, Fuel, Boilers, Turn Tables and Wyes | Station Numbers | Distance from King St. Sta., Seattle | Time Table No. 47A July 24, 1921. Succeeding No. 47. | | | | Distance from Keith | Car Capacity of Siding | 442 | 444 | | | | | 924 | | | | | | | | |
| | | | Way Freight | | | | Passenger Bellingham | Passenger | | | | | | | Passenger | | | Passenger Bellingham | | | | | Way Freight | | | | | | | | | |
| | | | Ex. Sun. | | | | Daily | Daily | | | | | | | Telegraph Offices and Calls | | | | | | | Daily | Daily | | | | | Ex. Mon. | | | | |
| | | | L 8.10AM | | | | | | WCOT | CF 31 | | MIDDLE YARD 0.8 | P | | | | | | | | | | A 4.00PM | | | | | | | | | |
| | | | 8.25 | | | | L 9.30AM | L 2.20PM | | | 0.0 | UD SEATTLE King Street Station 1.4 | DN | 12.2 | | | A 5.30PM | A 12.15PM | | | | | 3.50 | | | | | | | | | |
| | | | 8.32 | | | | 9.35 | 2.25 | | | 1.4 | END DOUBLE TRACK 2.6 | | 10.8 | | | 5.24 | 12.09 | | | | | 3.40 | | | | | | | | | |
| | | | s 8.45 | | | | f 9.42 | 2.32 | W O | CF 35 | 4.0 | INTERBAY 1.1 | | 8.2 | No Sdg. | | 5.17 | f 12.01PM | | | | | s 3.30 | | | | | | | | | |
| | | | | | | | | | | | 5.1 | P. S. T. L. & P. Co. CROSSING 1.8 | | 7.1 | | | | | | | | | | | | | | | | | | |
| | | | s 8.55 | | | | s 9.47 | s 2.37 | W | CF 37 | 6.9 | FR FREMONT 1.8 | D | 5.3 | 45 | | s 5.11 | s 11.53AM | | | | | s 3.15 | | | | | | | | | |
| | | | s 9.05 | | | | s 9.56 | s 2.45 | | CF 39 | 8.7 | BK UNIVERSITY 3.5 | D | 3.5 | | | f 5.05 | s 11.46 | | | | | s 3.05 | | | | | | | | | |
| | | | A 9.15AM | | | | A 10.03AM | A 2.53PM | | CF 42 | 12.2 | KEITH | | 0.0 | Spur 13 | | L 4.57PM | f 11.35AM | | | | | L 2.53PM | | | | | | | | | |
| | | | Ex. Sun. | | | | Daily | Daily | | | | | | | | | Daily | Daily | | | | | Ex. Mon. | | | | | | | | | |
| | | | 1.05 | | | | .33 | .33 | | | | Time Over Subdivision | | | | | .33 | .40 | | | | | 1.07 | | | | | | | | | |
| | | | 12.0 | | | | 22.2 | 22.2 | | | | Average Speed Per Hour | | | | | 22.2 | 18.3 | | | | | 10.9 | | | | | | | | | |

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

SPECIAL INSTRUCTIONS, PAGES 5, 6 and 7.

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 TIME CLOCKS.**—King Street Station, Seattle.
6. **SPEED RESTRICTIONS.**
 - 15 miles per hour through crossovers and entering sidings.
 - 30 miles per hour through interlocking plants.
 - 6 miles per hour between Clay and Bell Streets, Seattle.
 - 20 miles per hour over Bascule Bridge about one mile east of Fremont.
7. **YARD LIMIT RULES WILL GOVERN BETWEEN LOCATION OF YARD LIMIT BOARD 2500 FEET WEST OF FREMONT TO END OF DOUBLE TRACK.**
8. Siding located one-half mile east of Fremont Station is Time Table Station for that point.

COMMERCIAL SPURS

| Distance from King Street Station, Seattle | | | | Distance from Interbay | | | | |
|--|-------|---------------|--------------|------------------------|----------------|-------|---------------|--------------|
| 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 Fremont... | ... | 2.3 | ... | ... |
| Wood Spur... | 11.2 | 1 W | 16 | | | | | |
| Flaherty..... | 11.6 | 1 W | 7 | | | | | |

SPECIAL INSTRUCTIONS.

SEATTLE TERMINAL.

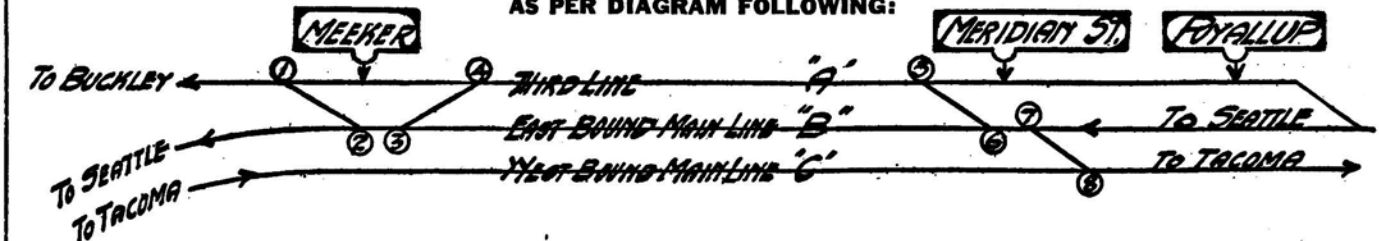
9. **SPEED RESTRICTIONS.**
8 miles per hour at Public Road crossing leading to G. N. dock at Smith Cove, also keep vigilant lookout for teams and pedestrians.
10. All trains will move prepared to stop approaching and passing over switches, from the intersection of the N. P. and King Street Station Tracks, between Massachusetts and Holgate Street, Seattle, and in foggy or obscure weather, a full stop to be made, and before proceeding, it must be known that there are no trains approaching on intersecting tracks.
11. All trains will move prepared to stop approaching and passing over wye switches at Spokane Street.
12. All trains will approach and pass over crossover switches leading to round house near Lander St., Seattle, prepared to stop and will not proceed unless tracks are known to be clear and switches properly set.
13. Trains must procure card order, Form A-B, 1740, revised from towerman at Argo and Spokane Street, before using Colorado Avenue Line between Argo and Middle yard. Towerman at Argo will place card order in dummy walter located on side of tower facing tracks. Conductors and Yard Foremen will give card in dummy walter at Argo instead of walking up in tower to surrender same. Towerman at Spokane Street tower will deliver and receive cards to and from trains and yard engines as they pass. During foggy and obscure weather, when indication of signal controlling P. C. R. R. and C. M. & St. P. crossings at Spokane Street Colorado Avenue Line, cannot be seen from south end of Spokane Street yard, flag must be sent to tower before proceeding to ascertain that card order has been issued authorizing movement to Argo.
15. Trains approaching Spokane St. Tower on Colorado Ave. 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..... | _____ |

16. No engine or train will go over Atlantic Street crossings, Seattle, unless they receive signal with green flag by day and green light by night 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 signal is for the O.-W. R. & N. If flagman should be absent trains should flag themselves across.

17. Overhead bridge at Thirteenth Avenue West, located $\frac{1}{2}$ mile west of Interbay station does not clear man on top of high cars.
18. 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.
19. Freight trains containing cars loaded with logs must not be run via King Street Station tunnel.

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



All westward trains from Tenth Subdivision, Tacoma Division, use Line A from points 1 to 5 (Meeker to Meridian Street) thence to Line C.
All eastward Tenth Subdivision trains use Line B from points 6 to 2 (Puyallup to Meeker), thence to Line A.
Line A between points 1 and 5 (Meeker and Meridian Street), may be used as siding, protecting as per Transportation Rule 93.
Normal position of switches: At points 4 and 5 will be for Line A; at points 2 and 3, and 6 and 7 for Line B; at point 8 for Line C.

SPECIAL INSTRUCTIONS—Continued

21. **Register 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.
22. Phone at Black River interchange near westward cross-over switch in box on telephone pole. Communication with Seattle Dispatcher's Office can be had by calling Seattle two short rings and asking for Chief Dispatcher.
23. **Bulletin Stations.**—Seattle (King Street Station and Yard Office), Auburn Yard Office, Tacoma (River Street Yard and Union Station).
24. **Standard Time Clocks.**—King Street Station, Seattle, Auburn Yard Office and Union Station, Tacoma.
25. **Yard Limits.**—Indicated by signs at proper locations.
26. **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 and W-2 engines, this restriction does not abrogate other restrictions of lesser speed.
27. All trains and light engines entering King Street Passenger 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.
28. 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.
29. 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.
30. Trains pulling into side tracks or leaving the main line at junction points must pull entirely into clear main line before stopping to pick up the man attending the switch.
31. Work Train Conductors will instruct their flagmen in writing.
32. 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.
33. Normal position of switch at head of the wye at Auburn will be for Seattle leg of wye.
34. It is possible for light engines 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 using crossovers in automatic signal territory must have at least one switch open while engine is on any part of the crossover.
35. No. 401 stop on signal at Kent only for passengers for Tacoma and points south and at Auburn for paying passengers only.
36. No. 421 stop on flag at Kent for Grays Harbor business west of Lakeview.
37. No. 598 connect with No. 423 at Puyallup.
38. Train No. 450 connect at Puyallup with train No. 597 for passengers east for train No. four.
39. Nos. 411 and 449 stop on signal at Kent for passengers holding tickets for Spokane and east thereof.
40. No. 408 stops at Sumner and Kent to let off passengers from points west of St. Clair.
41. Nos. 414, 416 and 440 stop at Kent to let off passengers from points east of Auburn.
42. Nos. 417 and 437 stop on signal at Kent to pick up passengers for points east of Auburn.
43. No. 456 will connect at Puyallup with Buckley Line train No. 597.
44. Nos. 401 and 438 stop on flag opposite freight transfer shed, Auburn Yard, for Way Bills.
45. No. 436 stop on flag at Thomas and Kent for express shipments.
46. No. 459 stop on flag at stations between Seattle and Tacoma to discharge passengers from points north and east of Everett and receive passengers for points south of Tacoma only.
47. No. 458 stop on flag at Sumner, Auburn and Kent to discharge passengers from points south of Tacoma and receive passengers for points Everett and beyond.
48. No. 430 (G. N. No. 2) stop on flag at Sumner, Auburn and Kent to receive Passengers for points Everett and beyond.
49. All westward trains come to full stop at O.-W. R. & N. connection located $\frac{1}{4}$ mile west of Reservation and will not proceed unless track is clear and switches in proper position and signal is received from switchtender with green flag by day and green light by night.
50. All westward trains will approach extreme east crossover at Reservation, where train from drawbridge line crosses over to eastward main track, prepared to stop and not proceed until track is known to be clear and signal received from operator.
51. **WHEN MAKING BACK-UP MOVEMENT, RUNNING TEST OF AIR BRAKES MUST BE MADE FROM REAR OF TRAIN.**
52. 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 them to flagging duties.
53. Engines must not go in on spur at Dieringer beyond the frog.

TACOMA TERMINAL

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

54. 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.

RULES GOVERNING SINGLE TRACK BETWEEN STADIUM AND MCCARVER ST. OPERATIVE BY AUTOMATIC STAFF SYSTEM.

55. Trains running with the current of traffic will not pass McCarver St. or Stadium until engineer has received from Operator the staff and is given clear signal or clearance.
Trains running against the current of traffic and switch engines will proceed on receipt of staff and clearance. Staff must be retained and delivered to Operator at opposite end of block or in case of switching movements to either operator when movement has been completed.
A clear signal at either office is an indication for train running with the current of traffic only.
56. Head and tail lights will be used by all trains while passing through Tin Tunnel between Stadium and McCarver Street.
57. Speed of trains through Tin Tunnel between Stadium and McCarver Street must not exceed fifteen miles per hour.
58. **Mountain Grade.**—Fifteenth Street, Tacoma, to $2\frac{1}{2}$ miles west.
59. **Pusher District.**—Between Tacoma and South Tacoma.
60. 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.
61. The normal position of double track switch at South Tacoma is for eastward trains.
62. All trains entering or leaving passenger station Tacoma will move prepared to stop between Fifteenth Street and Twenty-first Street.
63. 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, prepared to stop and will not proceed until tracks are known to be clear and signal is received from switch tender with green flag by day and green light by night.
64. Trains will approach crossover switches on double track at cold storage plant opposite Tacoma Wharf prepared to stop and will not proceed until tracks are known to be clear.
65. 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.
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

66. At Tacoma a signal of the single arm semaphore pattern located near junction of line leading to passenger station and draw bridge line at Fifteenth Street, this signal is controlled by operator at Fifteenth Street and will govern single track passenger line between Fifteenth Street and Tacoma passenger station. No train from the draw bridge line or East of Main Line will enter Passenger Station when signal is at stop. No train will proceed from passenger station to draw bridge line or Eastward main line when signal on incline which is equipped with two red blades by day, and in addition two red lights by night, is at stop. Lower arm governs train movements from Union Station to draw bridge line; upper arm governs movement to Eastward main track.
Push button operating signal to tower man 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.

67. Card train order Form AB-1740 revised will govern the movement of trains between Reservation and the 15th St. Tower at Tacoma via Drawbridge Line and trains must not move in this territory unless conductor and engineman each holds a copy properly filled out.
68. Speed will be restricted over Bridge 39, Tacoma Waterway, as follows: Single Header engines, classes W., W-1, W-2 and W-4 will not exceed eight (8) miles per hour. Engines, classes W-3 and heavier not permitted. No. two engines of any class will double head over this bridge.
69. Interlocking plant, 15th St., Tacoma, defined by standard signals.

MISCELLANEOUS RULES.

70. Light engines backing up must not exceed twenty (20) miles per hour.
71. Enginemen will reduce exhaust on engine to the lowest possible point while passing under Concourse, Tacoma Union Station.
72. 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 Assistant Superintendent, Tacoma, each day. Retainers will be turned up on all cars before descending Tacoma Hill.
73. 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.
74. 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.
75. Pusher engines will come to full stop at once after parting from rear end of train.
76. 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 operator Fifteenth Street Tower, 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.
77. Eastward trains will approach Pacific Avenue at Tacoma prepared to stop and be governed by signal No. 4 located at Gate tower of Pacific Avenue. This signal has been made a standard interlocking signal equipped with two red blades by day and in addition two red lights by night and controlled from Fifteenth Street Tower.
Top arm of this signal governs movements on Eastward main track; lower arm govern movements on Eastward main track over crossover to Drawbridge Line or from Eastward track through Pocket back of Eastward track. Any train or engine moving east will not exceed a speed of six miles per hour with any part of train passing over Pacific Avenue.

SPECIAL INSTRUCTIONS—Concluded

SPECIAL RULES GOVERNING OPERATION OF TRAINS AND YARD ENGINES BETWEEN EAST AUBURN AND AUBURN AND BETWEEN EAST AUBURN AND AUBURN TRANSFER.

78. Card train order, Form AB-1740 revised, will govern the movement of trains between East Auburn and Auburn, and between East Auburn and Auburn Yard, and trains must not move in this territory unless Conductor and Engineman each holds a copy properly filled out. Switch engines going around wye upon authority of work order do not need a card train order Form AB-1740 revised.
79. All Eastward and Westward trains will approach cross-over at West end of Auburn Depot platform leading to and from the First subdivision main line expecting to find cross-over occupied will not proceed until track is known to be clear. Passenger trains in either direction making cross-over movement to or from First Subdivision Seattle Division to First Subdivision Puget Sound Division will not be required to flag after having used signal indicator and found track to be clear.

RAILROAD CROSSINGS AT GRADE.

80. 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 Avenue 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 Street and Colorado Avenue, Seattle, interlocked. O.-W. R. & N. crossing 0.5 mile west of Reservation on draw-bridge line, interlocked.

81. 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.

82. 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.

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

All signals located at right hand of tracks they govern.
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.

84. 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.

85. 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 signal is displayed.
At River Street no clearance required.

MAXIMUM CLEARANCES

| | | LIMIT OF LOAD—MEASUREMENT | | | | | | | | | | | | | | | | | | | Max. Height | Max. Width |
|---------------------|---|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|----------------|----------------------|----------------------|----------------|----------------------|---------|--------|----------------|---------------|
| | | HEIGHT ABOVE TOP OF RAIL | | | | | | | | | | | | | | | | | | | | |
| | | 1 ft. Wide | 2 ft. Wide | 3 ft. Wide | 4 ft. Wide | 5 ft. Wide | 6 ft. Wide | 7 ft. Wide | 7 ft. 6 in. Wide | 8 ft. Wide | 8 ft. 6 in. Wide | 9 ft. Wide | 9 ft. 6 in. Wide | 10 ft. Wide | 10 ft. 2 in. Wide | 10 ft. 6 in. Wide | 11 ft. Wide | 11 ft. 6 in. Wide | | | | |
| 1st Subdivision.... | Main Line (Seattle-Reservation)..... | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 20' 7" | 11' 6" |
| 2nd Subdivision... | Seattle (Middle Yard) to Keith..... | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 6" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 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" | 21' 5" | 21' 2" | 20' 9" | 20' 7" | 20' 3" | 19' 11" | 19' 6" | 19' 5" | 19' 2" | 18' 8" | 18' 3" | 23' 11" | 11' 6" | | |
| | West Seattle Line..... | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 3" | 21' 1" | 20' 9" | 20' 7" | 20' 3" | 20' 2" | 20' 0" | 19' 9" | 19' 7" | 21' 3" | 11' 6" | | |
| | Lake Union Line..... | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 17' 1" | 11' 6" | |
| | Reservation-McCarver St..... | 16' 6" | 16' 6" | 16' 6" | 16' 6" | 16' 6" | 16' 6" | 16' 6" | 16' 6" | 16' 6" | 16' 4" | 16' 2" | 16' 0" | 15' 9" | 15' 8" | 15' 7" | 15' 5" | 15' 2" | 16' 6" | 11' 6" | | |
| | Reservation to South Tacoma (via Draw Bridge Line)..... | 20' 3" | 20' 3" | 20' 3" | 20' 3" | 20' 3" | 20' 3" | 20' 2" | 20' 2" | 20' 1" | 19' 8" | 19' 3" | 19' 1" | 18' 11" | 18' 11" | 18' 9" | 18' 7" | 17' 11" | 20' 3" | 11' 6" | | |

WATCH INSPECTORS

E. DE BARTHE, Auburn
HOUGHTON & SON, 215 Yesler Way, Seattle
RICHARD VAETH, 924 Pacific Ave., Tacoma

FREDERICK ADAMS, Oculist, Seattle
P. W. WILLIS, Seattle
E. C. GROSS, Seattle
DR. I. J. D. SHULER, Seattle
Seattle Yard Office (S)
King St. Station, Seattle (S)
G. McGREGOR, Kent

AUTHORIZED SURGEONS, PUGET SOUND DIVISION.

Location of Stretchers (S).

P. A. REMINGTON, Chief Surgeon, Western Div., Tacoma.
B. B. BATCHELDER, Assistant Chief Surgeon, Western District, Tacoma
B. E. HOYE, Auburn
WM. H. BRANDT, Auburn
Auburn Yard Office (S)
Auburn Station (S)
W. M. KARSHNER, Puyallup (S)
DR. W. B. MITCHELL, Sumner.
C. E. JUDD, Sumner
WM. H. LUDWIG, So. Tacoma.
E. L. CARLSON, So. Tacoma.
W. G. CAMERON, Specialist, Tacoma
A. E. HILLIS, Oculist, 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 employees or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival

of a regularly appointed surgeon, when the case should be placed in his charge and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

AUTHORIZED SURGEONS, G. N. RY.

DR. J. C. MOORE, Seattle.

DR. J. A. LA GASA, Tacoma.

FRED BRASTRUP,
Trainmaster, Seattle.

J. S. DEAN,
Asst. Supt., Tacoma.

E. H. FRIBERG,
Chief Dispatcher, Seattle.

J. F. COLEMAN,
Chief Dispatcher, Tacoma.

