NORTHERN PACIFIC RAILWAY COMPANY.

PUGET SOUND DIVISION.

TIME

TABLE

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

SUNDAY, JULY 2, 1922.

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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

A. V. BROWN,
Acting General Manager.

T. H. LANTRY,
Acting General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

J. J. McCULLOUGH, Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

WE	STW	ARD				******					FIRST	SUB-	DIVISI	ON											4	
		Time Table 48				44								FIRST	CLASS			7			- pr 10 - 10		**** / ***	ye ex		of the
9190		July 2, 1922	_ ا	401	407	411	413	417	421	423	425	427	429	435	437	439	445	449	457	459	561	563				
ts.		Succeeding No. 47D.	fron	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				1
Limi N d	Sc.	STATIONS	le le	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily				5,40
Yard Limits.	Т.	Telegraph Offices and Calls	Dista Seatt	Seattle Portland Express	Seattle Portland Express	No. 2 No. Coast Limited	No. 1 Con. No. Coast Limited	No. 42 Miss'p.Val. Limited	Grays Harbor Limited	Grays Harbor Express	No. 338 Grandview	No. 337's Connection	G. N. No. 1	No. 333's Conn. Spokane	No. 334 Spokane	No. 3's Connection	NorthBend Accommo- dation	No. 4 Atlantic Express	Gt. Nor. Portland	Gt. Nor Portland	O-W R & N Ore&Wash Express	Portland				
	UD	SEATTLE DN	0.0	L11.45PM	L 8.15AM					L 4.30PM	L 7.20A		L 8.20PM		L12.10AM		L 1.05P	L 7.05PM	L10.00M	L 1.30PM		1000	-		1	
X		SEATTLE DN King Street Station 0.8 Cross Over SECOND AVE. YD 2 4 Cross Over		· · · V					101			× 1		* 4.3		<u> </u>	<u> </u>			1 2			\$	1	10	
CO X 31					-002														10.00	1.20				_	-	
C F 27	O. W. I Interlo	R. & N. and P. C. R. R. Crossings ocked 6.8 Track Conn.	3.2	11.56m	8.23	9.24		3.44	8.58	4.38	7.30	e.;	8.29		12.19	, 1,	1.14	7.14	10.08	1.38						
	C. M	M. & St. P. R. R. CROSSING ocked 0.8 Cross Ov. Track Conn.	10.0					,									2 .									7.7
C F		BLACK RIVER DN 1.4 Cross Over	10.8	12.07AM	8.33	9.33		3.55	9.08	4.48	f 7.42		8.38		12.30		A: 1.24PM	7.23	10.18	1.48						
C F		ORILLIA 2.0	12.2																							
C F		O'BRIEN 2.1	14.2									- A.														
C F	KN	KENT D 1.9 Cross Over	16.8	12.17	8.42	9.42		4.04	9.17	• 4.57	s 7.52		f 8.48		112.40			7.33	110.28	1.58						
C F		THOMAS	18.2								,				Ť,											
C.F		CHRISTOPHER	19.6								,		x													
C F	AU	AUBURN DN 0.9 Cross Over	21.5	f12.28	s 8.50	9.52		s 4.14	s 9.28	s 5.05	s 8.05		f 8.55		s12.48			• 7.43	f10.38	2.08						
A 22	GR	EAST AUBURN DN	22.4			A 958M	L 7.10A	A 4.20P			A 8.13AV	L 5.20M	:	L 910PM	A12.54M	L 8.35™		A: 7.48M			1	1		V- 1	4	
CF	AU	AUBURN DN 4.9 Cross Over	21.5	f12.28	s 8.50		7.17		s 9.28	s 5.05		5 5 2 5	f 8.55	s 9.15	-	s 8.40			110.38	2.08		1				
CF			26.4	12 .39	9.00		1 7.28		1 9.38	1 5.14		5.35	9.04	1 9.25		8.50			10.48	2.18		7 7 - 2				
CF	SN	SUMNER D 1.6 Cross Over	29.0	112.44	s 9.05		• 7.35		s 9.43	s 518		• 5.40	f 9.09	• 9.30		s 855			f10.55	2.25	1 2 1			1,246		
Y 1960			30 .6	12.49	9.08		7.40		9.47	5.22		5.44	9.13	9.34		8.59			10.59	2.29						
X 1967	PY	PUYALLUP DN 6.4 Cross Over	81.9	12.53	s 9.11		s 7.45		9.50	s 5.35		5 5.47	1 9.17	s 9.39		s 9.04			s11.05	s 2.35						
197	RN	RESERVATION DN 0.2 Cross Over	38.3	1.10	9.28		8.00	-	10.05	5.51		6.00	9.30	953		9.18			11.18	2.48	L 4.45M	L12.28A				
κ -	O	-W. R. & N. Co. CROSSING	38.5										- C			-										
x -		RIVER STREET P	39.0																							
1976	Q	TACOMA DN 2.3 Cross Over	40.1	1.15	eg pi		es p		10:10 s10:20	e di di		- 98 /	989	8		•3p			3 p	3	4.50 8 4.55	12.35				
CS2	NX			1.38	awbr Lin		Via Drawbri Line		10.28	Via Iwbrid		Via rawbri	Via Drawbri Line	Via Drawbri Line		Via Drawbri Line			Via Drawbri Line	awbri Line		12.48				
C823			42.8	A 1.40M	ă		Dra		A10.30AM	2		Dre	Dre	D.		Dra			D	-	A 5.03PM	A12.50A		-		
1972	RN	RESERVATION DN 0.2 Cross Over	38.3		9.28	r	8.00	- 2		5.51		6.00	9.30	9.53		9.18			11.18	248	.,					
	0	-W. R. & N. Co. CROSSING 0.3 Track Conn.	38.5		-							-									b	ģ		-		
<u>-</u>		-W. R. & N. Co. CROSSING	38.8	f Bay					of Ba												la of Bay	Vis B		-		
1976	Q	1.6 Track Conn. TACOMA DN	40.4	Via	s 9.35		A 8.10AM		Via ead of	. 6.00		A 6 10W	A 0.40m	A10.00PM		A 9.25PM			s11.25	s 2.55	Via Head of	Via Head of		-		
		4.6 Cross Over		ž	9.35 9.45 A10.03AM				1 1	\$ 6.00 6.10			- 7.4UM				4 -		*11.35 A11.50AM			_				
8 X 1981		SO. TACOMA DN Cross Over	45.0		8	i, '			2	As 6.25PM		1,	,	à,		100	- _		MII OUM	3.207						
_				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily				
_		Time Over Subdivision		1.40	1.38	.43	1.00	. 45	1.30	1.45	.53	. 50	1.20	.50	.44	.50	. 19	.43	1.40	1.40	.13	.17		-		
		Average Speed per Hour		25.6	27.6	31.2	18.0	29.8	28.5	25.7	25.4	23.8	30.3	23.8	30.5	23.8	34.1	31.2	27.0	27.0	20.7	15.9			<u> </u>	

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.

29 month of tweet, inches

W	ESTWARD								FIR	ST SUE	3-DIVISI	ON.	e.										
pug	Time Table 48				Fil	RST CLA	ASS	1 13	7.12			SECON	ND CLASS	•					THIRD	CLASS			
yes ers	July 2, 1922.		591	595	597				673	679	691					929	961	963	965	971	975	985	997
nits umb	Succeeding No. 47D.	from	Passenger	Passenger	Passenger		2. 1		Freigh	t Freight	Freight					Freight	- Torgine	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freigh
I Lin	STATIONS	ance	Daily	Daily	Daily		-		Ex. Mo	a. Daily	Daity					Ex. Mon.	Tue., Thu., Sat.	Mon., Wed., Fri.	. Mon., Wed., Fri.	Ex. Sun.	Ex. Sun.		
Turntables, Wyes and Yard Limits Station Numbers	Telegraph Offices and	Dista	Willapa Harbor	No. 41 Conn. Puget Sound, Ltd.	Kanaskat Accommo- dation				Nor. Pac Sumas	Nor. Pac. Portland	O-W R & N Portland Freight			5.		Nor. Pac. Local	Nor. Pac. Centralia	Nor. Pac. Centralia	Nor. Pac. Olympia	From Tacoma Division	O-WR&N Way Freight	Nor. Pac Am. Lake Way Freight	Grt. Nor Local
Y X	UD SEATTLE DN King Street Station 0.8 Cross Over	0.0	0	**				A															
W C I	SECOND AVE. YD	P 0.8	8				- 1																
X	MIDDLE YD P	3								f 6.30b			Charles Total Land		ALGORITHMAN				VIII				
X C		3.2	2						See Seat	6.45						See Seattle							and the same of th
\$	C. M. & St. P. R. R. CROSSING	10.	0				-		——— Divisio	1						Division				*			
CI	C. M. & St. P. R. R. CROSSING Interlocked 0.8 Cross Over Track Con. BI BLACK RIVER DN 1.4 Cross Over	_							L 2.10	7.05						L12.40%	4	-					
	OF ORILLIA	12.2				200													-				
C I	O'BRIEN 2.1	14.5			-		200		0.05											*			
X CI	KN KENT D 1.9 Cross Over	16.8							2.25	7.15					, ,	12.55							
C 1	13	18.2														-							
Y CI	CHRISTOPHER 11 1.9	19.6																					
X C1	9 AU AUBURN DN 0.9 Cross Over			-					A 2.40	AM 7.35		1				A 1.15PM	A .						
X A 22		22.4	4				,																
Y C		21.5	5		1					9.05			-		RATE AND DESCRIPTION OF THE PARTY OF THE PAR								
CI	DIERINGER	26.4	4	See	See					9.15			-	-									
CI	F SN SUMNER D	29.0	ō	Tacoma Division	Tacoma					9.20										See Tacoma Division	,		-
W 196	966 MEEKER P	30.6	6	L 9.10AM	L 5.40PM					9.25			-	-						L11.45M			
X 196	967 PY PUYALLUP DN 6.4 Cross Over	31.	9	• 9.16						9.30		-	-	-			-			11.55AM 12.35PM			
X 197	972 RN RESERVATION DN	38.3	.3	9.34	6.02	-	_			9.50	1 8:20 PM			-				4	 	12.35PI			
X	OW. R. & N. Co. CROSSING Interlocked 0.5 Track Conn.	38.8	5	45		111111111111111111111111111111111111111	**** ;																
X	RIVER STREET P	39.0	.0	~	9			10 %		10.00 11.15	8.25 8.30			1			L 8.00M		L 7.00M	A 1.00M			
W 197	976 Q TACOMA DN 0.3 Cross Over	40.	1	A 9.40AM	e Line								-							-	L 6.30M	77.00	
X	OW. R. & N. Co. CROSSING 2.0 Track Conn.	40.4	4		8 24	:			1000		18.5												
X CS	S NX STADIUM DN	42.4	4		wbri					11.29	8.48						8.18	76.20	7.18		6.47		
X C 8 21/2	2 0.4 CS McCARVER ST. DN	42.8	8		Dra					A11.31	A 8.50PM	į.					A 8.204		A 7.20M		A 6.50AM		
X197	972 RN RESERVATION DN 0.2 Cross Over	38.3	3	- 90 (9	6.02		2					-											
X		38.8	5	Bay						Bay	Bay	-				-	1 404		1 7				
X	1.6 Track Conn.	38.8		y o ba			-		-	Via Via	> A a 2]				
W 197	Q TACOMA DN 4.6 Cross Over	40.4	4 L 9.40 M	- 1	A 6.10 PM		7.0		-	- •	- 1							L 8.00M	i			. 7.05 M	L 7.0
S 198	SU SO. TACOMA DN Cross Over	45.0	0 A s9.55 AM	1			2				* = 1							A 8.45M	ž.			A 7.45AM	A 7.3
	1000		Daily	Daily	Daily				Ex. Mo		Daily										Ex. Sun.		
	Time Over Subdivision Average Speed per Hour		.15	17.2	17.2	-			21.4		10.8					18 0	.20	6.1	11.4	14.4	8.0	6.9	9.2

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SPECIAL INSTRUCTIONS, PAGES 5, 6 and 7.

									F	IRST	SUB-D	IVISIO	N										EA	STWAR	D.
	Time Table 48	1	1										FII	RST CLA	SS			,					,		
	July 2, 1922.	70	402	408		412	414	416	418	422	428	430	436	438	440	446	450	456	458	466	562	564	592		
St.	Succeeding No. 47D.	dity	Passenger Daily	Passenger Daily		Passenger Daily	Passenger Daily	Passenger Daily	Passenger	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Ex. Sun.	Passenger Daily	Passenger Daily	Passenger Daily	Passenger	Passenger	Passenger	Passenger Daily		
Distance from McCarver St.	STATIONS	Capac	Portland Seattle	Portland Seattle		No. 2's	No. 1 North	No. 41	No. 42's	1		G. N. No. 2		334's Connection	No. 3 Northern	VorthBend accommo-	No. 4's	Gt. Nor.	Gt. Nor. Portland			O-WR&N	Willapa		
Med	Telegraph Offices and Calls	Sign	Express	Express		connection	Coast Limited	Puget Sound Limited	connection Mississippi Valley Limited	Limited	Grandview		Sporane	Spokane	Pacific Express	dation	connection	Portland	Portiand	Express	Passenger	Seattle Express	Harbor		
42.8	UD SEATTLE DN King Street Station 0.8 Cross over		A 6.45AM	A 2.45M			A 8.10AM	A 9.30M		A 9.50P	A 6.10A	4 6.50PM	▲10.00 PM		A 9.25M	▲10.40 M		A 7.40M	A 4.40PM	A 2.15P	•				
42.0	SECOND AVE. YD F	·	i																				1		
39.6	O. W. R. & N. and P. C. R. R. Crossings Interlocked 6.8 Track conn.	3	6.35	2.35			7.58	9.19		9.40	5.59	6.40	9.49		9.15	10.32		7.30	4.30	2.05					
82.8	C. M. & St. P. R. R. CROSSING Interlocked 0.8 Track con. Cross over															v									
82.0	BI BLACK RIVER DN 1.4 Cross over		6.25	2.25			7.40	9.03		9.29	5.45	6.27	9.35		9.00	10.18A		7.18	4.19	1.51					120
30.6	ORILLIA 2.0	5 Spu	r									X.								1 1.48			1		
28.6	O'BRIEN 2.1	3 Spu																		1 1.45					
26.5	KN KENT D 1.9 Cross over	90	s 6.15	2.15			7.27	1 8-52		1 9.18	• 5.35	6.19	• 9.25		8.50			\$ 7.07	4.08	1 1.41					
24.6	THOMAS	8 8pu	r																	1 1.37					
23.2	CHRISTOPHER 1.9	4 8pu									- 504									1 1.34			1		
21.3	AU AUBURN DN 0.9 Cross over		s 6.02	• 2.05			• 7.15	8.42		s 9.06	5 5.24	6.10	s 9.14		• 8.39			6.55	3.56	· 1.30			1		
22.2	GR EAST AUBURN DN 0.9	85				a 9.50M	L 7.09M	L 8.35M	A 4.10PM		L 5.19A		L 9.09M	A12.50M	L 8.34m		7.40M								
21.3	AU AUBURN DN 4.9 Cross over	70	s 6.02	s 2.05		9.44			• 4.05	9.06		6.10		12.4 5			• 7.33	1 6.55		• 1.30					
16.4	DIERINGER 2.6		5.51	1.57		1 9.34			3.55	8.56		6.02		112.38			1 7.24	6.45	3.46	1 1.21					
18.8	SN SUMNER D	5	s 5.47	1.52		• 9.29			• 3.50	s 8.52		5.57		•12.33			• 7.19	• 6 .40	3.42	• 1.16	ì		,		
12.2	MEEKER F	70	5.43	1.49		9.24			3.45	8.48	le .	5.54		12.28			7.14	6.35	3.38	1.13					
10.9		70	s 5.40	• 1.47		s 9.21			• 3.41	s 8.45		1 5.52		·12.25			• 7.11	s 6.32	• 3.35	• 1.10					
4.5			5.29	1.35		9.10			3.30	8.34		5.40		12.14			7.00	6.20	3.24	12.59	A 9.30M	A 5.05M			
4.3	OW. R. & N. Co. CROSSING Interlocked 0.5																								
8.8	RIVER STREET F	500																							
2.7	Q TACOMA DN 2.3 Cross over		s 5.25 s 5.05	ap.		L 9.05M			L 3.25M			L 5.35P		L12.10M			L 6.55P		* F 5	12.48	9.25 9.15	• 5.00 4.50			
0.4	NX STADIUM DN		1	Line						Via Line								Line	ra Vie	12.37	9.07	4,37	-		
0.0	0.4 McCARVER ST. DN		L 4.55M	Ā						Ā								ă	_	L12.35M	L 9.05	L 4.35M	e e		13
6.7	RN RESERVATION DN			1.35						8.34								6.20	3.24						
	Cross over										2											5		X d	
6.5	OW. R. & N. Co. CROSSING 0.3 Track conn.		Bay			i Be			Bey			P. B.		Bay			BA			8	3	# 75 M		<i>)</i>	
6.2	OW. R. & N. Co. CROSSING 1.6 Track conn.		2 N			AVIA and of			> 3			Via ead of		× 5			> 9			32	Hpad VI	> 9	1.		
4.6	Q TACOMA DN 4.6 Cross over		ı	1:38	-	H.				8.30		ř		¥				6.15 6.05	• 3:20 • 3:10	Ĕ	*	ž	A12.40PM		
0.0	SU SO. TACOMA DN Cross over	70		L 1.05PM						L 8.05M								L 5.50PM	L 2.55M				L12.25P	,	
			Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Dally	Daily	Ex. Sun.	Daily .45	Daily 1.40	Daily 1.35	Daily 1.30	Daily .15	Daily	Daily .15		
	Average Speed Per Hour		1.30	1.30 82.3		26.0	1.01 22.0	24.4	26.0	1.35 28.4	26.4	1.15 32.3	26.4	29.2	26.4	29.4	26.0	27.1	28.4	28.5	18.0	13.5	18.4		
1			1				!		1	I		5		<u>.</u>				1	Ľ	L	1	L	L		

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.

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SPECIAL INSTRUCTIONS, PAGES 5, 6 and 7.

1								FIRS	ST SUB	-DIVIS	ION								EA	STWAR	(D
-	Time Table 48				FIRST CLA	\ss					SECO	ND CLAS	is.	1			THIRD	CLASS.			
	July 2, 1922	7	596	598				674	680	692				930	962	964	966	972	976	986	
St.	Succeeding No. 47D.	eity	Passenger Daily	Passenger Daily				Freight	Freight	Freight				Freight	Way Freight				Way Freight	Way Freight	
noe fi	STATIONS	Capa	No. 338	Kanasket				Ex. Sat.	Daily	Daily					Sun., Wed., Fri.	Tue., Thu Sat.	Tue., Thu., Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
Distance from McCarver St.	Telegraph Offices and Calls	Car Cap Sidings	Connection	Accommo- dation				Nor. Pac. Sumas	Nor. Pac. Portland	O-WR&N Freight				Nor. Pac. Local	Nor. Pac. Centralia	Nor. Pac. Centralia	Nor. Pac. Olmpia	Nor. Pac.	O. W. R. & N. Way Freight	Am. Lake Way Freight	
42.8	UD SEATTLE DN.																		Freight	Freight	
	SECOND AVE. YD P					-			A 6.45M					 							
42.0	MIDDLE YD P		_											 _							
39.6	INCO Chase even D							See	6.30					See							
32.8	Interlocked 6.8 Track Conn. C. M. & St. P. R. R. CROSSING Interlocked 0.8 Cross over Track Con					-		Seattle Div.			-			Seattle Div.							
32.0	BI BLACK RIVER DN 1.4 Cross over	20						A10.50P	6.15					 A 7.55AM							
30.6		5 Spur																			
28.6	CIRRIEN	3 Spur															187				
26.5		90						10.30	6.00					7.40							
24.6	THOMAS 1.4	8 Spur																			
23.2	1.9	4 Spur						11010	- E 45					 							
21.3	0.9 Cross over							110-10P	3 0.40					L 7.25M							
22.2	0.9	-																			
21.3	4.9 Cross over	70				i			s 5.45												
16.4	2.6		See Tacoma	See Tacoma		-			5.35					 							
13.8	1.6 Cross over MEEKER P	70	Div. A 7.30 AM	Div.		-			5.25					 				A 5 00M			
12.2	DV PUVALLUP DN		s 7.25	s 5.35					5.20					 				4.45			
ž.	RN RESERVATION DN		7.15	5.19						A 6.35M				 					A12.50PM		
4 3	OW. R. & N. Co. CROSSING Interlocked 0.5 Track Conn.																			,	
3.8	RIVER STREET P	500	-						4:45 3: 3 0	6:20 4:30					A11.55AN		3.40PM	4.004	12.40PM 11.00AM		
2.7	1.1 Cross over		1 7.10AM	L 5.15PM		-			3.20	4.30				 	11.41				11.00AM		
2.4	The state of the s															ia bridge ne					
0.4	NX STADIUM DN 0.4								3.11						11.32	- 4	3.12		10.32		
0.0	McCARVER ST. DN								L 3.09M	L 4.00M					L11.30M	ا	3.10PM		L10.30A		
6.7	RN RESERVATION DN 0.2 Cross over							;								A11.15A				:	
6,5	O W D A N C. CDOSSING		Bay	Вау					Bay	Вау										-	
6.2	O W D AN C. CDOSSING			a Via		-				Via d of E				 							
4.6	O TACOMA DN		Via Head of	Via Head of	-	-			Via Head of	Hoad				 		11.00			i	4.40PM	
0.0	4.6 Cross over	70					,		_	_				 ļ ——		L10.30				4.10PM	
			Daily	Daily				Ex. Sat.	Daily	Daily						Tue., Thu., Sat.			Ex. Sun.	Ex. Sun.	
-	Time Over Subdivision Average Speed Per Hour		28.5	22.8				16.1	3.21 12.8	6.0				21 4	9.1	8.9	7.6	8.4	6.7	9.2	

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

DOUBLE TRACK BET WEEN 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.

WI	estw	ARD.									۶	SEC	OND SUBDIVISIO	N.							. EA	STWAR	.D.
	T	HIRD CL.	ASS.	3 5 1 11		FIR	RST CLASS.	,	. 46	1 ,	1 5 2	tle	Time Table No. 48	,	1			FIRST CLASS.		THI	RD CLA	ss.	
	CSE	are	1 2 4 2	923	8.00	·		443	441	l, Scale Wyes	mbers	om	July 2, 1922.	g	y,of	442	444	X . 1 -1	924			£	
		1 152 9 1 1 2017 1	1 20 W	Way Freight	1-17.	1		Passenger Bellingham	Passenger	er, Fuel stables, Yard I	on Nu	ance fro	Succeeding No. 47D.	nce fro	Capacit	Passenge	Passenger Bellingham		Way Freight			uz.	
	as Pige			Ex. Sun.		:		Daily	Daily	Wate Turn and	Stati	Dista	STATIONS Telegraph Offices and Calls	Coists Keith	5.5	Daily	Daily		Ex. Mon.			-10.	
				L 8.10M		0 100	10			wco7	C F 31		MIDDLE YARD	P	-				A 3.55PM				
				8.25				L 9.30AM	L 2.50PM	X		0.0	UD SEATTLE D King Street Station 1.4	DN 12.2	2	A 5.30P	A12.15PM		3.40				
ALL CANDON				8.32				9.35	2.55	12 95		1.4	END DOUBLE TRACK	10.8	8	5.24	12.09		3.26				
8				s 8.45				1 9.42	3.02	W O	C F 85	4.0	INTERBAY	8.2	2	5.17	112.01PM		• 3.16				
				8.55				• 9.49	3.08 924	W XY	C F 87	7 6.9	FR FREMONT	D 8.8	3 45	5 5 11	\$11.54M		3.08				4
		×s		9.05	i i			• 9.57	• 3.17		C F 39	8.7	7 BK UNIVERSITY	D 3.8	5	s 5.05	\$11.47		2.54				
			-	A 9.15AM				A10.05M	A 3.25PM	1	C F 42	2 12.2	2 KEITH	0.0	Spur 17	L 4.57P	111.37M		2.40PM	- 0 - 0 - 0			
				Ex. Sun.				Daily	Daily							Daily	Daily		Ex. Mon.				
				1.05	1			. 35	.35				Time Over Subdivision			.33	.38		1.15				
				12.0				20.9	20.9			-	Average Speed Per Hour			22.2	19.2		9.8	-	7.00		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS, PAGES 5, 6 and 7.

SPECIAL INSTRUCTIONS.

 At Seattle—Trains and light engines entering King Street Station from the west, must not pass the stand pipe at west end of yard without proceed signal from the switch tender given with green flag by day or green light by night.

FIRST SUB-DIVISION.

Trains or engines must not pass over Atlantic Street crossings, Colorado Street line, unless they receive signal from crossing flagman with green flag by day and green light by night. 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. When no crossing flagman is on duty trains must flag themselves across.

Trains approaching Spokane St. Tower on Colorado Ave. line will call for route as follows:

INBOUND.	
C. M. & St. P. Ry	
Nor. Pac. Ry	
OUTBOUND.	
C. M. & St. P. Rv	
P. C. Ry	e ke
From West to East	
From East to West	

2. Card train order form A. B.—Will govern the movement of trains between Argo and Spokane Street Tower on Colorado Avenue line. Between East Auburn and Auburn and between East Auburn and Auburn Yard.

Between Reservation and the 15th St. Tower via Drawbridge Line. Switch engines going around wye on authority of work order do not require a card train order form A. B.

- At Argo.—Trains must stop before crossing street car tracks at Eighth Avenue
- At Black River—Telephone is located near westward crossover 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.
- Logs.—Trains handling logs on double track will not be permitted to meet passenger trains between stations. Conductors will notify Dispatcher when there are logs in their trains and secure train order 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 Cars with logs must be inspected to be sure they are safely loaded and

6. At Auburn—All eastward and westward trains will approach crossover at west end of Auburn depot platform leading to and from the First Subdivision main line, expecting to find crossover occupied, and will not proceed until track is known to be clear. Passenger trains in either direction making crossover 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.

Normal position of switch at head of the wye will be for Seattle leg of wye.

7. At Tacoma—A signal arm semaphore pattern, located near junction of line leading to Union Station and Drawbridge Line at 15th Street, is controlled by operator at 15th Street and will govern single track passenger line between 15th Street and Union Station. No train from the Drawbridge Line or east of main line will enter Union Station when signal is at stop. No train will proceed from Union Station to Drawbridge 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 Drawbridge Line; upper arm governs movement to eastward main track.

Push button operating signal to towerman is located on post under concourse; switch crews will operate for Portland bound trains and conductors will operate for Seattle bound trains.

Between Reservation and Stadium trains will approach crossover switches located at East "D" Street (near roundhouse) at South 21st. Street (entering passenger station) and O.-W. R. & N. connection at 15th Street, under control, 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.

Trains will approach crossover switches on double track at cold storage plant, opposite Tacoma Wharf, under control and will not proceed until tracks are known to be clear.

Staff system between McCarver Street and Staduim-Trains running with the current of traffic will not pass McCarver Street or Stadium until engineman 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 either operator when movement has been completed.

Headlight must be used by all trains passing through tin tunnel between Stadium

- At Reservation-No towermen are used to manipulate interlocking plant, O.-W. R. & N. crossing near Reservation. When train or yard crews 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.
- 9. At South Tacoma—The normal position of double track switch is for eastward

- Engine Restrictions—Engines must not go beyond the frog on spur at Dier-
- Pusher District—Between Tacoma and South Tacoma.
- Mountain Grade-15th Street, Tacoma, to 21/2 miles west.

At South Tacoma-Test inspection and understanding as required by Rule 703, Book of Transportation Rules, will be had on all eastward freight trains. Conductors will fill out card, Form 3632, and deliver to the operator who will complete and mail to Superintendent, Tacoma, each day. Retainers will be turned up on all cars before descending Tacoma Hill.

At Tacoma—Enginemen on road engines, on eastward trains, before backing into Union 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 Union Station, leaving brakes applied after making the

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

At Union Station, enginemen on road engines of westward trains will after

The leading engine will control the air under all conditions.

Eastward trains will approach Pacific Avenue under control and be governed by signal No. 4 located at gate tower of Pacific Avenue and controlled from 15th

Top arm of this signal governs movements on Eastward main track; lower arm governs movements on eastward main trackfover 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.

Speed Restrictions-At Seattle-Trains will move under control approaching and passing over switches from the intersection of the N P. and King Street Station tracks, between Massachusetts and Holgate Streets, and in foggy or obscure weather, stop and know before proceeding that there are no trains approaching on intersecting tracks.

Under control approaching and passing over wye switches at Skopane Street. Under control approaching and passing over crossover switches leading to roundhouse near Lander Street.

Eight miles per hour over switches. King Street passenger station.

At Tacoma-Fifteen (15) miles per hour through Tin Tunnel located between Stadium and McCarver Street.

Passenger trains 30 miles per hour and freight trains 20 miles per hour on descending grade between Bailey Street and Pacific Avenue.

Trains in both directions on drawbridge line will run under control between

Reservation and freight yard connection one-fourth mile west thereof. Westward trains, via Drawbridge Line, will move under control passing over

O.-W. R. & N. connection located 1/4 mile west of Reservation. Trains entering or leaving Union Station will move under control between 15th

Street and 21st Street Ten miles per hour within the corporate limits of Puyallup, Sumner, Auburn and

FIRST SUBDIVISION—Continued.

- 14. Bridge Restrictions—Speed will be restricted over bridge 39, Tacoma waterway as follows: Engines Class W, W-1 and W-2 eight (8) miles per hour. W-3 and heavier engines not permitted. Double headers not permitted. Bridge 12.3 on what is known as the Dempsey or Tide Flat Branch (Tacoma Terminal). Heavier than Class Q engines not permitted. Speed of other engines over this bridge eight (8) miles per hour.
- Special stops, connections, etc.—No. 401 stop at Kent for passengers for Tacoma and poin s South.

No. 421 stop on flag at Kent for Grays Harbor business west of Lakeview No. 423 stop on flag at Orillia and Thomas for receipt and delivery of Parcel Post mail.

No. 598 connect with No. 423 at Puyallup.

No. 450 connect with No. 597 at Puyallup.

Nos. 411 and 449 stop on flag at Kent for passengers holding tickets for Spokane and east.

No. 408 stop at Sumner and Kent to let off passengers from points west of St. Clair.

Nos. 414, 416 and 440 stop at Kent to let off passengers from points east of Auburn.

Nos. 417 and 437 stop on flag at Kent to pick up passengers for points east of Auburn.

No. 456 connect with No. 597 at Puyallup.

No. 436 stop on flag at Thomas and Kent for express shipments.

No. 459 stop on flag at stations between Seattle and Tacoma to discharge passengers from points north and east of Everett, and to receive passengers for

points south of Tacoma. No. 458 stop on flag at Sumner for passengers Seattle and beyond and stop on flag at Auburn and Kent to discharge passengers from points south of Tacoma and receive passengers for points Everett and beyond.

No. 430 (G. N. No. 2) stop on flag at Sumner, Auburn and Kent to receive pas sengers for points Everett and beyond.

- Register Stations-Seatt e (King Street Station and Middle Yard) Auburn, East Auburn, Auburn Yard, Puyallup; Tacoma (Union Station) (Stadium) (15th Street Tower: For Tacoma Division Fourth Subdivision trains only) (South Tacoma) (River Street. For freight trains only.)
- Register Exceptions-At Auburn, East Auburn, Puyallup, Tacoma (Stadium) (15th Street Tower) and (South Tacoma) all trains register by ticket form 608. Tacoma Division 4th Sub. Div. Trains outbound must obtain clearance at 15th
- Clearance Exceptions-Clearance will not be issued at East Auburn to westward train; at Stadium and South Tacoma to eastward trains unless stop or caution signal is displayed.
- Bulletin Stations-Seattle (King Street Station) and (Middle Yard office) Auburn Yard Office, Tacoma (Union S ation) and (River Street Yard).
- Standard Time Clocks-Seattle, King Street Station; Auburn Yard Office;
- Ra Iroad Crossings at Grade, on Switching tracks, Seattle-C. M. & St. P. crossing just east of overhead bridge on Colorado Avenue Line. P. C. R. R. and O.-W.R. & N. crossing at Atlantic Street on Colorado Ave-

. N. Crossing at Washington Street on Waterfront.

G. N. Crossing at Bell Street on Waterfront. P. C. R. R. and C. M. & St. P. crossing at Spokane Street on Colorado Avenue Line, interlocked.

SECOND SUBDIVISION.

1. At Seattle-North Portal of tunnel. 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 waterfront are governed by semaphore signal located about 350 feet/west of tower. Upper arm governs route to the tunnel; lower arm to the waterfront. Westward trains from the waterfront 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. At night and during foggy weather eastward trains will give one long blast of whistle for tunnel and three shorter blasts for waterfront. Westward trains from waterfront will give three blasts of whistle for N. P. main line.

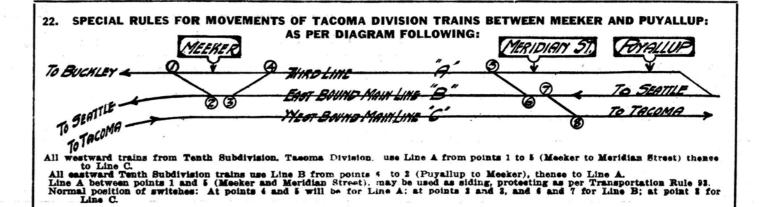
Westward trains are governed by the semaphore block signal located about 50 feet south of the south portal of the King Street tunnel.

Eastward trains are governed by the semaphore block signal located 250 feet

north of the portal of this tunnel. Interlocking plant at South portal of King Street tunnel—Signals are of the dwarf type (low semaphores) and are located to the 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.

- Logs-Freight trains containing cars loaded with logs must not be run via King
- At Fremont-Depot is located one-half mile west of passing siding Yard Limit rules will govern between location of yard limit board 2500 feet west of Fremont to end of double track.

SPECIAL INSTRUCTIONS—Continued



- Salmon Bay Bascule Drawbridge, between Interbay and Fremont— 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.
- Speed Restrictions—Six (6) miles per hour over public Road crossing leading to G. N. dock at Smith Cove. Fifteen (15) miles per hour over the crossing on Northlake Avenue located between yard limit board and Gas Works west of Fremont.

Twenty (20) n iles per hour over Bascule bridge about one mile east of Fremont. Six (6) miles per hour between Clay and Bell Streets.

ALL SUBDIVISIONS.

- 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 him to flagging duties.
- To insure personal safety operators in double track territory, having train orders or messages for passing trains must stand on the right side of the train and never between the tracks.
- 3. 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
- 4. Lap Sidings-Unless otherwise instructed, trains taking siding must head in at the lap.
- Siding blocked by occupied outfit cars must not be used to meet or pass trains.
- 6. Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop an approaching train.
- 7. When necessary to take slack of freight trains with helper engine on the rear it should be done by the helper engine.
- 8. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
- 9. Except as otherwise provided, or when running light without conductor, enginemen will only be required to consult register at initial or starting points.
- 10. Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.

11. Speed Restrictions-Passenger trains must not exceed a speed of one minute or sixty seconds per mile.

Passenger trains with helper engines on rear thirty (30) miles per hour. When Mallet engine is used, fifteen (15) miles per hour.

Class Q-5 engines fifty-five (55) miles per hour. Class W engines thirty (30) miles per hour and Class W-3 engines twenty-five

(25) miles per hour.
All trains thirty (30) miles per hour over interlocked crossings and fifteen (15) miles per hour through crossovers, turnouts and gauntlets.

Fifteen (15) miles per hour passing telegraph offices where orders are received. Light engines backing up twenty (20) miles per hour.

The following signs when placed in columns provided indicate: W-Water.

C-Fuel.

O-Track Scales.

-Turntable.

-Wye. D-Day office only.

DN-Day and night office.

P-Tepephone. X-Yard limits

SPEED TABLE

		Miles
Time	Per Mile	Per
Mins.	Secs.	Hour
1		60
1	1 2 3 4 5 6 7 8	59
1 .	2	58
1	3	57.1
1	4	56.2
1	5	55.3
1 1 1 1	6	54.5
ī	7	53.7
1	8	52.9
î	9	52.1
î	10	56.2 55.3 54.5 53.7 52.9 52.1 51.4
î	12	50
î	10 12 15	50 48
î	20	45
î	20 25	49 3
1	30	40 36 34.3 32.7 30 27.6
1	30 40	36
î	45	34 3
1	50	39.7
2		32.7
2	10	27 6
2	15	20.0
2	$\begin{array}{c} 15 \\ 20 \end{array}$	20.0
2	30	20.1
2	40	24
2	45	26.6 25.7 24 22.5 21.8
2	50	21.8
2		21.2
9		20 19 18 17
9	9	19
0	21	18
3	31	17
3	45	16
1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 3 3 3 3 4 5 6 7 10 7	• •	16 15 12 10
5		12
6		10
7	30	8
10		6

COMMERCIAL SPURS

Distance fr	om King S	treet 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				
Wood Spur	11.2	1 W	16	Fremont		2.3		
Flaherty	11.6	1 W	7					

MAXIMUM CLEARANCES

						MATTER																						
											LIN	IT OF	LO	AD-	MEASU	REME	NT											
1	,											HEIGH	T AE	BOVE	TOP O	F RAII											W	
		1 ft. Wide	2 ft. Wide	3 W	ft. Vide	4 f Wite	4	5 ft. Wide	6 ft. Wide		ft. Vide	7 ft. 6 i Wide	a. ;	8 ft. Wide	8ft.6i Wide	n. 9 f	t. de	9 ft. 6 in. Wide	10 ft Wide	. 10	Oft. 2 in Wide		6 in. de	11 ft. Wide	11 ft. 6 Wid	in. I	Max. Height	Max. Width
1st Subdivision	Main Line (Seattle-Reservation)	20′ 3″	20′ 3	20′	3"	20′ 3	" 2	0′ 3″	20′ 3	20	3"	20′ 3	" 20)′ 3′′	20′ 3	20'	3"	20′ 3″	20'	3" 2	20′ 3″	20'	3"	20′ 3″	20'	3" 2	0′ 3″	11' 6"
2nd Subdivision	Seattle (Middle Yard) to Keith	18′ 7″	18' 7	18'	7"	18′ 7	″ 1	8′ 7′′	18′ (0" 17'	0"	16′ 6	" 16	8′ 0″	15′ 6	" 15'	0"	14' 4"	13'	7" 1	3′ 5′′	12'	6"	11' 0"		1	8′ 7″	11' 0"
2nd Subdivision	Seattle (King Street Station) to Bell Street	23′ 11′′	23' 7	23′	2"	22′ 9	" 2	2' 5"	21' 11	" 21'	5''	21' 2	" 20	9"	20′ 7	" 20'	3"	19′ 11′′	19'	6" 1	19′ 5″	19'	2"	18′ 8″	18'	3" 2	3′ 11′′	11' 6"
	West Seattle Line	21′ 3″	21' 3	21'	3"	21' 3	" 2	1′ 3″	21′ 3	21'	3''	21′ 3	" 21	3"	21′ 1	" 20'	9"	20′ 7″	20'	3" 2	20′ 2″	20'	0"	19′ 9′′	19'	7" 2	1′ 3″	11' 6"
	Lake Union Line	20′ 9′′	20′ 9	" 20 ′	9"	20′ 9	" 1	8′ 3″	18′ 3	16	4''	15′ 10	" 15	5′ 4″	14′ 10	" 14'	5"	14' 0''	13'	5" 1	3"	12'	11"	12' 4"	11' 1	1" 20	0′ 9′′	11' 6"
	Reservation-McCarver St	17′ 2″	17′ 2	" 17'	2"	17′ 2	" 1	7′ 2′′	17′ 2	2" 17'	0''	16′ 9	" 16	6"	16′ 4	" 16'	2"	16' 0''	15'	9" 1	5′ 8″	15'	7"	15′ 5″	15'	2" 1	7′ 2″	11'
	Reservation to South Tacoma (via Draw Bridge Line)	20′ 3″	20′ 3	" 20'	3"	20′ 3	" 2	0′ 3″	20′ 3	" i 20′	2"	20′ 2	" 20)′ 1′′	19′ 8	" 19'	3"	19' 1"	18' 1	1" 1	8' 11"	18'	9"	18' 7"	17' 1	1" 20	0′ 3″	11' 6"

WATCH INSPECTORS

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

AUTHORIZED SURGEONS, PUGET SOUND DIVISION.

Location of Stretchers (S).
P. A. REMINGTON, Chief Surgeon, Western Div., Tacoma.
Dr. A. H. BUIS, Assistant Surgeon.
Dr. M. ALLISON, "

Dr. M. ALLISON, "B. E. HOYE, Auburn
WM. H. BRANDT, Auburn
Auburn Yard Office (S)
Auburn Station (S)
W. M. KARSHNER, Puyallup (S)

OR. 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 employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists for which distinct official authority must be had in accordance with established regulations.

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

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

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

AUTHORIZED SURGEONS, G. N. RY.

DR. J. C. MOORE, Seattle.

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

DR. J. A. LA GASA, Tacoma.

FRED BRASTRUP,

J. S. DEAN,

E. H. FRIBERG.

J. F. COLEMAN,

Trainmaster. Seattle.

Asst. Supt., Tacoma.

Chief Dispatcher, Seattle.

Chief Dispatcher, Tacoma.

