

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**SEATTLE TERMINAL**

# **TIME 48B TABLE**

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

**SUNDAY, DECEMBER 17, 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.**

**E. C. BLANCHARD,**  
General Manager.

**A. V. BROWN,**  
General Superintendent.

**I. B. RICHARDS,**  
Superintendent of Transportation.

**T. H. LANTRY,**  
Superintendent.

**P. H. McCAULEY,**  
General Superintendent of Transportation.

**Time Table 48B**  
**December 17, 1922**  
**Succeeding No. 48A.**

**SPECIAL INSTRUCTIONS, PAGES 5 and 6.**

## WESTWARD

Time Table 48B December 17, 1922. Succeeding No. 48A.		STATIONS		Telegraph Offices and Calls		Distance from Seattle	FIRST CLASS								SECOND CLASS								THIRD CLASS							
							673				677				679				691				929				971			
							Freight				Freight				Freight				Freight				Freight				Way Freight			
							Ex. Mon.				Daily				Daily				Daily				Ex. Mon.				Ex. Sun.			
Station Numbers							Nor. Pac. Sumas				Nor. Pac. Time Freight				Nor. Pac. Portland				O.W.R.&N. Time Freight				Nor. Pac. Local				Nor. Pac. Local			
TW	UD	SEATTLE	DN	0.0																										
Y		King Street Station																												
X		0.8	Cross Over																											
CW	CF	SECOND AVE. YD	P	0.8																										
OTX	31	2.4	Cross Over																											
X		MIDDLE YD	P																											
		2.3																												
X	CF	ARGO	P	3.2																										
	27	O. W. R. & N. and P. C. R. R. Crossings																												
		Interlocked																												
		6.8	Cross Over																											
		Track Conn.																												
		C. M. & St. P. R. R. CROSSING		10.0																										
		Interlocked																												
		0.8	Cross Over Track Con.																											
	CF	BI	BLACK RIVER	DN	10.8																									
	21	1.4	Cross Over																											
	CF		ORILLIA		12.2																									
	19	2.0																												
	CF		O'BRIEN		14.2																									
	17	2.1																												
X	CF	KN	KENT	D	16.3																									
	15	1.9	Cross Over																											
	CF		THOMAS		18.2																									
	13	1.4																												
Y	CF		CHRISTOPHER		19.6																									
	11	1.9																												
X	CF	AU	AUBURN	DN	21.5																									
	9	0.9	Cross Over																											
X	A 22	GR	EAST AUBURN	DN	22.4																									
		0.9																												
Y	CF	AU	AUBURN	DN	21.5																									
X	9	4.9	Cross Over																											
	CF		DIERINGER		26.4																									
	4	2.6																												
	CF	SN	SUMNER	D	29.0																									
	2	1.6	Cross Over																											
YW	1966		MEEKER	P	30.6																</									



[illegible]

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

## DOUBLE TRACK BETWEEN SEATTLE AND RESERVATION.

**AUTOMATIC BLOCK BETWEEN HOLGATE STREET, SEATTLE AND RESERVATION.**

**SPECIAL INSTRUCTIONS, PAGES 5 AND 6.**

## EASTWARD

Distance from Reservation.	Time Table 48B December 17, 1922 Succeeding No. 48A.			Car Capacity of Sidings	FIRST CLASS										SECOND CLASS.										THIRD CLASS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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TRAINS BETWEEN RESERVATION AND TACOMA WILL BE GOVERNED BY RULES AND REGULATIONS SHOWN ON TACOMA DIVISION TIME TABLE.

0.5	RIVER STREET	P	500																												
	1.1	Cross over																													
1.8	TACOMA	DN																													
	2.3	Cross over																													
Time Over Subdivision																															
Average Speed Per Hour																															

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

DOUBLE TRACK BETWEEN SEATTLE AND RESERVATION. AUTOMATIC BLOCK BETWEEN HOLGATE STREET, SEATTLE, AND RESERVATION.

SPECIAL INSTRUCTIONS, PAGES 5 and 6.



## SPECIAL INSTRUCTIONS.

1. **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.

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. ....  
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 .....

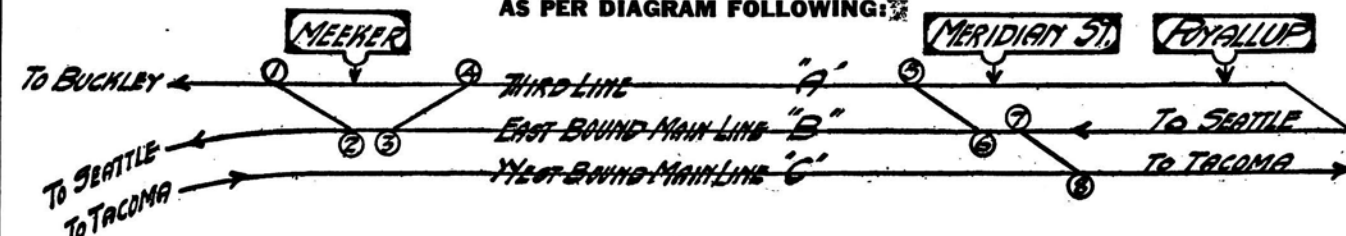
2. **Card train order form A. B.**—Will govern the movement of trains between Argo and Spokane Street Tower on Colorado Avenue line. Between East Auburn and Auburn and between East Auburn and Auburn Yard. Switch engines going around wye at Auburn on authority of work order do not require a card train order form A. B.
3. **At Argo**—Trains must stop before crossing street car tracks at Eighth Avenue South.
4. **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.
5. **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 trains. Cars with logs must be inspected to be sure they are safely loaded and secured.
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 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. **Engine Restrictions**—Engines must not go beyond the frog on spur at Dieringer.
8. **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 Spokane 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. Ten miles per hour within the corporate limits of Puyallup, Sumner, Auburn and Kent.
9. **Special stops, connections, etc.**—No. 401 stop at Kent for passengers for Tacoma and points 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. 450 connects 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. 453 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 passengers for points Everett and beyond.
10. **Register Stations**—Seattle (King Street Station) Middle Yard, Auburn, East Auburn, Auburn Yard, Puyallup; Tacoma (Union Station), River Street. (For freight trains only.)
11. **Register Exceptions**—At Auburn, East Auburn and Puyallup, all trains register by ticket form 608.
12. **Clearance Exceptions**—Clearance will not be issued at East Auburn to westward trains unless stop or caution signal is displayed.
13. **Bulletin Stations**—Seattle (King Street Station) Middle Yard, Auburn Yard; Tacoma (Union Station) and River Street.
14. **Standard Time Clocks**—Seattle (King Street Station), Auburn Yard Office; and Tacoma (Union Station).
15. **Derail Switches**—Are located as follows, and must be kept in derailing position when not in use. Sumner, West end of passing siding.
16. **Railroad 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 Avenue Line. G. 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.
17. **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.
18. 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.
19. 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.
20. 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.

22. **Lap Sidings**—Unless otherwise instructed, trains taking siding must head in at the lap.
23. Siding blocked by occupied outfit cars must not be used to meet or pass trains.
24. Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop an approaching train.
25. When necessary to take slack of freight trains with helper engine on the rear it should be done by the helper engine.
26. 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.
27. Except as otherwise provided, or when running light without conductor, engine-men will only be required to consult register at initial or starting points.
28. Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.
29. **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.
30. The following signs when placed in columns provided indicate:  
W—Water.  
C—Fuel.  
O—Track Scales.  
T—Turntable.  
Y—Wye.  
D—Day office only.  
DN—Day and night office.  
P—Telephone.  
X—Yard limits.

## SPEED TABLE

Time Per Mile	Miles Per Hour	
	Mins.	Secs.
1	..	60
1	1	59
1	2	58
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	9	52.1
1	10	51.4
1	12	50
1	15	48
1	20	45
1	25	42.3
1	30	40
1	40	36
1	45	34.3
1	50	32.7
2	..	30
2	10	27.6
2	15	26.6
2	20	25.7
2	30	24
2	40	22.5
2	45	21.8
2	50	21.2
3	..	20
3	9	19
3	21	18
3	31	17
3	45	16
4	..	15
5	..	12
6	..	10
7	30	8
10	..	6

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



## 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				
.....	Main Line (Seattle-Reservation).....	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	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.....	20' 7"	20' 7"	20' 7"	18' 3"	18' 3"	17' 4"	16' 4"	15' 10"	15' 4"	14' 10"	14' 5"	14' 0"	13' 5"	13' 3"	12' 11"	12' 5"	11' 11"	20' 7"	11' 6"		

## WATCH INSPECTORS

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

## AUTHORIZED SURGEONS, SEATTLE TERMINAL.

## Location of Stretchers (S).

P. A. REMINGTON, Chief Surgeon, Western Div., Tacoma.  
Dr. A. H. BUIS, Assistant Surgeon.  
Dr. M. ALLISON, "  
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  
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.

J. J. McCULLOUGH

Assistant Superintendent.

FRED BRASTRUP

Trainmaster.

J. E. CAMPBELL

Trainmaster.

J. J. SEXTON

Trainmaster.

E. H. FRIBERG

Chief Dispatcher.



