

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**SEATTLE AND TACOMA TERMINALS**

## **TIME 55 TABLE**

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

**SUNDAY, JUNE 9, 1929**

**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,**  
General Manager.

**J. E. CRAVER,**  
General Superintendent.

**M. G. CRAWFORD,**  
Assistant General  
Superintendent of Transportation.

**F. R. BARTLES,**  
Superintendent  
Seattle Division.

**W. C. SHOWALTER,**  
Superintendent  
Tacoma Division.

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

**Time Table 55**  
**June 9, 1929**  
**Succeeding No. 54C**

**TRAIN ORDERS GOVERNING THE MOVEMENT OF TRAINS AND INSTRUCTIONS PERTAINING THERETO, WILL BE ISSUED BY AND OVER THE SIGNATURE OF THE SUPERINTENDENT OF THE SEATTLE DIVISION.**

## EASTWARD.

Distance from Tacoma	Time Table 55. June 9, 1929 Succeeding No. 54C.		Car Capacity of Sidings	FIRST CLASS																		SECOND CLASS					
				402	408	412	414	416	418	422	424	426	428	436	438	440	450	454	456	458	562	564	596	672	678	680	
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily
				Consolidated Passenger	Consolidated Passenger	No. 2's Connection North Coast Limited	No. 1 North Coast Limited	No. 6's Connection Atlantic Express	No. 5 Pacific Express	Puget Sound Express	Puget Sound Limited	No. 338's Connection	No. 337	No. 333	No. 334's Connection	No. 3 Comet	No. 4's Connection Comet	G. N. No. 2	G. N. No. 4	Consolidated Passenger	Consolidated Passenger	Consolidated Passenger	Kanaskat Local	G. N. Portland	N. P. Time Freight	Nor. Pac. Portland	
40.1	UD	SEATTLE King Street Station 0.8 Cross Over	DN	A 6.45AM	A 2.45PM		A 10.00AM		A 10.00PM	A 2.30PM	A 7.35PM		A 2.00PM	A 6.00PM		A 7.30AM		A 5.35PM	A 9.05PM	A 9.45PM				A 2.35AM			
39.3		MIDDLE YARD 2.4	P																						A 10.30PM	A 6.00AM	
38.9		ARGO Cross Over O. W. R. & N. and P. C. R. R. Crossings 6.8 Track Conn.	P	6.34	2.36		9.51		9.51	2.22	7.25		1.50	5.51		7.21		5.25	8.55	9.35				2.20	10.15	5.35	
30.1		C. M. St. P. & P. CROSSING Interlocked 0.8 Track Conn. Cross Over																									
29.3	BI	BLACK RIVER 1.4 Cross Over	D	6.23	2.26		9.39		9.39	2.11	7.13		f 1.38	5.39		7.09		5.14	8.44	9.25				2.05	10.00	5.20	
27.9		ORILLIA 2.0	5 Spur																								
25.9		O'BRIEN 2.1	8 Spur																								
23.8	KN	KENT 1.9 Cross Over	D	6.13	2.16		9.30		9.30	2.00	f 7.03		s 1.29	s 5.30		7.00		5.05	8.35	9.16				1.55	9.45	5.05	
21.9		THOMAS 1.4	8 Spur								f 1.54																
20.5		CHRISTOPHER 1.9	4 Spur																								
18.6	AU	AUBURN 0.9 Cross Over	DN	6.02	2.06		9.20		9.20	1.48	6.53		s 1.20	s 5.20		6.50		4.55	8.25	9.09				L 1.45AM	L 9.30PM	L 4.55AM	
19.5	GR	EAST AUBURN 0.9	DN			A 6.55PM	L 9.15AM	A 9.35AM	L 9.15PM				L 1.15PM	L 5.15AM	A 12.26AM	L 6.45AM	A 7.30PM										
18.6	AU	AUBURN 4.9 Cross Over	DN	6.02	2.06	6.49		9.30		1.48	6.53	A 5.25PM			12.20		7.25	4.55	8.25	9.09				A 1.40AM	A 8.00PM	A 4.50AM	
12.7		DIERINGER 2.6		5.51	1.55	6.39		9.19		f 1.38	6.45	f 5.15			f 12.10		f 7.15	4.45	8.15	9.00			See Tacoma Div.	1.31	7.40	4.41	
11.1	SN	SUMNER 2.9 Cross Over	D	5.47	1.51	6.35		9.15		1.34	6.41	5.11			12.06AM		7.11	4.41	8.11	8.57				1.25	7.30	4.35	
8.2	PY	PUYALLUP 6.4 Cross Over	DN	5.41	1.47	6.30		9.08		1.28	6.36	5.07			11.58PM		7.07	4.37	8.07	8.53			A 6.16AM	1.15	7.20	4.25	
1.8	RN	RESERVATION O. W. R. & N. 1.8 Track Conn. Cross Over	DN	5.31	1.36	6.20		8.56		1.17	6.26	4.56			11.46		6.56	4.26	7.56	8.43	A 3.42PM	A 5.06AM	6.06	12.55	7.00	4.05	
0.0	Q	TACOMA Cross Over	DN	L 5.25AM	L 1.30PM	L 6.15PM		Via Draw Bridge Line		Via Draw Bridge Line	L 6.20PM	L 4.50PM			L 11.40PM		L 6.50PM	L 4.20PM	L 7.50PM	Via Draw Bridge Line	L 3.35PM	L 5.00AM	L 6.00AM	L 12.50AM	L 6.55PM	L 4.00AM	
2.1	RN	RESERVATION 0.2 Cross Over	DN					8.56		1.17										8.43							
1.9		O. W. R. & N. Co. CROSSING 0.3																									
1.6		O. W. R. & N. Co. CROSSING Interlocked 1.4 Track Conn.																									
0.2	AX	FIFTEENTH ST. TOWER 0.2 Cross Over	DN																								
0.0	Q	TACOMA Cross Over	DN					L 8.50AM		L 1.10PM										L 8.35PM							
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily		
		Time Over Subdivision		1.20	1.15	.40	.45	.45	.45	1.20	1.15	.35	.45	.45	.46	.45	.40	1.15	1.15	1.10	.07	.06	.16	1.40	2.05	1.55	
		Average Speed Per Hour		30.1	32.1	29.3	29.8	26.0	29.8	30.3	32.1	31.9	29.8	29.8	25.4	29.8	29.3	32.1	32.1	34.6	15.4	18.0	30.7	24.0	18.5	20.9	

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

DOUBLE TRACK BETWEEN SEATTLE AND TACOMA VIA HEAD OF BAY.

AUTOMATIC BLOCK BETWEEN HOLGATE STREET, SEATTLE AND RESERVATION.

SPECIAL INSTRUCTIONS, PAGES 4 AND 5.

TRAIN ORDERS GOVERNING THE MOVEMENT OF TRAINS AND INSTRUCTIONS PERTAINING THERETO,  
WILL BE ISSUED BY AND OVER THE SIGNATURE OF THE SUPERINTENDENT OF THE SEATTLE DIVISION.

## 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. **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.

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 and Pacific, 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. & P. Ry. ....  
Nor. Pac. Ry. ....  
P. C. Ry. ....

## OUTBOUND.

C. M. St. P. & P. Ry. ....  
P. C. Ry. ....  
Nor. Pac. Ry. ....

## WEST SEATTLE LINE.

From West to East .....  
From East to West .....

2. **Speed Restrictions**—All trains must run at restricted speed at Seattle between the switches of the crossover west of the west wye switch Spokane Street and King Street Station expecting to find main track occupied. Second class and inferior trains, switch engines and light engines may use main tracks running with current of traffic between west wye switch Spokane Street and King Street Station on time of first class trains without orders. In foggy or obscure weather all trains must stop and know before proceeding that there are no trains approaching on intersecting tracks. All trains eight (8) miles per hour over switches King Street Station.

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 and Q-6 engines sixty (60) miles per hour.

Class W, W-1, W-2, W-4 and G. N. Class J-2 engines 40 miles per hour and Class W-3, W-5 and G. N. Class O-5 engines 35 miles per hour.

Ten miles per hour over important street crossings within the corporate limits of Puyallup, Sumner, Auburn and Kent.

Trains and light engines entering or leaving Tacoma Union Station to or from the drawbridge line ten (10) miles per hour while any portion of train is passing over switches at Fifteenth Street Tower.

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.

Passenger trains via Head of Bay twenty (20) miles per hour between Tacoma Union Station and Reservation.

Trains in both directions on Drawbridge Line will run at restricted speed between Reservation and Freight Yard connection one quarter mile west.

Trains entering or leaving Tacoma Union Station will move at restricted speed between 15th Street Tower and 21st Street.

3. **At O. W. R. & N. Crossing 0.2 miles west of Reservation**, all trains and engines via Drawbridge Line in both directions will stop at Stop Boards unless proceed signal is received from switch tender using yellow flag by day and yellow light by night.

All O.-W. R. & N. Co. trains in both directions will stop before entering connection and will proceed when signal is received from switch tender, using yellow flag by day and yellow light by night.

All westward trains via Head of Bay from Reservation will approach this connection prepared to stop unless proceed signal is given by switch tender, using yellow flag by day and yellow light by night.

4. **Bridge and Engine Restrictions**—Speed will be restricted over Bascule Bridge 36.8 on West Seattle Line, and bridge 39, Tacoma Waterway, 15 miles per hour. Bridge 12.3 on Dempsey Tide Flat Branch (Tacoma Terminal), 8 miles per hour, Class Q or heavier engines not permitted.

5. **Between Reservation and Tacoma**—Trains will approach crossoverswitches at East "D" Street and South 21st Street at restricted speed 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.

6. **At Argo**—Following whistle signals to be used for interlocking plant routes as follows:

Colorado Street Line: One Long, One Short, One Long.

Shore Line: Two Short, One Long.

Westward to Eastward Main Line through crossover: Four short.

Westward Main Line to Coal Spur: Four Short.

7. **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.

8. **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.

9. **At East Auburn**—Enginemen on passenger trains will keep air applied during period of switching or transferring. Enginemen on Main Line passenger trains when stopping for transfer will pull head working car to extreme end of Umbrella Shed.

When ready to depart from transfer platform, Conductors on through passenger trains will obtain signal from Flagman before passing "Proceed" signal to Engineman.

10. **At Puyallup**—All Tacoma Division trains running between depot and water tank will use eastward and westward main tracks and crossovers, near water tank. Eastward siding is that portion of third main track from Meridian St. at west end, to its connection with fifth sub-division of Tacoma Division at east end.

11. **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.

12. **At Fifteenth Street Tower**—A signal arm semaphore pattern, located near junction of line leading to Tacoma 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 tower man is located on post under Union Station concourse; switch crews will operate for Portland bound trains and conductors will operate for Seattle bound trains.

13. **Card train order form AB**—Will govern the movement of trains between Reservation and the Fifteenth Street Tower via Drawbridge Line; between Argo and Spokane Street Tower on Colorado Avenue line; between East Auburn and Auburn and between East Auburn and Auburn Yard.

Trains must not move in this territory unless conductor and engineman each holds a copy properly filled out.

14. **Special stops, connections, etc.**—No. 401 stop at Kent and Auburn for revenue passengers for Tacoma and points south.

No. 423 stop on flag at Orillia and Thomas for receipt and delivery of Parcel Post mail.

No. 412 connects with No. 424 at Tacoma.

Nos. 417 and 449 stop on flag at Kent for passengers holding tickets for Spokane and east.

Nos. 418 and 440 stop at Kent to let off passengers from points east of Auburn.

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

No. 407 will stop at Kent, Sumner, and Puyallup to pick up passengers for points south of Tacoma, and at Sumner and Puyallup to let off passengers from Seattle.

No. 408 will stop at Sumner and Kent to discharge business from points south of St. Clair.

Train 456 will stop on flag at Puyallup, Sumner, Auburn and Kent to pick up passengers for Spokane and points east.

Train 457 will stop on flag at Kent, Auburn, Sumner and Puyallup to discharge passengers from Spokane and points east.

15. **Register Stations**—Seattle (King Street Station), Middle Yard, East Auburn. Auburn Yard Office, for trains originating or terminating. Puyallup for Tacoma Division Fifth (5th) Subdivision trains. Tacoma Union Station for passenger trains; Yard Office for freight trains.

16. **Register Exceptions**—At East Auburn and Puyallup, second class and inferior trains register by ticket form 608. At King Street Station, Seattle, Train No. 673 register by ticket form 608.

17. **Bulletin Stations**—Seattle (King Street Station) Middle Yard and Roundhouse. Auburn, roundhouse and yard office. Tacoma, Union Station and roundhouse.

18. **Standard Time Clocks**—Seattle (King Street Station), Roundhouse, Middle Yard Office, Auburn Yard Office; and Tacoma (Union Station).

19. **Derail Switches**—Are located as follows, and must be kept in derailing position when not in use.

Sumner, West end of depot siding.

East Auburn, East end extension.

## ALL SUBDIVISIONS

- Following will govern the operation by or through spring switches: Maximum speed for all facing point and trailing point movements through switch, 15 miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed. Trains trailing through or stopping on spring switch must not back up or take slack until points have been thrown by hand. Flying switches over or through spring switches are prohibited. When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in which spring switch is located is at stop, facing point movements must not be made until points have been examined.
- Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop an approaching train.
- When necessary to take slack of freight trains with helper engine on the rear it should be done by the helper engine.
- 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.
- Except as otherwise provided, enginemen will only be required to consult register at initial or starting points.
- 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.
- Great Northern engines, mountain type, Class P-2, may be permitted to operate over the same territory as Northern Pacific Class W-3; and G. N. engines, Pacific type, Class H-4, may be permitted to operate over the same territory as Northern Pacific Class T engines. Class P-2 G. N. engines when used on trains entering Tacoma Union Station are restricted to the use of Track No. 1, and should not exceed speed of eight (8) miles per hour entering and leaving Tacoma Station. Northern Pacific Class Q-6 engines entering or leaving Tacoma Union Station must not use tracks two and three on account of restricted clearance.
- 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. Conductors of trains picking up logs must know personally cars are not overloaded, or improperly loaded, and are safe to move without loss of lading. Logs must not be moved after dark.
- Consolidated passenger trains 401, 402, 407, 408, operated by Nor. Pac. Crews. Consolidated passenger trains 458, 459, operated by Great Nor. Crews. Consolidated passenger trains 561, 562, 563, 564, operated by O.-W. R. & N. Crews.

## SPEED TABLE

Time Per Mins.	Mile Per Secs.	Miles Per Hour
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

## 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"		

## AUTHORIZED SURGEONS.

## Location of Stretchers (S).

**WATCH INSPECTORS**

ARNT SETTER, 521 2nd Ave., Seattle  
F. H. WALDRON, Auburn.  
RICHARD VAETH, 924 Pacific Ave., Tacoma

Dr. R. H. BEACH, Chief Surgeon,  
Western Division, Tacoma.  
Telephones, Office, Main 787,  
Residence, Main 4349.

Dr. R. D. WRIGHT, Assistant Surgeon.  
Tele. Main 787, Res. Main 8482-Y.

Dr. J. W. GULLIKSON, Assistant  
Surgeon. Telephones, Office, Main  
787, Residence, Main, 7874.

Dr. FREDERICK ADAMS, Oculist,  
Seattle. Tele. Office, East 0022,  
Residence, Ken. 0176.

Dr. ROBERT WIGHTMAN, Oculist,  
Seattle. Tele. Office, East 0022,  
Residence, Beacon, 1164.

Dr. P. W. WILLIS, Seattle. Telephones  
Office, Main 1103, Res. East 1172.

Dr. E. C. GROSS, Seattle. Telephones,  
Office, Main 2418, Res. East 3725.

Dr. I. J. D. SHULER, Seattle. Tele.  
Office, Sunset 0440, Res. Ken. 2638.  
Seattle Yard Office (S)  
King Street Station (S)

Dr. HENRY ODLAND, Seattle.  
Dr. G. M. MCGREGOR, Kent.  
Tele. Office, 6-J, Residence, 6-M.

Dr. B. E. HOYE, Auburn.  
Tele. Office, 9-J, Residence, 9-M.

Dr. Wm. H. BRANDT, Auburn.  
Tele. Office, 22-J, Residence, 22-M.  
Auburn Yard Office (S)  
Auburn Station (S)

Dr. W. M. KARSHNER, Puyallup (S)  
Tele. Office, None. Res. Main 94.

Dr. F. J. CULLEN, Puyallup. Tele.  
Office, None. Residence, Red. 419.

Dr. W. B. MITCHELL, Sumner.  
Tele. Office, 72, Residence, 110-J.

Dr. C. E. JUDD, Sumner. Telephones,  
Office, 54-J. Residence, 54-M.

Dr. Wm. H. LUDWIG, Consulting  
Surgeon, Tacoma.  
Tele. Office, Madison, 260.  
Residence, Madison 271.

Dr. E. L. CARLSON, South Tacoma  
Tele. Office, None. Res. None.

Dr. D. H. RUNNING, South Tacoma.  
Dr. W. G. CAMERON, Specialist.  
Tacoma. Tele. Office, Main 9205,  
Residence, Main 9202.

Dr. A. E. HILLIS, Oculist, Tacoma.  
Telephones, Office, Main 9205.  
Residence, Proctor 3211.  
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. H. J. KNQTT, Seattle.

DR. J. A. LA GASA, Tacoma.

## SEATTLE DIVISION.

**J. J. McCULLOUGH,**  
Assistant Superintendent.

**J. J. SEXTON,**  
Trainmaster.

**J. E. CAMPBELL,**  
Trainmaster.

**J. H. ROBINSON,**  
Trainmaster.

**FRANK KERGAN,**  
Chief Dispatcher.

## TACOMA DIVISION.

**J. S. DEAN,**  
Assistant Superintendent.

**W. W. BERRY,**  
Trainmaster.

**C. W. FEE,**  
Trainmaster.

**J. F. ALSIP,**  
Chief Dispatcher.

