

NORTHERN PACIFIC RAILWAY COMPANY.

PUGET SOUND DIVISION.

TIME 39 TABLE

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

SUNDAY, November 23rd, 1913.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD,
General Manager.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

J. J. McCULLOUGH,
Superintendent.

Westward

FIRST SUBDIVISION

FIRST CLASS.

Time Table 39
November 23, 1913
Succeeding No. 88C

STATIONS.

Telegraph Offices and
Calls

Table with columns for Station Numbers, Distance from Seattle, and train numbers 401 through 5. Rows include station names like UD.KING ST. STA., SEATTLE, ARGO, BI. BLACK RIVER, etc., and arrival/departure times.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Double Track.—Between King Street Station, Seattle, and South Tacoma, except single track between Tidewater and Union Station, Tacoma. (See special rules governing operation of drawbridge line.)
Automatic Block.—Between Holgate Street, Seattle, and Tidewater, between Auburn and East Auburn and between Half Moon Yard, Tacoma, and South Tacoma.
Registering Stations.—King Street Station, Seattle Yard, Auburn, East Auburn, Auburn Transfer, Puyallup, Tacoma; Union Station and Half Moon Yard, South Tacoma.
At Auburn, East Auburn, Puyallup and South Tacoma all trains register by ticket. Clearance will not be issued at East Auburn to westward trains, nor at South Tacoma to eastward trains unless stop or caution signal is displayed.
At Tacoma Yard Office and Tacoma Union Station no clearance required.
Through trains, or trains other than those that enter double track, originate or take siding at Puyallup or Auburn need not obtain clearance at these points unless stop or caution signal is displayed.
Bulletin Stations.—Seattle (King Street Station and Yard Office), Auburn, (Auburn Transfer), Tacoma (Head of Bay and Half Moon Yard and Union Station).
Standard Clocks.—King Street Station, Auburn Transfer and Tacoma Union Station.
Yard Limits.—Seattle, 2500 feet west of University, to 600 feet west of crossover at Van Asselts. Auburn, 4500 feet west of extreme west crossover to 5,000 feet east of Auburn Station and to 2,000 feet east of Gravel Pit switch, East Auburn.
On Colorado Street at Seattle, Yard limit board located 400 feet west of Spokane Avenue—Trains or Engines holding cards "A" or "B" via this line will move under control inside this Yard limit board, looking out for switch engines working on Main line.
King Street Station yard limit extends from Bell Street to Massachusetts Street.
(Trains in this district will be governed by instructions issued by superintendent, King Street Station.)
Puyallup yard limits extend from 3000 feet west of west switch, Puyallup to Meeker.
Tacoma Yard limits extend from one and one-half miles west of South Tacoma to 500 feet east of Reservation Spur.
On double track, as indicated by division time table, Rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.
Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders provided they

secure clearance Form A upon entering double track. Operators secure authority from dispatcher before issuing clearance.
In automatic block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.
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.
Except as modified above the transportation rules govern.
Any train moving against the current of traffic on double track will be governed by the indication of the arm to the right on semaphore of train order signal as seen by an approaching train, same as if moving with the current of traffic.
Trains handling logs on double track will not be permitted to meet passenger trains between stations. Conductors of such trains must secure block order at Puyallup and Auburn to the effect that passenger trains will be held at next station until they have arrived. Conductors of trains coming from Buckley line must arrange with operator at Puyallup to hold opposing passenger trains.
Speed of trains through crossover tracks or entering sidings must not exceed 15 miles per hour.
Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Sumner, Auburn and Kent.
Position of "Wye" switches at Auburn will be ascertained before using. Normal position of switch at head of the wye at Auburn will be for Seattle leg of the wye. Switch target and switch lamp will show clear indication for Seattle leg.
Eighth Subdivision of Tacoma Division extends to Puyallup, and the extreme left hand track coming west between Meeker and Puyallup is main track for the Eighth Subdivision of Tacoma Division, also siding and operated under yard limit rules. Tacoma Division trains will use Eastward main track of Puget Sound Division in running around Watertank at Meeker protecting as per Rule 99.
Trains from Eighth Subdivision of Tacoma Division that have loads for Seattle Division, will leave them at Meeker on siding located between east and west legs of the wye. Any loads for the industries at Meeker will be taken to Puyallup and from there handled to the industries by using westward main line to siding switch just west of Jurin Mill protecting as per Rule 99 while occupying main track.
In using the Tacoma Division track between Meeker and Puyallup for siding following rules will govern with regard to obtaining block before occupying main track of Puget Sound Division. EXAMPLE: An eastward train which pulls in on Eighth Subdivision of

Westward.

FIRST SUBDIVISION

Water, Fuel, Scales, Turntables and Wyes Station Numbers		Time Table 39 November 23, 1913 Succeeding No. 38C		FIRST CLASS.												SECOND CLASS.				THIRD CLASS.					
				431	455	563	561	511	569	681	683	679	675	677	691	943	935	997	963	975	965	971	933		
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Freight	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
Telegraph Offices and Calls		Distance from Seattle	No. 6 Pacific Express	Gt. Nor. Portland	O-W R & N Portland Express	O-W R & N Portland Passenger	O-W R & N Shasta Limited	O-W R & N Ore & Wash Express	MDSE. Nor. Pac.	MDSE. Nor. Pac.	Nor. Pac. Portland	Sumas Freight	No. 602's Conn.	O-W R & N Portland Freight	Gt. Nor. Tacoma	Belt Line Freight	Gt. Nor. Portland	Nor. Pac. Centralia	O-W R & N	Nor. Pac. Olympia	From Tacoma Division	No. 942 Everett Freight			
T W	Y	UD. KING ST. STA. DN 0.8	0.0	L 9.45PM	L 10.45PM										L 2.00AM										
C W	O T	CF 31 SEATTLE YD. ... P 2.4	0.8						L 8.00PM	L 6.30PM	L 6.45PM	L 7.40PM	L 8.35PM			L 8.00AM									
		CF 27 ...ARGO ... P 6.8	3.2	9.55	10.54				8.10	6.40	6.56	7.55	8.48		2.20	8.15									
		C. M. & St. P. R. R. CROSS. No Connection 0.8	10.0																						
		CF 21 BI. BLACK RIVER. DN 1.4	10.8	10.05	11.04				8.30	7.00	7.10	A 8.10PM	9.05		2.45	A 8.30AM						L 11.45PM			
		CF 19 ...ORILLIA ... 2.0	12.2																						
		CF 17 ...O'BRIEN'S ... 2.2	14.2																						
		CF 15 KN. KENT ... D 1.8	16.4	10.15	11.12				8.45	7.15	7.22		9.20		3.10							12.01AM			
		CF 13 ...THOMAS ... 1.4	18.2																						
		CF 11 ...CHRISTOPHER ... 1.9	19.6																						
		CF 9 AU. AUBURN ... DN 0.9	21.5	10.23	11.20				A 4.00PM	A 7.20PM	7.35		A 9.35PM		3.45							A 12.15AM			
		A 22 GR. EAST AUBURN. DN 0.9		A 10.25PM																					
		CF 9 AU. AUBURN ... DN 4.9	21.5		11.20						7.35				3.45										
		CF 4 ...DIERINGER ... 2.6	26.4		11.29						7.47				4.00										
		CF 2 SN. SUMNER ... D 1.6	29.0		11.34						7.55				4.05										
		1966 ...MEEKER ... P 1.3	30.6		11.37						7.58				4.15										
		1967 PY. PUYALLUP ... DN 6.8	31.9		11.42						8.03				4.30							L 1.22PM			
		1972 RN. TIDEWATER ... DN 1.7	38.7		11.55PM	L 12.33AM	L 8.43AM	L 12.39PM	L 12.59PM		8.20			L 9.30PM	4.50				L 6.45AM			1.50			
		W Q. TACOMA ... DN 1.4	40.4		A 12.01AM L 12.10	A 12.40 L 12.45	A 8.50 L 8.55	A 12.45 L 12.50	A 1.05 L 1.15						A 5.00AM	L 4.50AM									
		1976 ...TACOMA WHARF... 5.9	41.8								A 8.30 L 9.15						L 5.00AM		L 7.00AM	A 2.00PM					
		1981 SU. SO. TACOMA ... DN 44.9	44.9		A 12.25AM	A 1.00AM	A 9.09AM	A 1.04PM	A 1.30PM 562					A 10.00PM 456		A 5.15AM	A 5.45AM 460	A 7.20AM	A 7.45AM						
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY			
		Time Over Subdivision	.40	1.31	.22	.21	.20	.21	1.00	1.00	2.30	.30	1.00	.30	3.00	.30	.25	.45	.35	.45	.38	.30			
		Average speed per hour	33.6	29.4	16.8	18.0	18.6	18.0	21.5	21.5	17.9	21.4	21.5	12.4	13.5	20.0	10.8	8.0	10.8	8.0	13.8	21.6			

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

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Tacoma Division at Puyallup must, before re-entering block, obtain right to use same either by telephone from Meeker or through the operator at Puyallup.

The same rule to apply with regard to westward trains which pull in on westward siding. They must also report clear by telephone from Meeker or direct to operator at Puyallup and before again using the block obtain right to do so in the same manner.

In order to fully safeguard movements of Eighth Subdivision of Tacoma Division track between Meeker and Puyallup and which track is also used as a siding for main line trains and for safeguarding the gauntlet in front of the tank in which Tacoma Division trains use the eastward main line, the following will govern during foggy weather. The conductors and enginemen of trains from Eighth Subdivision of Tacoma Division, before leaving Meeker, will obtain from the operator at Puyallup by telephone, block indicating position of trains on eastward track between Puyallup and Meeker and, in addition to this, before using gauntlet, will fully protect as per rule 99, will also ascertain from operator the position of trains on Tacoma Division track between Puyallup and Meeker. No train, either Puget Sound or Tacoma Division, will use this portion of track during foggy weather without obtaining block from operator at Puyallup and, in addition to such precaution, will keep under full control moving at slow speed taking such precautions that, in case track occupied, there will be no possibility of accident.

It is possible for light engines and trains using cross-over in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed.

Light engines and trains using cross-overs in automatic signal territory must have at least one switch open while engine or train is on any part of the cross-over.

Automatic Signal No. 52, located 1,700 feet west of Holgate Street, will be operated in two positions, Caution and Stop, and will go to Stop position when head end of train passes signal, and will go to Caution position when rear of train has passed Holgate Street.

Signals Nos. 38 and 39, C., M. & P. S. crossing, formerly distant signals, now operate semi-automatic, assuming the Caution and Stop position automatically and cleared through operation of home signals, Nos. 37 and 40. When Signals

Nos. 37 and 40 are in Caution or clear positions, Nos. 38 and 39 will show clear. Signals 37 and 40 will go to Stop position as soon as train has passed signal and cannot be placed in Caution position by towerman until train has cleared block ahead, and cannot be placed in clear position until train clears second signal ahead.

No. 421 stop on signal at Sumner for passengers on days that Train No. 415 is behind No. 421 and will also stop on flag at Kent, Sumner and Auburn for any business west of Lakeview on the Grays Harbor branch.

No. 598 wait at Puyallup for connections Nos. 413 and 423.

No. 450 connect with No. 597 at Puyallup and with No. 2 at Auburn.

No. 405 stop on signal at Kent for passengers holding tickets for St. Paul and East thereof.

No. 410 connect with No. 595 at Puyallup and stop on flag at Thomas.

No. 434 stop at Puyallup, Sumner, Auburn and Kent to let off passengers from points south of Tacoma only.

Nos. 435 and 5 stop at Sumner and Puyallup and Nos. 406, 416, 436, 440 and 432 stop at Kent to let off passengers from points east of Auburn.

Nos. 417, 431 and 437 stop on signal at Kent to pick up passengers for points east of Auburn.

No. 596 wait at Puyallup for Seattle-Buckley Line passengers from No. 421.

No. 423 handle Buckley Line business from Kent and Sumner and connect with No. 335 at Auburn.

No. 424 stop on flag at Christopher, O'Brien, Orillia and Thomas for parcel post mail.

No. 413 will handle passengers, baggage and express for Buckley line points from Seattle and Auburn and stop on flag at Kent to pick up passengers for points south of Tacoma.

Extra leaving Auburn about 1.00 a. m. after making No. 318's connection will stop on flag at Dieringer.

When making back-up movement, running test of air brakes must be made from rear of train.

FIRST SUBDIVISION

Eastward.

Time Table 39 November 23, 1913 Succeeding No. 38C. Table with columns for stations (438-434), train types (Passenger), and departure/arrival times. Includes sub-sections for 'FIRST CLASS' and 'STATIONS'.

SEE SPECIAL RULES, PAGES 1, 2, 3, 4, 5 AND 6.

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

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

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

All movements and the direction of traffic are governed by "Home Signal" No. 40 eastward track, and "Home Signal" No. 39 on westward track, which are located 500 feet from crossing.

"DAY INDICATIONS."

"Home Signals." Both upper and lower arm horizontal—Stop. Upper arm inclined upward 90 degrees to vertical position; lower arm horizontal—Proceed at regular speed. Upper arm at 45 degrees, upward position—Proceed with caution. "Dwarf Signals." Arm horizontal—Stop. Arm inclined upward 90 degrees to vertical position—Proceed at usual speed. Used in back-up movements.

All movements against regular movements of traffic are governed by back-up or dwarf signals. These signals are located 390 feet from crossing and on opposite side of track from "Home Signals" Nos. 39 and 40. Signals Nos. 39 and 40 are equipped with two blades and two lights. Dwarf signals are equipped with one blade and one light.

"NIGHT INDICATIONS."

"Home Signals." Both upper and lower lights red—Stop. Upper light green; lower light red—Proceed at usual speed. Upper light yellow; lower light red—Proceed with caution.

"Dwarf Signals." Red light—Stop. Green light—Proceed at usual speed. Used in back-up movements.

TACOMA TERMINAL

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

All movements are governed by DISTANT and HOME SIGNALS, located as follows: "Distant Signals," 1300 feet WEST of Crossing, and 2000 feet EAST of Telegraph Office at Tidewater. "Home Signals," 500 feet from Crossing.

"Dwarf Signals" govern movement on track known as "St. Paul & Tacoma Lumber Co.'s lead;" are located 500 feet from Crossing.

INDICATIONS:

90 degrees upward, Green Light, "Proceed." 45 degrees upward, Yellow Light, "Proceed under Control." Horizontal, Red Light, "Stop." Derailing switches, located 55 feet beyond Home and Dwarf Signals, and will be in derail position when signals are at "Stop" position.

Mountain Grade.—Tacoma Yard Office to 2 1/2 miles west.

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.

The normal position of double track switch at South Tacoma is for eastward trains.

Trains will approach Tidewater under full control and will not proceed until tracks are known to be clear and signal is received from switch tender.

Trains will approach crossover switches on double track between Tidewater and Tacoma Wharf located at East "L" street (near Head of Bay Yard Office), east "D" street (near roundhouse), and South Twenty-first street (entering passenger station), under full control and will not proceed until tracks are known to be clear and signal is received from switch tender.

FIRST SUBDIVISION

Eastward.

Table with columns for Time Table 39, November 23, 1913, Stations, Car Capacity of Sidings, and train classes (First Class, Second Class, Third Class) with various train numbers and times.

SEE SPECIAL RULES, PAGES 1, 2, 3, 4, 5 AND 6.

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

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Trains entering passenger station via Head of the Bay will use extreme care and not exceed eight (8) miles per hour around curve at south end of passenger station yard, and will use extra precaution during foggy weather while running over single track leads at that point.

RULES GOVERNING OPERATION BETWEEN FIFTEENTH STREET TOWER AND PASSENGER STATION, TACOMA

At Tacoma a signal of the single arm semaphore pattern located near junction of line leading to passenger station and the draw bridge line at Fifteenth street; another signal of the same pattern located at the north end of passenger yard.

RULES GOVERNING OPERATION OF DRAWBRIDGE LINE

Between Tidewater and Fifteenth Street Tower at Tacoma, enginemen and conductors will obtain card order at Fifteenth Street Tower or Tidewater as authority to use Draw Bridge line. Draw Bridge card form "A" will govern movement from Tidewater to Fifteenth Street.

Trains receiving drawbridge card on which exceptions are noted of trains running ahead, will proceed under full control. This bridge card does not relieve trains from protecting rear end as per Rule 99, Book of Transportation Rules.

Interlocking signals at east and west approach to Drawbridge control use of bridge and trains will not proceed unless home signal shows clear indication. Distant signal located at Drawbridge line 1,500 feet east of home signal just east of Tacoma draw span is semi-automatic.

Enginemen will not use sand over derail switches and rail locks at east and west end of Tacoma draw span.

Speed of trains over crossover switches at Tidewater and over Fifteenth Street bridge entering passenger yard, must not exceed ten (10) miles per hour and five (5) miles per hour over switches at north end of passenger yard.

No engine heavier than N. P. class W loaded weight of which is as follows: Weight on drivers 207,000 lbs.; weight of engine and tender 456,000 lbs., will be run over Bridge No. 254, Tacoma Draw Span. No two engines of any class will double head over this bridge where the combined weight is greater than N. P. class W.

Enginemen will reduce exhaust on engine to the lowest possible point while passing under concourse, Tacoma Union Station. Tell Tales have been placed on train sheds at north and south end of Concourse, Tacoma Union Station.

Test inspection and understanding, as required by Rule 703, Book of Transportation Rules, will be had at South Tacoma eastward on all freight trains. Conductors will fill out card, Form 3632, and deliver same to the operator at South Tacoma, who will complete and mail to Trainmaster, Tacoma, each day.

Enginemen on road engines of eastward trains, before backing into the passenger station after stop has been made, will cut out air brake valve and leave air applied, to be released by switch engine. Switch engine will control the air until stop is made at the passenger station, leaving brakes applied after making the stop.

Enginemen on road engine 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.

Freight trains leaving Tacoma yard or switch engine taking transfer to South Tacoma, will not pass crossover track above Fifteenth street leading from passenger yard to outgoing track without signal from switch tender, who will not allow trains or transfers to pass this crossover when any passenger train is backing out of or waiting in the passenger station.

Eastward trains will be under absolute control approaching Pacific Avenue at Tacoma and will not pass Pacific avenue crossing without signal from switch tender, indicating that crossovers at Pacific avenue are clear. At night switch tender will give signal with a "White" light.

All trains which will use the drawbridge line without entering passenger station, will stop above Pacific avenue and not proceed beyond there until engineman is furnished with a bridge card and an understanding established with switch tender covering movement of train over drawbridge line. If it is found that freight train cannot use drawbridge line and passenger train will be delayed on this account, conductor will arrange to enter Half Moon yard and be handled via freight tracks to Tidewater.

Westward SECOND SUBDIVISION EASTWARD

Table with columns for Third Class, First Class, Stations, Time Table No. 39, and Car Capacity. Includes times for various stations like SEATTLE YARD, UD. KING STREET STATION, and KEITH.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. Maximum speed of passenger trains is one minute or sixty seconds per mile.

Yard Limits.—Seattle, 2500 feet west of University to 600 feet west of crossover at Van Asselts. Registering Stations.—Seattle Yard, King Street Station. Bulletin Stations.—Seattle Yard, King Street Station.

COMMERCIAL SPURS Distance from King Street Station

Table with columns: STATIONS, Miles, How Connected, Car Capacity. Lists Edgewater, Latona, and Wood Spur.

Distance from Interbay

Table with columns: STATIONS, Miles, How Connected, Car Capacity. Lists Ballard and (Station No. B-5).

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

No train or engine in either direction will occupy main track or wye between East Auburn and Auburn, or between East Auburn and Auburn Transfer, regardless whether such train or engine holds rights conferred either by time table or train orders.

RAILROAD CROSSINGS AT GRADE

O.-W. R. & N. crossing at Argo. C. & P. S. crossing at Argo. C. M. & St. P. crossing just east of overhead bridge on Colorado Street Line. C. & P. S. and O.-W. R. & N. crossings at Atlantic Street, Seattle.

J. S. DEAN, Trainmaster, Tacoma

SEATTLE TERMINAL

Before passing over the intersection of N. P. and King Street Station tracks, between Massachusetts and Holgate Streets, Seattle, all westward trains will come to a full stop, and all eastward trains will reduce speed to four miles per hour over this crossing.

King Street Station. G. N. and N. P. switch engines will work between Seattle and west leg of Spokane Avenue wye without train orders, governing their movements by rules of switch engines working on main line in yards.

No engine or train will go over Atlantic Street crossings, Seattle, unless they receive signal from crossing flagman. One motion of regular proceed signal is for the Northern Pacific, two motions of regular proceed signal is for Chicago, Milwaukee & Saint Paul, three motions of the regular proceed signal is for the C. & P. S. R. R., and four motions of the regular proceed signal is for the O.-W. R. & N.

Rules governing interlocking plant Great Northern crossing on field track east of Interbay are posted in cabin located on G. N. tracks at crossing to the field track.

Class G engines can be used on the following piers: Pier 1, 2, Colman Dock, south side Pier 3, Pier 4, 5, 6 1/2, 7, 9, 11, 11 1/2, 12 and 13, and cannot be used on north side Pier 3, Piers, 6, 8, 10 and 14.

Class L-9 engines can be used on all bridges and tracks, Seattle terminal territory, except on spur tracks leading to piers, Seattle water front and the West Seattle Line.

Trains and switch engines using transfer track between Seattle and Interbay will not exceed four miles per hour over G. N. crossing at Clay Street.

Do not exceed five miles per hour over scales in passing track at Interbay. All trains will reduce speed to 6 miles per hour at Public Road crossing leading to Great Northern dock at Smith Cove and enginemen will keep vigilant lookout for teams and pedestrians at this point.

Overhead bridge at 13th ave. west, located 1/4 m west of Interbay station does not clear man on top of high cars. The operation of Bascule Draw Bridge, 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.

Track on West Seattle Line between O.-W. R. & N. connection and switch leading to the Fisher Flour Mill is joint with the O.-W. R. & N. and will be operated by both companies. O.-W. R. & N. has rights to this track between 12:00 Midnight and 12:00 Noon, and the N. P. between 12:00 Noon and 12:00 Midnight; either company has the right to switch on the hours assigned to the other but must move through the joint territory under full protection.

Track known as the "Fisher Mill Spur" is joint with O.-W. R. & N., C. M. & P. S. and N. P., and operated the same as above on the following hours: O.-W. R. & N., 4:00 A. M. to 12:00 Noon; N. P. Ry., 12:00 Noon to 8:00 P. M.; C. M. & P. S., 8:00 P. M. to 4:00 A. M.

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

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

Signal arm in horizontal position indicates "Stop." Signal arm in diagonal position 60° below horizontal indicates "Proceed." By night, signal indications will be given by colored lights, as follows: Red indicates "Stop." Green indicates "Proceed." Yellow indicates "Caution, proceed with Caution."

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

All signals located at right hand side of tracks they govern. Train movements to Main Line controlled by Semaphore signals, about 25 feet in height.

Train movements to sidings or to main tracks against current of traffic controlled by dwarf semaphores, about two feet in height. The home signal is the semaphore arm with a square end, which in a horizontal position indicates "Stop" and 60° below horizontal indicates "Proceed."

The distant signal is the semaphore arm with a forked end, which in a horizontal position indicates "Caution, proceed with Caution." and 60° below horizontal indicates "Proceed." By night signal indications are given by colored lights, as follows: Red indicates "Stop." Green indicates "Proceed." Yellow indicates "Caution, proceed with Caution."

Westward N. P. trains from tunnel are governed by lower arm of semaphore, located about 150 feet east of tower building. Eastward N. P. trains to the tunnel and to the water front are governed by semaphore signal, located about 350 feet west of the tower. Upper arm governs to tunnel, lower arm to water front.

Westward N. P. 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 15 miles per hour between Battery St., 400 feet east of tower and King Street Station. At night and during foggy weather, eastward trains will give one long blast of whistle for tunnel and three shorter blasts for water front.

Westward trains from water front will give three blasts of whistle for N. P. Main Line. Hand signals must not be taken against interlocking signals, except when given by the towerman from the center of the track, with a yellow flag by day and a yellow light by night.

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.

A semaphore arm in the horizontal position indicates "Stop." A semaphore arm 60° below horizontal indicates "Proceed." By night indications are given by colored lights, as follows: Red indicates "Stop." Green indicates "Proceed." Block signal rules do not modify train rules nor relieve trainmen from protecting as per Rule 99.

O. F. OHLSON, Trainmaster, Seattle

H. M. MORAN, Chief Dispatcher, Seattle

AUTHORIZED SURGEONS, PUGET SOUND DIVISION.

Location of Stretchers (S).

CLINTON T. COOKE, Oculist, Seattle	S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.	
P. W. WILLIS, King St. Sta. (S)	B. E. HOYE, Auburn, (S)	P. B. WING, Oculist, Tacoma
F. S. BOURNS, Seattle Yd. Office (S)	WM. H. BRANDT, Auburn	W. G. CAMERON, Specialist, Tacoma
Seattle Tool Car, (S).	Auburn Yard Office (S)	N.P.B.A. Hospital, Tacoma, (S)
	H. Y. BELL, Puyallup, (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. H. M. READ, Seattle

DR. J. A. LA GASA, Tacoma

