# DORIER PAGIFIC RALLAY GOVERNI.

TACOMA DIVISION

# 

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

(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, June 19th, 1910.

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.

H. C. NUTT, General Manager.

I. B. RICHARDS, General Superintendent. P. H. McCAULEY,
Superintendent of Transportation.

W. C. ALBEE, Superintendent.

T. E. COYLE,
Assistant Superintendent.

Assistant Superintendent of Transportation.

J. C. ROTH,

	THIRD	CLASS. T	RAINS		SE	COND CL	ASS	2	bers	Time Table No. 31C	۳_			<b>V</b>		<b>V</b>		FIRST	CLASS T	RAINS.		7		1			
	973	·		965	691	679		oal, ables	Num	Succeeding No. 31B.	from Wha	355	363	301	389	361	321	357	307	365	391	311	333	359	313	323	3
	EX. SUN.	EX, SUN.	EX.SUN.	EX, SUN.	DAILY	DAILY	DAILY		וי	June 19, 1910	япсе	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	D
	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	O. and W. Freight	Nor. Pac. Freight	Gt. Nor. Freight	Scal Scal	Station	STATIONS.	Tac	Gt. Nor. No. 271	O. and W. Portland	Nor. Pac. Portland	Yacolt	O, and W. Portland	Nor. Pac. Grays Har. Limited	Gt. Nor. No. 275	Nor. Pac. Portland	Nor. Pac. Grays Har.	Nor, Pac. South Bend Passenger	O. and W. Shasta	PugetSound	Gt. Nor. No. 269	Portland	Nor. Pac. Grays Har	r. Sou
	Treight	- Freight	7.15AM			9.00P		wcs		Telegraph Offices and CallsTACOMA WHARF	0.0	.	Express	Express	Passenger	Passenger	Linked	<del></del>	Passenger	Passenger	rassenger	Limited	Limited	<del></del>	Special	Express	L
					9.30PM		8.804			1.3 QTACOMAN	1.3	11.40PM	1.15A	1.55A		8.45AM	9.004	9.25AV	9.40	10.00AM		12.200	1 40PM	4.50PM	5.30PM	5.85%	
			7.45	5.50	10 15 322-356	9.45	307 <b>8 5</b> 357 <b>10 2</b> 361-321-36	w s	1981	SU SOUTH TACOMAN	5.5	* 11.59PM	* 1.30	* 2.10	<b> </b>	9,00	* 9.14	* 9.40	. 9.55 689	10.15		* 12.34	f 1,55	* 5 04	* 5.44	5.53	-
			8.00	364-302-360		10.00			1005	3.6		F 10 004	* 1 20	* 2.17		f 9.07				ļ			_	<u> </u>		0.045	_
			8.00	6.10AM See page 3	10.50	10.15	<u> </u>		-	VALAKEVIEWN								f 9.46	* 10.05	10.234		* 12.41 308-366	* 2.01		* 5.50	6.01PM	_ _
	İ		6.15	oee page a	10.50	10.10	10.43		1990	HILLHURST 6.1	14.0	118.20	1.49	* 2.25 680		f 9.15	Dee page 3	5	f 10.15	nee rage 3		* 12.50	*: 2.10	5.17	* 5.57	See page	3
			8.40	-	11.15	10.33	11.05 964	W	1996	RYROYN	20.1	f 12.35	2 03 680	2.35		9.25	9.3	10.05	10.29			* 1.00	2.20	* 5 26	* 6.05		-
			9.00		11.30	10.44	11.21		2002	YAYELMN	25.5	f 12.46	f 2.13	f 2.45	<u> </u>	9.35	1	10.15	10.39			* 1.10	2.35	* 5.34	* 6.18		-
			361 9 30 35710 58	· · · · · · · · · · · · · · · · · · ·	11.46	11.05	11.49	·		5.6 RARAINIERN			692 f 2.25	692 f 2.55		.  <u></u> _		964 f 10 25	964 10-50	<i>-</i>		* 1.10 * 1.20	2.35 314 1 2.46	* 5.43	* 6.22	ļ	-
	<u></u>		307-964				308	<b>]</b> —	.	4.1		680				9.45 963-964		963	963			* 1.30		* 5.48	* 6.28	ļ <u></u>	_
			11.20AM 12.06PM 308-689	- · · · · · · · · · · · · · · · · · · ·	11.59PM	11.19	11.56A 963 12.06P	-E		JS McINTOSH D			* 2.33	* 3.01		f 9.52		ļ	f 10.58			. <u> </u>	* 2.54 690	<u> </u>			
			12.30 362		680		ļ		2015	NOTENINON	39.9	f 1.20	f 2.43	f <b>3.09</b>		10.01		10.40	11.10			* 1.40 358	8.08	* 5.55	* 6.35		
			1.00			11.41	12.14	_	2020	BBUCODAN 5.2	43.3	f 1.27	f 2.50	f 8.15		10.06		f 10.46	11.20			* 1.46	8.10	* 6.00	* 6.40		
ļ	-		1.24		12.45	11.58PM			1	WB WABASHD		· ·	* 3.00	* 3.25		* 10.15		* 10.55	* 11.30			* 1.55	* 3.20	* 6.10	* 6.51		
	9.00AM	8.00AM	1.80PM		12.55 1.25	12.10AM 12.45	12.30 1.00	W C S Y	2027	CNCENTRALIAN	50.2	1.50	3.10	3.35		10.20		11.00	11.50AM		12 05PM	2.00	3.25	6.15	7.02	1	-
	9.45	8.40			1.45	1.10			2031	CHCHEHALISN	54.4	2.05	3.20	3.55 302		10.30		11.10	12.0194	100	12.25	2.10	8.85	6.25	7.15		-
	392						358 1 20 314 <b>2 29</b> 311		1	0.9		·	364	302		308			12.01PM 690		12.25 690-362	2.10 689		<b>6.25</b>	7.15		
		8.45AM			2550 000					CHEHALIS JCT			*	*		*		*	*		* 12.30PM	*	*	* <b>6</b> .27	*		*
į:	10.00 30810.08	See page 5			355 <b>2 00</b> 0 363 <b>4 15</b> 360.364-302	.1.20	2.40	W.L.	2033	NEWAUKUM	57.1	* 2.15 691	* <b>3.25</b>	* 4.00 691	·	* 10.35		* 11.15	* 12.10	1 1	See page 5	* 2.15	* 3 40	* 6.80	* 7.25		Sec
-307	10.30AM 1.20PM 8-314-690		-		4.55	3602 00 S 3644 30	8.00		2038	NANAPAVINEN	61.8	f 2.30 679-360	3.40 302-679	<b>4.15</b> 679		10.50 973		f 11.30 690-973	12.24 978			* 2.29	3.55 974	* 6.45	* 7.85		
-362-35	2.00 974				5.15	302-355-363 4.55	3.20 974		2044	WIWINLOCKN	67.8	2.45 364	3.55	4.30	- <del></del>	11.01 690		11.45AN	12.35			* 2.40	4.07	f 6.58	* 7.45		-
<del> </del> :	2.30				5.34	5.12	974 8.85	<u> </u>	1 1	PNSOPENAHN		- 004	- <del></del>	* 4.44						<del></del>		* 2.40 * 2.50	l .	* 7.13	* 7.45 356 * 7.57	- <del>-</del>	<u>.</u>
	2.50			:	5.40	5.18	3.43	┺	<u> </u>	2.4		302	<u></u>			11.15 974		f 12.05PM									_
3	2.50 3.80	-						L.	'-	7.5		f 3.06	* 4.17	* 4.50		11.25		f 12.14	f 12.56			* 2.55 973	* 4.25	* 7.20 356	* 8.03		
-				·	6.00	5.36	4.00	W	2060	CACASTLE ROCKN 5.8			4.36	5.05	ļ	11.39	<u></u>	12.30 314	1.14			* 3.06	4.37	*17.35	* 8.17		
	3.45				6.15	5.50	4.18		2065	TILLICUM	90.3	* 8.44	* 4.49	* 5.15	ļ <u>.</u>	11.50 358		* 12.45	* 1.28			* 3.15	* 4.47	* 7.46	* 8.27		
	3.47				6.17	5.58	4.15		2066	OSTRANDER	91.2	f 3.46	f 4.51	* 5.17		f 11.53AM		f 12.47	f 1.30			* 3.16		* 7.48	* 8.29	· <del></del>	
	3.52	-			6.23	6.00	4.19		2068	KALOKEN	93.2	* 8.52	* 4.56	* 5.21		* 12.10PM 314		* 12.52	* 1.35			* 3.19	* 4.54	* 7.53	* 8.82		-
	4.00		-	·;	6.28	6.04	4.28		2071	KSKELSON	94.9	4.00	5.01	5.25		12.14		12.58	1.40	<del></del>		* 8.28		* 7.56	* 8.35		.
	4.15				0.40	6.10		<u>                                     </u>		5.9						f 12.80						. <del></del>	ļ				_
-					6.43	6.18	4.37 3124.42			CX CARROLLS D				* 5.35				f 1.15				* 3.32	J	* 8.06			
	4.30 312-334				6.55 974		3334.55 3345.45			KAKALAMAN 4.3		i	5.25	5.45		12.40		1.30	2.05			* 8.40	5.20 689	* 8.15 680	* 8.58		
	4.45				7.08	6.41	5.56		Cx 4	MARTIN'S BLUFF	109.4	* 4.43	* 5.84	* 5.55		f 12.50		* 1.40	f 2.15	:	.	* 3.46	* 5.31	* 8.25	* 9.08		
	5.60			ï	7.25	6.55	6.10		Cx 9	WDWOODLANDN	114.3	5.00	5.44	6.05		1.08		f 1.55	2.27			* 3.55	5.45	* 8.35	* 9.12		1
	5.25				7.45	7.12	6.25	w	Cx 15	RG RIDGEFIELDN	120.2	5.18	5.55	6.16		1.18		f 2.10	2.45			* 4.05	6.00	* 8.46	* 9.23		-
	5.45	-			8.02	7.80	6.40		Cx 21	KNAPPS	125.9	f. 5.86	f 6.05	f. 6.26.		f 1.32		f 2.25	f 2.59			* 4.15	* 6.14	* 8.57	* 9.84		
	5.54				8.10	7.41	6.45		l i	FDFELIDAN		3		f 6.31	See page 5	f 1.38		f 2.80	f 8.05	<del></del>	· <del></del> .	* 4.19	* 6.20	* 9.08	* 9.39		-
	6.03				8.18	7.45	6.53		I	2.8			* 6.15	* 6.36		* 1.44			* 3,11			4.24	!i	* 9.08			
	6.15PM	·———	-		8.30					VJ. VANCOUVER JCT., N 3.1 MX: VANCOUVED: N			·	6.45	8.20	1.55		2.55PM			-	4.80	6.85	9.15PM		- <del></del>	_
	-				8.44AM	7.55 8.05 8.15		ĊΫ́		MXVANCOUVERN 1.9 STOCKDALEN					* 8.29	:_			* 3.33						* 10.03		(constant)
			-	·		8.20	<del></del>			0.8	- 1		0.01AM	f 6.56	8.85	* 2.01PM			f 3.38			+.001//	* 6.43		10.08	-	-
				].				[	- 1	St. JOHNN	- 1	]		•	* 8.44				* 3.45				f 6.48 * 6.58		10.08	-	
		_	_			8.30		<b>-</b>	2117	BA 0.4 N	08.0				* 8.45					İ	.						
			<del></del>  _			8.31			2118	BEATTY	39.7			* 7.05			:		* 3.46				* 6.59	1	* 10.19		
		_	· , ,`		ال . الأون <del>من من عند مناء</del>	8.33		- J.	2119	CCITY LIMITS N 1	40.8				* 8.51	, "			* 8.54				* 7.04		* 10.24	:	PROFESSOR .
_	X SIIN E	X. SUN.	X SIIN F	Y CHIN	DAILY	8.45AM		ST	I.	CPORTLANDN	43.7		- <del>1</del>		9.00AM		-DATE -	Detra	4.00PM 390		D4***	D/A \$1.37	7.10PM	· DATE	10.80%		
	9.15	.45	6.15	1.00	11.14	11.45	10.30			Time Over District		DAILY 6.25	5.16	5 25	.53_	DAILY 5.16	.20	5.30	DAILY 6.20	DAILY .23	.25	DAILY 4.16	DAILY 5.30	DAILY 4.25	5.00	DAILY .26	
	8.U J	6. 8 J	8.U J	9.01	11.9	12.2	12.8	<u> </u>	<u>!-</u>	Average Speed per Hour		20.6	23.5 J			23.5	27.3	24.1	22.3	18.3	12.0	32.6	26.1	29.5	28.3	18.3	1 1

		<del> </del>	_/	·	/_							M	AIN\LI	NE.		<u> </u>			. /	_/			· · · · · · · · · · · · · · · · · · ·	EAS'	r bour	NI
/					1	FII	RST CLAS	S TRAINS						1	<b>/</b>	E	Time Table No. 31C	ş	SECON	D CLASS	TRAINS	. ,	THIRI	CLASS	TRAINS.	
356	322	390	334	394	312	324	314	358	362	366	308	392	302	364	360	e fro	June 19, 1910. Succeeding No. 31B.	Pr	690	680	692	964	966	970	974	
AILY	DAILY	DAILY Non-Box	DAILY Nor Pag	DAILY	DAILY O, and W.	DAILY Non Bac	DAILY Non Bos	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Distance Portland	STATIONS.	pacit Ssing	DAILY Gt. Nor.	DAILY Nor. Pac.	DAILY O. and W.	EX. MON. Nor. Pac.	EX. SUN. Nor. Pac.	EX. SUN.	EX. MON.	
276	Nor, Pac. Grays Har. Limited	Nor. Pac. Yacolt Passenger	Nor. Pac. Puget Snd. Limited	South Bend Limited	Shasta Limited	Nor. Pac. Grays Har. Express	Nor. Pac. Seattle Special	Gt. Nor. No. 272	O. and W. Seattle Passenger	Nor. Pac. Grays Har. Passenger	Nor. Pac. Seattle Passenger	Nor. Pac. South Bend Passenger	Nor. Pac. Seattle Express	O. and W. Seattle Express	Gt. Nor. No. 274	ದ್ದ	Telegraph Offices and Calls	25	Freight	Freight	Freight	Way Freight	Way Freight	Way Freight	Nor. Pac. Way Freight	
																143.7	TACOMA WHARF		<del></del>	3.80AM		12.50PM	4.15PW			1
. O OPM	9.40%		9.05PM		8.00PM 7.55	4.45PM	3.35PM	3.00PM	2.15PM 2.05	1.20PM	1.10PM		5 50AH	5.50AM 5.30	6.05AM	142.4	QTACOMAN		5.00PM		4.00AY					-
9.45	* 9.26 679		* 8.45 679		* 7.40	4.30	* 3.20	* 2.45	* 1,50	1.05	f 12.50 ·		* 5.35	* 5,15	* 5,50	138.2	SUSOUTH TACOMAN	70	4.42	3.00	8.40	12.20PM	3.45	··	ļ	- -
9.37	* 9.20PM		* 8.35		* 7.31	4.17PM	* 3.11	* 2.37	* 1.41	12.55PM 311-308	* 12.41		965 * 5.25	* 5.05	f 5.40	134.6	VALAKEVIEWN	60	4.30 324	2.45	8.30	11 55AM	3.30		ļ	- -
——I•	356 See page 3		* 8.25		* 7.22	See page 3	* 3.00	* 2.30	f 1.32	311-308 See page 3			1 5.15	f 4.56	f <b>5.25</b> 364 <b>4.40</b> 302	129.7	4.9 HILLHURST	60		3012.25 2.20	3.20	11.30	314 See page 3		·	- -
9.20			8.13		* 7.10		2.46	* 2.20	1.20		12.118	<u> </u>	5.03	360 4.42	4.40302 f 4.21	123.6	RY ROYN	120		2.20 3632.03 1.58	3.00	689 <b>11.05</b>				- -
9.10			8.01		* 7.01			* 2.10	1.10		11.58AM		f 4.52		f 4.06	118.2	5.4 YAYELMN	i I	3.30	1.58		68911.05 11.00		·		- -
9.01			f 7.50		* 6.51		* 2.35 * 2.25	* 1.56	311 12.59				f 4.42	f 4.19	f 3.50	112.6	5.6 RARAINIERN				301 2 45 363 2 08 1 50	357 10.39 307 10.10 3619.45			<u> </u>	-
	. ——				* 6.44				ļ		11.45	ļ			-~	108.5	JS McINTOSHD			3551.00 12.55 12.35	1.35	963 <b>9.10</b> 8.45	· -			_ -
8.58			7.42			····	* 2.16		f 12.52		f 11.32 963		* 4.35		f 8.37		4.7	<del></del>	332.54 2.49							_ _
8.48			7.88		* 6.36		* 2.10	* 1.40	12.45 963		11.20		4.25	4.00	f <b>3.25</b>	103.8	NOTENINON		2.88	12.20 69I	1 20 355	8.15				_ _
8.37		<u>_</u>	7.25		* 6.80		* 2.08	* 1.33	12.39		11.10		* 4.18	* 3.51	f 3.15	100.4	BBUCODAN	'	2.20	12.10AM	12.56	7.45				_ _
8.28	·	-	7.13		* 6.22		* 1.58		* 12.28		* 10.51		* 4.08	* 3.40	* 3.00	95.2	WBWABASHD		2.08	11.58PM	***	7.10				_
8.25			7.10	6.50PM	6.19		1. <b>50</b> 690	1.20 690	12.25		10.45 10.80	10.05AM	4.05	8.85	2.55	93.5	CNCENTRALIAN	120	1 55 12.40 358-314	11.50 11.80	12.30	7.00AM		5.25PM	6.00PM	M
8.15			7.00 313	6.40	6.09		1.40	1 06 689	12.15 391-690		10.20	9.55 973 <b>9.45</b>	3.55 301	3.20 363	2.45	89.3	CHCHEHALISN	120	12 25PM	11.20	12.05AM 11.55PM			5.05 4.45	4.30	-
			010	· ·					291-090		. 901			:					307-391-362			·	<del></del> -			_
			·	6.30PM 359			*	* 	-		*	* 9.40M		*	*	88.4	CHEHALIS JCT	Y						4.40PM	<b></b>	_ _
8.10	<u></u>		6.55	See page 5	* 6.04		* 1.30	* 1.00	* 12.10PM		*10.08	See page 5	* 3.50 691	* 3.15 691	* 2.40 691	86.6	NEWAUKUM 4.7	35	11.45	11.10	11.50			See page 5	4.15	_ _
8.00			6.45 359		* 5.55		1.20 973	* 12.51 973	11. <b>59</b> 46 973		9.58		3.40 363-679	3.05 679	f <b>2.30</b> 355-679	81.9	NANAPAVINEN	140 3	57 11 .30 73 11 .25	10.55	11.35				3333.55 3.50	
7.45 313	-		6.22		* 5.41		1.05	f 12.35	11.45 357	-	9.38		8.20	2.45 355.	2.15	75.9	WIWINLOCKN		10.56	10.80	11.14				9733.20% 3112.00%	3
7.26			6.02	-	* 5.26		12.50 307-974	* 12.19 974	11.30 974		9.23		* 3.00 355	* 2.26	f 2.00	69.1	PNSOPENAHN	120	10.33 974	10.07	10.58				T - 05PM 10 00AM	M
7.20			5.55	·	* 521		f 12.45	* 12, 14PM	f 11.25		f 9.16		* 2 50	* 2.20	f 1.58	66.7	OLEQUA	50	10.25	10.00	10.51				9.45	-
359								901					. ~												<u></u>	. _
7.05			5.40	. [	* 5.09		12.30 357	* 11.59AM	11.05		9. <b>00</b> 974		2.85	2.05	1.37	59.2	CACASTLE ROCKN	100	10.00	9.40	10.34				9:23 8:30	
6.55			5.30		* 4.59		* 12.16	* 11.50	* 10.52		* 8.45		* 2.24	* 1.52	* 1.26	53.4	TILLICUM	60	9.88	9.17	10.22				8.12	-
6.58			5.28		* 4.57	- <b>-</b>	f 12.14	* 11.48	f 10.50		f 8.43		* 2.22	* 1.50	f 1.24	52.5	OSTRANDER		9.35	9.15	10.18				8.10	-
6.50		*	5.24		* 4.54		* 12.10.	* 11.44	* 10.47		* 8.38		* 2.18	* 1.46	* 1.21	50.5	2.0 KALOKEN	70	9.80	9.10	10.14				8.05	-
6.47			5.21		* 4.51		361	* 11.42			8.36		2.15	1.44	1.18	48.8	1.7 KSKELSON		9.24	9.05	10.09				8.00	-
6.87								* 11.33			f 8.28		* 2.05	* 1.32	f 1.08		5.9 CXCARROLLSD				9.55	ļ	<del></del>		7.15	
	.		5.10 333		* 4.42 689											38.6	4.3 KAKALAMAN			3138-45 8-40	9.45	··· .			l	-
6.20			<b>5.00</b> 689 4.50		* 4.35 973		11.45		10.25		8.15		1.55	1.25	1.00		4.3	140	8.50	8.20 359 8.10	9.84			·····	679 <b>6.55</b> 691 <b>6.30</b> 6.15	-
6.20			4.40		* 4.26 * 4.20		11.25	* 11.16	10.15		f 8.05		* 1.44	}	* 12.51 f 12.41	34.3	MARTINS BLUFF 4.9 WD WOODLANDN	_	8.35	7.58	9.84				6.00	-
6.00			4.29		* 4.10		11.25		9.51		_		1.81		12.30		l 5.9 l	740	,	7.45	9.07				5.89	- -
5.50			4.19		* 4.03		1	* 10.49	i		7.46 690 f 7.36		f 1.08		f 12.20	17.8	RGRIDGEFIELDN 5.7 KNAPPS 2.2		7.18	7.34	8.62				5.25	-
5.46			4.15		* 8.59			* 10.45			f 7.31		f 1.03		f 12.15		2.2 FDFELIDA N 2.8		7.14	7.80	8.46	<u> </u>			5.19	-
5.42		See page 6 4.52PM *			* 8.55			* 10.40	* 9.27		* 7.26		*12.56		* 12.10		VJ., VANCOUVER JCT N		7.08	7.23	8.39	<b></b> [	<del></del>	<del></del>	5.10	-
5.85PM		4.40	4.05		8.50		10.45	10.35AM	9.20		7.20		12.50	12.85	12.05A		3.1 MXVANCOUVERN 1.9	. !	7.00AM	7.15 7.05	8.80			· · ·	5.00AM	N
	,	4.25	3.55		* 3.44PM	., -0., 1.0000	* 10.35	1-17-1-11	* 9.14AM		* 7.10		* 12.40	***	·V:	7.8	1.9 STOCKDALEN			7.05 6.55	8.15PM					4
-		4.20					f 10.30	••• • · · · · · · · · · · · · · · · · ·			f 7.05		f 12.35			7.0	0.8 ST. JOHN			6.50			q	e49e20.06e=15.600.e.o.		*
		* 4.12		<del></del>			* 10.22				* 7.00		*12.27				BAWILLBRIDGEN			6.85		<u></u>				-
	- <del></del>  ;	!	8.44			<u>-</u>	* 10.21				* 6.59		* 12.26			4.0	0.4 BEATTY	60		6.34		<b> </b>				-
		* 4.09 *	1				* 10.15			<u> </u>	* 6.52		* 12.20			2.9	C CITY LIMITS N			6.25						-
		4.00PM	3 3 3 OPM				10.104				6.45AM		12.15M			0.0	VCPORTLANDN	1000	in equipment to the specific con-	6.15PM			,			-
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	<u> </u>			DAILY	DAILY	DAILY	EX. MON.	EX. SUN.	EX. SUN.	EX. MON.	
*/\ll/   '		.52	5.35	.20	4.16	.28	5.25	4.25	5.01	.25	6.25	.25	5.35	5.21	6.00		Time Over District		10.0	9.15	7.45	5.50	.45	. 45	12.0	-

	ጥነን	TDD CTA	SS TRAIL	ire.		SECOND	CLASS.	FIRST	CLASS T	DAINS	[ ]	l s	1	Time Table No. 21C	١		FIRST	CLASS T	RAINS.	SECOND	CLASS.	•	T	HIRD CLAS	SS TRAINS.	
	111.	IRD CLA	.55 1KAII		965		585		365		ples	Numbe	II OL	Time Table No. 31C.	from	rack	i	324		586		966		1 [		
	-								1	1	25.75 S 4.75			Succeeding No. 31B	nce i	city of	Dassanger		Passenger		Freight	Way Frt.				
			-	Way Frt.	Way Frt. Except Sunday	Freight DAILV	Mixed Except Sunday	DAILY	Passenger DAILY	DAILY	Nate scales	Station	Dista	STATIONS. Telegraph Offices and Calls	Distance	Capa		DAILY	·	Except Sunday		Except Sunday				- -
	··-··		<del></del>	Except Sumay	6.10AM	- Drill	CACCAL DUILDES		10.23AM			1985		VALAKEVIEWD				l	* 9.20PM			3.30PM		-		
			ļ <del></del>	-		;		f 6.05	f 10.27	* 9 24		1		COUNTRY CLUB	I				* 9.14			<b> </b>		<b>  -</b>		
											-		1	· · · · · · · · · · · · · · · · · · ·		1 0		F								
		-			6.20	:		* 6.06	* 10.28	* 9.25		3	1	AMERICAN LAKE				i	* 9.18			3.10				
					6.25			f 6.09	f 10.31	* 9.28		CK 5	4.3	cosgrove	111.6	35	f 12.44	f 4.08	* 9 10			8.00				
					7.00			f 6.16	10.36	* 9.34	- <u>s</u>	C.K	7.4	DDU PONT	108.5	Spur	12.37	4.00	* 9.02			2.45				
											1	'	1		l	1 -		·								-
					7.20			6.80		* 9.45	w	C K 13	12.5	SHERLOCK5.5	103.4	25	12.23	3.45	* 8.50			2.00				_
					7.45			* 6.45	f 11.08	* 9.57		C K 18	18.0	UNION MILL	97.9	Spur	f 12.07	f 3.34	* 8.39			1.15	-			
					, 7.55			6.50	11.07	* 10.00	<del> </del>			LACEY					* 8.37	-		1.00		[-		
			-[		8.15AM			7.05	96611.30	10.15				0YDLYMPIAD					8.25			12.30PM 365-366				
						· .		7.10	36611.40	<b>.</b>		25	.1				11.40 365-966	3.10				365-366				
													25.2	PORT TOWNSEND SOUTHERN CR'G	90.7											
				- <del></del>			This Train	f 7.22	f 11.52AM	* 10.26	-	CK	29.9	BELMORE	86.0	40	f_11.30	f 2.55	* 8.10							
				-			Has	7.38	12.07PM	* 10.38	-[			RKD					* 7.55					 		- -
			<u> </u>	-	·	<b></b>	Right Over	* 740	* 12.09		ļ						* 11.14		* 751							
.	·						No. 366				ļ	1		BORDEAUX JUNCTION	1	_			1.	: 		<u> </u>				
				See page 4		See page 4	Aber-	f 7.47	f 12.15	I		C K	39.6	MIMA4.3	76.3	13	f 11.10	f 2.80	* 7.47		See page 4		See page 4			
				12.059		11.30%	June-	8.00 8.10	12.30	36610 55	WY	C K	43.9	HKD	72.0	50	32111.00 10.45	2.20 2.10	7.39		12.15AM		1.3 OPM			
				12.30 1.58 324-365-968		11.59PM 694	tion to Aber	8.21	1.15 967-968	11.15	]			OXDAKVILLED				1.58	7.29		11.59PM	<u> </u>	1 · 15 1 · 00 365-967			
			ļ	_			deen							0.9				901							<u> </u>	_
				2.25		12.804	and over	* 8.36	* 1.82	* 11.80				LYTLE				* 1.38	* 7.19		11.25	_	12.20			_ -
				2.85		12.40	No. 586	8.89	1.35	* 11.32	W	C M 13	56.7	ORD 6.6	59.2	20	10.00	1.35 365	* 7.17		11.20		12.15PM		`	
				3.10		1.40	Aber- deen	8.55	1.50	i		C M	63.3	EFELMAD	52.6	120	9.40	1.15	7.05		10.45 10.05		11.45AH			-
			-	8.20		1.50	Junc-	f 9.00	f 1.54	* 11.48		1		MACKS			f 9.80	f 1.05	* 6.59		9.55	Ī	11.00			
			-	3.50		2 00	tion to Moclips	9.05		* 11.58A									* 6 57		9.45	i	10.50			
				_				ŀ	ı	1	- -	23	01.0	SPSATSOP	20.3	- 01		1.01	l 1							
				4.25		2.40	See Page 6	9.20 694	2.15	12.068	K W	C M 29	72.6	MOD 8.6	43.3	70	9.10	12.50	6.47	See page 6	3239.20 9.15		10.30			
				5.00		8.45	7.45AM	* 9.48	* 2.35	* 12.30	CY	C M 37	81.2	AJ ABERDEEN JCT D	34.7	42	* 8.45	* 12.30	* 6.27	3.15PM	8.25		9.40			
				5.30		4.30	7.55 8.45 366-968	10.00		12.45				SAD		-1			6.15	3.00 2.40 365	7.50		9.00 8.40 585			
-			.		<u>:</u>	F 00#									l	l i				-						_ -
			<u></u>	5.55PM 322		5.00AM	9.00	10.20PM	3.15	12.55%	WC			HOD 8.1				12.01PM	6.00PK 967	2.15	7.15PM		8.20AN 366			_
			-				9.10		f 3.25			C M 47a	91.0	GRAYS HARBOR CITY	24.9	No Sdg.	f 7.47			1.25						
							9.20		f 8 40		-	C M	95.9	GRAY GABLES	20.0		f 7.34			1.05				-		
	[		l	-			9.25		f 3.46	· · · · · ·		C M	97.9	CHENOIS CREEK	18.0	No.	f 7.26		[	12.58			-			-
-				-		<del></del>	9.40		f 3.54	<u></u>		54 C.M	100.8	2.4	15.6	Sdg.	f 7 20			12.48						-
			ļ				9.55		f 4.05		-	56 C M	104.5	TULIPS2.9 COPALIS CROSSING	11 0	No.	f 7.08			12.30						_ -
- -	·	<u> </u>					10.10		f 4.12			61 C M	105.9	2.7	10.0	l Sde. l	f 7.01			12.26						
- -			ļ	-			10.15		f 4.15		·					Sdg.	f 6.59			12.24						- -
-		·····		-			10.20		f 4.19		ļ	63 C M	108.0	McGLAUFLIN	7.9	Sdg.	f 6.55		<u>:</u>	12.20						_ _
		····		-			10.30		f 4.24		·	64 C M	109.5	ONSLOW		1 1	f 6.50			12.12						- -
-			ļ		<b> </b>		10.41		f 4.30		-	66 C M	111.7	2,2 ALOHA 1.7		ഭരം വ	- t			12.04PM						- -
_				ļ <u> </u>	i		10.48			<u> </u>										· .						_ _
									4.35		1 1	ບອ	i	PACIFIC		7	6.86			11.58AM						_
			-				10.55		f 4.40			71	114.9	SUNSET BEACH	1.0	No Sdg.	f 6 88	İ		11.50			Ì			
						-	11.00AM	<del></del>	4.45PM		Y	C M 72	115.9	MCD	0.0	40	6.304	-		11.45AM	<del></del> ,					
j				5.50	2.05	5.30	3.15	4.20	6.22	3.35			]	Time Over District Average Speed per Hour			6.25	4.16	3.20	3.30	5 00	3.00	5.10 8.5			_ _

	WEST BOUND.	-								GATE LINE.										EAS	ST BOU	ND.
	THIRD CLASS		SECOND CLASS	FIRST	CLASS.			25	-2.0 -1.0	Time Table No. 31C.				FIRST	CLASS.		SECONE	CLASS		THIRD	CLASS	
		967	693	385	383	381	ables	Numbe	from a	Succeeding No. 31B	from	of Tracks	382	384	386		694		968			
		Way Freight	Freight	Passenger	Passenger	Passenger	ales, 3	ation !	stance	STATIONS.	stance	pacity	Passenger	Passenger	Passenger		Freight		Way Freight			
<b>h</b> =-		EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	≽ઝ ક	t t	ភ្ជុំខ្លួ	Telegraph Offices and Calls	   దీత	ပိုင်း	DAILY	DAILY	DAILY		DAILY		EXCEPT MONDAY			
<i>y</i>		9.15	10.00PM	7.20PM	12.05M	10.35A	W C Y S	2027	0.0	CNCENTRALIAN 5.8	13.0	170	11.35AM 383	3 0 OPM	8.45PM		2.30AM		2.30PM			
		10.00	10.25	7.85	12.20	f 10.48		tк 51	5.8	GRAND MOUND	7.2	90	11.25	2.42	8.30		1.55		2.05			
		10.40 11.15 381-382	10.40	7.45	12.35	f 10.50 967		C K 47	10.0	RHROCHESTERD	3.0	75	11.15 967	. 2.80	8.21	• • • • • • • • • • • • • • • • • • • •	1.15		1.45			
		11.35AM	11.00PK	7.55PM 386	12.45PI 384	11.00A	WY	CK 44	13.0	HKD	0.0	50	11.05AM 381	2.20PM 383	8.10PM 385		12.45AM		. 1.30PM 383			
		EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	1						DAILY	DAILY	DAILY		DAILY		EXCEPT MONDAY			
		2.20	1.00	.35	-40	.25				Time Over District			.30	.40	.35		1.45		1.00			
		5.0	13.0	22.3	19.5	31.2				Average Speed Per Hour			26.0	19.5	22.3		7.0		13.0			

# Special Rules Grays Harbor and Gate Line

The movement of Port Townsend Southern trains from transfer track near Port Townsend Southern crossing to Northern Pacific depot, and from Northern Pacific depot to transfer track, will be protected by flag. All Northern Pacific trains will approach these points with train under control, expecting to be flagged by flagman of Port Townsend Southern train.

Normal position of crossing gates at Olympia where Northern Pacific tracks cross those of the Port Townsend Southern Ry, will be closed and locked across the Port Townsend Southern Tracks; and when train of that company desires to use crossing, gates will be swung across Northern Pacific track. Danger signal will be maintained day and night on gates, which will consist of switch light at night. All Northern Pacific trains must approach this crossing prepared to stop, but full stop will not be required if it is found that crossing is clear and gates are in normal position.

Trains will register by ticket at Lakeview; will not be required to procure clearance unless red signal is dis-

Standard Clocks-Tacoma

Standard Clocks—Tacoma.

Trains from Grays Harbor Line must ascertain Main Line rights before occupying Main Line at Lakeview.

Maximum grades, 33 miles west of Sherlock; 3 miles east to 2 miles west of Olympia.

Engines will not run on Mason County Logging Spur west of passing track two miles from junction and will look out for Mason County Logging Co.'s engine at that point. Derailing switch 200 feet from N. P. main line switch.

No. 323 will stop on flag at Union Mill on Saturdays and Sundays.

No. 321 will stop on flag at Du Pont to let off passengers.

No. 322 will stop on flag at Nisqually Gun Club, two miles east of Sherlock, No. 322 will stop on flag at Saturdays, only, to take on passengers."

No. 323 and No. 386 will stop on flag at Overton.

Registering Stations—Lakeview, Olympia, Gate, Elma, Aberdeen Junction, Hoquiam and Moclips.

Clearance will not be required to consult register, except at initial or starting point.

Bufletin Stations—Olympia, Hoquiam and Moclips.

All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed:

Wishkah River, 3 mile east of Aberdeen; Hoquiam River, 4 mile east of Hoquiam.

No. 331. No. 383 and No. 385 will turn on wye on arrival at Gate.

Derail switches at east end of house track at Elma, at Vances spur, at Macks spur, and at Java spur west of Elma, at east end of Satsop siding, and at Ninemire & Morgan's spur, two miles west of Aberdeen, must be kept set in derailing position when not in use.

Elma, at east end of Satsop siding, and at Ninemire & Morgan's spur, two miles west of Aberdeen, must be kept set in derailing position when not in use.

Speed of trains when backing up must not exceed twenty miles per hour.

No. 381 has right over No. 382. No. 383 has right over No. 384. No. 385 has right over No. 386 between Centralia and Cate. No. 965 has right over No. 966 Lakeview to Olympia.

The tunnel district at Olympia is proteceted by automatic electric signals as follows: No. 1 large disc just west of passenger station. No. 2 small starting signal just east of passenger station. No. 3 switch indicator at east switch of team track. No. 4 large disc just east of tunnel. Trains and engines will be governed as follows: East bound—must not pass signal No. 1 or No. 2 at "Danger" and finding signals in this position must protect against west bound trains coming out of tunnel. East bound trains standing at station must be particular to get clear indication on signal No. 2 before proceedling east of same. Crews switching at east end of team track must have clear indication on No. 3 signal before throwing switch and thereafter while switching will find this signal at "Danger" when cars or engines are on main line and can continue to switch with switch indicator at "Danger," but when main line has been cleared and switch has been closed signal must show clear before switch is thrown or main line obstructed. Cars on team track must be left west of clearance post as cors overhanging this point will set signals No. 1, No. 2 and No. 3 at "Danger." Trains or engines on Jefferson street line, must get clear No. 4 signal abfore throwing switch or proceeding out of Jefferson Street line at east end of tunnel. West bound—west bound trains or engines must not pass No. 4 signal at "Danger." Signals at "Danger." show red banner by day and red light by night and when at safety a clear disc by day and white light by night. Train and enginemen must observe position of signal before engine center to signal apparatus, all sign

# AUTHORIZED SURGEONS, OREGON & WASHINGTON RAILROAD CO.

# SEATTLE---

Dr. Montgomery Russell, Division Surgeon, Bailey Bldg. Dr. F. R. Underwood, Assistant Surgeon,

Oriental Bldg. District between Seattle and Tacoma. Dr. E. B. Burwell, Oculist and Aurist,

# AUBURN---

Dr. F. D. Merritt, District Surgeon District between Seattle and Tacoma.

# TACOMA-

Dr. Chas. James, District Surgeon, 514 California Bldg. District between Auburn and Tenino.

# TENINO-

Dr. Chas. E. Robson, District Surgeon. District between Tacoma and Centralia.

# WINLOCK-

Dr. Irvin W. Weichbrod, District Surgeon.

# District between Castle Rock and Cen-

# CENTRALIA-

Dr. David Livingstone, District Surgeon. District between Winlock and Tenino, and Elma, and Hannaford Creek Branch.

# CASTLE BOCK-

Dr. T. C. Campbell, District Surgeon. District between Kelso and Winlock.

Dr. C. W. Bales, District Surgeon. District between Kalama and Castle Rock.

# KALAMA-

Dr. Luther M. Simms, District Surgeon. District between Vancouver and Kelso

Dr. J. T. Guerin, District Surgeon. District between Kalama and Albina.

# ALBINA-

Dr. Curtis C. Holcomb, District Surgeon. District between Vancouver and Port-

# PORTLAND-

Dr. Kenneth A. J. Mackenzie, Chief Surgeon.

Dr. Geo. Ainslie, Consulting Oculist and Aurist

Dr. Frank M. Taylor, Assistant Surgeon. Dr. D. H. Jessup, Assistant Surgeon.

# AUTHORIZED SURGEONS, TACOMA DIVISION.

# Location of Stretchers (S).

Dr. S. W. Mowers, Chief Surgeon. Western Div., Tacoma. Dr. J. H. Sheets, Buckley (S) DR. W. B. PENNY, Wilkeson, Orting (S).

Empire Bldg.

Puyallup (S). Tacoma Hospital (S). Tacoma Round House (S). Tacoma Wharf (S).

Tacoma Baggage Room (S) Dr. G. W. Kennicott, Chehalis.

Tacoma (Toolcar) (S). Dr. J. W. Mowell, Olympia (S). DR. P. B. SWEARINGEN, So. Tacoma (S) DR. J. H. DUMON, Centralia (S). DR. E. L. Carlsen, So. Tacoma (S). DR. E. P. French, Elma. DR. G. W. Kennicott, Chehalis. DR. F. L. Carr, Montesano (S).

DR. H. C. WATKINS, Hoquiam. Dr. Paul Smits, Aberdeen. DR. W. GRUWELL, So. Bend (S) Dr. I. A. WEICHBROD, Winlock

Dr. L. M. Sims, Kalama (S). DR. J. McCHESNEY, St. John's. DR. A. P. STOWELL, Vancouver (S).

Dr. T. C. CAMPBELL, Castle Rock. Dr. Andrew C. Smith, Portland (S). Dr. P. B. Wing, Oculist, Tacoma. Dr. J. F. Dickson, Oculist, Portland DR. A. W. STEVENSON, Yacolt (S).

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 ar-

rival 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

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.

						,						ند 7	-								-		المستندية
WEST BOUND.			ELMA BRANCH.	•	EAS	ST BOU	ND.	WES1	L BO	UNI	).	WILKESON BRANC	н.	EA	ST BOUND	. WE	ST ]	BOU	ND.	YACOLT BRANCH.	EAS	T BOUN	D.
Water, Coal, Scales, Tables	Station Numbers	Distance from End of Track	Time Table No. 31C.  June 19, 1910.  Succeeding No. 31B.  STATIONS.  Telegraph Offices and Calls	Distance from Elma	Capacity of Passing Tracks			FIRST CLASS. 377 Passenger DAILY	Water, Coal, Scales, Tables and Wyes	Station	Distance from	Time Table No. 31C.  June 19, 1910.  Succeeding No. 31B.  STATIONS.  Telegraph Offices and Calls	Distance from Cascade Jct.		FIRST CLASS 378 Passenger DAILY	FIRST CLASS.  389  Passenger  DAILY	Water, Coal, Scales, Tables	and Wyes Station Numbers	Distance from	Time Table No. 31C.  June 19, 1910.  Succeeding No. 31B.  STATIONS.  Telegraph Offices and Calls	pacity of ssing Tracks	FIRST CLA 390 assenger DAILY	\SS.
	C H 10	0.0	SIMPSON	9.9	7			6.00AW			- 1	FX FAIRFAX	-		8.40PM	6.454	w w				35	6.20PM	
	CH 9	- 1	1.2	8.8				6.10	C	3		MELMONT4.0	13.0		8.25	f 6.57		C Y 20	6.6	6	No f Sdg.	6.02	
	C H 7½	2.3	HILLGROVE	7.6						- 1		CARBON COAL CO. CROSSING				7.04		C Y	8.0	0 HEISON	25	5.57	
	CH 7		McCLEARY2.6	7.5			· 	6.80		E		CBCARBONADOE		·	8.00	7.15		C Y		8CRAWFORD 17.0		5.50	
	CH 5	- 1	RAYVILLE	4.9	L		· · · · ·		{	5	· [	WXWILKESON			7.38 * 7.18PM	7.28	. W	14	Ť.	7 BABATTLE GROUNDD 14.1		5.40	
	CH 4	- 1	WHITE'S	1	l l			* 7.00AM	19	949 1	5.2	CASCADE JCT	0.0	Sdg.	7.10m	7.40			_1	9BRUSH PRAIRIE 9.9	L	5.80	
	C M 19	9.9	EFD	0.0	60					_		· · · · · · · · · · · · · · · · · · ·	ļ		DAILY	f 		8		6LAURIN 8.2			
								DAILY 1.00		-	+	Time Over District	-		1.22	f 7.47		7	1	1	Spur	5.20	
			•					15.2		_		Average Speed per Hour			11.4	f 7.52	1	6	-	2.3	4 f Spur	5.14	!
									imum (			-Fairfax and Cascade Junction				f 7.57		C 9	23.	5	No f Sdg.	5.04	
Train service irregular	depe	ndent	on amount of business to be han	dled.	·			Engi	ineers w	vill no	t be	required to consult register, exc	cept at	t initis	al or starting poi	nt. 8.07	M Y	CX	26.	8 VANCOUVER JCT 0.0	No Sdg.	4.52PM	
Remistering StationT	illma -		consult register, except at initial of tween Simpson and Hillgrove ac		rting p	oint.		Incated 2	00 feet	east	of ea	t Cascade Junction will be set ast switch at Montezuma will be	kept	set an	d locked for dera	iil.	:		-	:		DAILY	
NOTE—All trains will Switch in main track i	l run el iust ab	ow be	tween Simpson and Hillgrove ac witch leading to siding at Simpson	count mus	light i t be le	ails. t to act as	derail	Carb will be se				switch at Wilkeson and Fairfax	Junet	ion sv	vitch at Carbona	do 1.22		_		Time Over District		1.28	
See Special Rules, pag	ge 8.							- Spee	d of tra	ains w	vhen	backing up must not exceed 2	0 mile	s per	hour.	19.6	1	<u> </u>		Average Speed per Hour		18.3	
WEST BOUND.	•	I	BURNETT BRANCH.		EA	ST BOU	ND.	Trais and Fairf	ns will	stop	at r	railroad crossing near Fairfax	Juncti	ion, b	etween Carbona	Er Bu	ıgine ılletir	ers wil Statio	l not ons	is—Yacolt and Vancouver Junction. be required to consult register except at i Vancouver and Yacolt.	nitial	or starting p	point.
FIRST CLASS.  373 375 Fassenger Passenger Passenger		Distance from Pittsburg	Time Table No. 31C.  June 19, 1910.  Succeeding No. 81B.  STATIONS.	Distance from Cascade Junction	Capacity of Passing Tracks	FIRST (	376 Passenger	Junction Swite Trai	must b ch east ns betw	e kep of d veen l	ot set lepot Fairfa	est end of coal track at Melmon et in derailing position when not t at Fairfax will be set to prot fax and Montezuma will look o mpany, switching at Montezur	ect car out for	e. rs at	Bunkers by der	ail. ing pos Tr main li	andar erail sition ains ine a	d Cloc witch when from t Van	es loc not Yacol couve	Vancouver.  cated on Daly Spur and on Smith Spur: in use.  It Branch must ascertain main line ri or Junction.  On will stop on flag at Lucia and Dale for	ghts b	efore occu	pying
DAILY DAILY ≥ € 5	C C		Telegraph Offices and Calls	3.3	45	DAILY 7.15AM	7.04PM			`						Th for the	ie eas	t swit	ch of	the north leg of the wye at Yacolt will	oe ker	ot set and l	ocked
7.13 7.24 S	CC		BNBURNETTD			7.05	6.54									-			••••	an fel a gallaga a ga a securio a securio a securio del 1855 de caraga por			
7.18PM * 7.29AM	1949	3.3	CASCADE JCT	0.0	No Sdg.	* 7.00AH	* 6.48PM						-			WE	ST	BOU	ND.	. GREEN RIVER BRCH.	EAS	T BOUN	D.
																FIRST	ī		1		-		

WEST BOUND.	GREEN RIVER	BRCH.	EAST BOUND.
-------------	-------------	-------	-------------

	FIRST CLASS. 395 Passenger DAILY	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from "Kerriston	Time Table No. 31C. June 19, 1910. Succeeding No. 31B  STATIONS. Telegraph Offices and Calls	Distance from Kanaskat	Capacity of Passing Tracks	FIRST 398 Passenger DAILY	CLASS.
ŀ	5.85AM		CJ 15	0.0	KERRISTON	14.8		8.20PM	
l	6.10	W	CJ 7	7.9	HEMLOCK	6.9	30	8.03	
	6.13		CJ 6	8.6	BARNESTON	6.2	Spur 30	8.00	
1	6.30		CJ 2	12.8	KANGLEY JCT	2.0	62	7.45	
	6.40A	WY	A 1	14.8	GVKANASKATN	0.0	75	7.40%	
	DAILY							DAILY .	
ı	1.05	<u> </u>		1	Time Over District			.50	
1	13.7	1		T	Average Speed per Hour			17.8	ļ :

Registering Station—Kanaskat.
Engineers will not be required to consult register except at initial or starting point.
Derailing switches west of main line log landings will be set for derail.
Trains will look out for engines of Logging Co. using track east of derail switch located 1100 feet west of Spur No. 1 at Kerriston.
Trains will look out for engines of Cascade Timber Co. handling logs between their siding and Kongley.

siding and Kangley.

Maximum grades.

Derailing switch is located 250 feet east of Kangley Jct., on Kangley Line.

See special rules, page 8.

WES	T BOU	ND.		]	BURNETT BRANCH.		EA	ST BOU	IND.
FIRST		es	Numbers	from	Time Table No. 31C.	from Junction	ıcks	FIRST	
373	375	Water, Coal, Scales, Tables and Wyes		e fr	June 19, 1910. Succeeding No. 31B.	e fr	ty of	374	376
Passenger	Passenger	es,	Station	Distance Pittsburg	STATIONS.	Distance Cascade	Capacity Passing 1	Passenger	Passenger
DAILY	DAILY	Sca and	Sta	Pic	Telegraph Offices and Calls	20	25	DAILY	DAILY
7.05PM	7.16AN		CC 4	0.0	PITTSBURG 2.0	3.3	45	7.15AM	7.04%
7.13	7.24	S	CC 2	2.0	BND  BURNETTD	1.3	45	7.05	6.54
* 7.18PM	* 7.29AM		1949	3.3	CASCADE JCT	0.0	No Sdg.	* 7.00AM	* 6.48PM
DAILY	DAILY	_		 				DAILY	DAILY
.14	.14				Time Over District			. 15	. 15
14.1	14.1				Average Speed per Hour			13.2	13.2

Registering Stations—Burnett and Cascade Junction. Engineers will not be required to consult register, except at initial or starting point. Switches above Burnett will be set to protect cars at quarries by derail. Speed of trains when backing up must not exceed 20 miles per hour. Speed must not exceed six miles per hour within the corporate limits of Burnett.

WEST BOUND.		ORTING BRANCH.		EAS	T BOUN	D.
Water, Coal, Scates, Tables	Station Numbers Distance from	Time Table No. 31C.  June 19, 1910.  Succeeding No. 31B.  STATIONS.  Telegraph Offices and Calls	Distance from Orting	Capacity of Passing Tracks	-	
	CE 0.0	PUYALLUP RIVER	7.6	10		
WT	1958 7.6	oaD	0.0	200		

Registering Station—Orting.
Engineers will not be required to consult register, except at initial or starting point.
Junction switch, one mile east of Orting station, will be set for cross-over, and track from cross-over to station will be used as a main line passing track.

Maximum grades on St. Paul & Tacoma Lumber Company's line east of Puyallup River.
See special rules, page 8.

Derailing switch 200 feet east of Junction switch must be left set for derail
Derail at Fisks must be left set for derail.

-	WEST BOU	ND.	CROCKER BRANCE	Ι	EA	ST BOU	JND.
-	Water, Coal, Scales, Talles and Wyes Station Numbers]	Distance from Douty	Time Table No. 31C. June 19, 1910. Succeeding No. 81B. STATIONS. Telegraph Offices and Calls	Distance from Crocker	Capacity of Passing Tracks		
-	WS CD	0.0	WINGATE	5.1	140		:
-	195	5 5.1	crocker	0.0	100		<u>:</u>
-1	<b>I</b> 1	1 1	. <del>.</del>	J		l j	

Registering Station-Crocker. Switches below station at Wingate will be set to act as derail.

Engineers will not be required to consult register, except at initial or starting point. Derailing switches at Crocker, and in main track 550 feet west of depot at Wingate, must be left set for derail. See special rules, page 8.

Truss bridge over Carbon river has inside width of twelve feet. Maximum grades.

# RULES GOVERNING AUTOMATIC SIGNALS BETWEEN SOUTH TACOMA AND HALF MOON YARD, TACOMA.

Automatic signals of the three position semaphore type govern East and West bound main line between South Tacoma and Half Moon Yard, Tacoma

First semaphore on East bound main line is located about 1500 feet east of passenger station, South Tacoma; the last semaphore before reaching Half Moon Yard, Tacoma, located just east of 15th street viaduct, and governs the use of track between that point and the overhead bridge at 9th street; the first semaphore on West bound main line located about 2000 feet west of the overhead bridge at 11th street; the last one is located one half mile east of South Tacoma Station, and governs the use of the track to the South Tacoma Station. The semaphore shows three indications as follows:

When semaphore arm is 90 degrees upward or light shows green, it indicates "Clear."
When semaphore arm is 45 degrees upward or light shows yellow, it indicates "Caution."

SS.

 $_{
m nt}$ 

ail-

ing

æd

s.

ail

When semaphore arm is at horizontal position or light shows red, it is a signal to stop, block not clear.

All semaphore arms that govern are displayed to the right of signal mast as seen from approaching train. When semaphore arm is in horizontal position or light shows "red, 't is a signal to stop, block immediately ahead is occupied. When semaphore is 45 degrees upward or light shows "yeltow," it is caution signal, and indicates block immediately ahead is not occupied but next semaphore ahead is at Danger. When semaphore is 90 degrees upward or light shows "green," it indicates that block ahead is clear and the next signal is also clear. Train approaching semaphore and finding it at Danger, will come to full stop, and will proceed under full control, expecting to find block occupied. Train approaching semaphore and finding it at Caution, will proceed, expecting to find next signal in advance at Danger. Train approaching semaphore and finding it at Clear indication, will proceed, expecting to find next signal immediately ahead Clear.

Trains occupying East bound main line between 15th street viaduct and 9th street bridge, Half Moon Yard, will hold signal at 15th street viaduct at Danger. Trains occupying West bound main line between passenger station South Tacoma and the semaphore located one-half mile east, will hold this semaphore at Danger.

All main line switches and both ends of crossover switches within automatic block limits are provided with switch instruments so connected to switch point that the opening of any switch will hold signal of that block at Danger until switch is again closed. The opening of switch at either end of main track crossover will hold signals on both tracks at Danger. If either end of crossover leading to siding is opened, it will hold the signal at Danger that controls block on track to which it is connected. Neither switch or crossover must, therefore be opened until movement of train is to be made.

Switch indicators of semaphore pattern are located at both ends of crossover switches leading from West bound to East bound main line just east of Pacific avenue crossing. When indicator arm is in horizontal position it is an indication that block is occupied; when indicator arm is downward it indicates Clear, block not occupied. The opening of either end of crossover switches will set indicator at horizontal or Danger position; in case indicator does not go to Danger when switch points are opened, it is an indication that the signals governing the block have not gone to Danger and that signals are out of order. In such cases movement must be made under protection of flag. Trainmen or yard crews desiring to occupy main line, or to move from West bound track to East bound track, must not open switch leading to that track when indicators show Danger, but must wait until the approaching train shall have passed the switch and out of the block.

If switch indicator shows Danger, provided that after waiting five (5) minutes train does not appear or indicator does not go Clear position, switches may be used provided movement is fully protected by flag.

Passenger trains must not proceed through crossover from Pacific avenue passenger yard to outgoing main line when block on East bound main line is occupied, until it is positively known that descending train has stopped and will be held above crossovers until passenger train has passed and is clear of the crossover switches.

Cars and engines on side track must stand back of insulated joints in order that semaphore will not be held at Danger. Freight trains must clear block before passenger trains are due to enter same. Whenever a train is mentioned in these rules,—the term "Train" applies to either a road or switch engine with or without cars. The practice of dumping cinders from engines within

automatic block limits is prohibited as it interferes with operation of signals.

The semaphore located at 15th street on East bound track and the one located one-half mile east of South Tacoma on West bound main track are of the cantilever pattern. These signals are equipped with a bracket upon which is erected a post four feet in length, four inches in diameter. The post is equipped with a yellow light at night, indicating that the semaphore upon which they are attached govern main line and NOT the side track.

Before using the cross over switches above Bailey St. and below Tacoma Ave., in order to cross over from one Main Line to the other, after throwing the first switch walt three (3) minutes before throwing the next switch and crossing over. This in order to be sure that no train has entered the block before cross over switch had been thrown setting signals at danger.

# SPECIAL RULES REGARDING USE OF STAFF ON BRANCH LINES.

Du Pont Spur, Mason County Logging Co.'s Spur, Elma Branch, Cosmopolis Branch, Hoquiam River Spur, Centralia Eastern, Smelter line at Tacoma, Orting Branch, Crocker Branch and Green River Branch are operated under staff system. Before using these tracks, trains will obtain staff which is located in staff box at each junction. All other trains using these tracks must be operated under protection of flag. For completion of Dispatcher's record of service, operator at main line junction point will telegraph copy of register showing departure and arrival and mileage made on branch. If there is no operator at junction point, conductor will telegraph this information from next open telegraph office.

# RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNAL RULES.

(Always have for reference copy of Block Signal Rules.)

Rule 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders Rule 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond block signal. Under this rule one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in such case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal Rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Block System Operation.

Rule 43—Any train which has taken siding must have block clearance before proceeding. Therefore, a clear block signal will

not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand

clearance to passenger train, so train will not be delayed.

Operators MUST display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should be notify preceding operator that block is clear

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

If block signal at a station is at Danger when train is approaching on main track and is changed to Clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain caution card before entering the block, stating that "Train No. — and Train No. — will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. —." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or receives further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which would otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of block for the certain train it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office the opposing train must not enter block except under protection of flag. If, however, the trains are moving in the same direction caution cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights permitting it to go, but block rights also.

# COMMERCIAL SPURS.

MAIN LINE.	MAIN LINE—Cont.	ORTING BRANCH.	BUCKLEY LINE.	GATE LINE	SOUTH BEND BRANCH.	YACOLT BRANCH—Cont.
DISTANCE FROM TACOMA.	Byckford	DISTANCE FROM ORTING.	DISTANCE FROM PALMER JCT.	—Cont.	Cont.	Smith 10.0
Stone 37.4	Evaline 65.0	Vencer 3.1	Big 6 1.6 Occidental 1.8	Duby	Lewis	Tenny 13.2
Mentzer 38.3	Capitol Mills 69.7		Nolte		Trap Creek	GRAY'S HARBOR LINE.
Tenino Stone Co	Metcalf 94.4	Fisks 5.2	Blackburn. 11.1	SOUTH BEND BRANCH. DISTANCE FROM CHEHALIS ICT.	Wheaton.       45.0         Shore.       52.0	Molberg 16.0
	Hermione 109.1		Webstone         12.5           Valley Mill         13.9	Harmons 6.4	Turney 54.0	Standard Oil Co
	103.1			Donahue.         12.0           Meskill.         12.5		Overton
Great Western Coal Co 41.3	CROCKER BRANCH.	DISTANCE FROM CASCADE JCT.	Firville	Mays 13.0	YACOLT BRANCH. DISTANCE FROM YACOLT.	Bagshaw 50.5
Martin Lbr. Co	DIGHT WAR TRAIT AR A STORY		GATE LINE			Malone
Salzer 51.4	DISTANCE FROM CROCKER.	Brierhill Coal & Coke Co 4.5	DISTANCE FROM CENTRALIA.		Dole         2.4           Bouton Perkins         4.7	Vance
Carlisle 51.5			Tr. 1	Siler 29.6	Lucia 4.9	Weatherwax
J. t. foster,		]	H. C. BUCKLEY.	Ouste2	Daley 7.9  J. S. DEAN,	Milemate & Morgan 80.4
Train Maste	r, Tacoma.		Train Master, Por	tland.		spatcher, Tacoma.

# TONNAGE RATINGS—FREIGHT ENGINES—N. P. R. R.

				В	UCKLEY	LINE	EAST	BOUND	) <b>.</b>					<b></b>				
	CI	ass Z	Clas	s W	Class	¥-5	Clas	s Y-2	Clas	s F-1	Clas	ss S	Clas	s E-4	Class E	-3 or D-3	Clas	s C-6
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Tacoma to South Prairie			1150	38	1100	37	950	32	900	30	800	27	500	. 17	475	16	350	12
South Prairie to Buckley			600	20	625	21	500	17	450	15	400	14	250	9	235	8	175	6
Buckley to Palmer Jct			1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
					BUCKLE	Y LINE-	-WEST	BOUND.										
Palmer to Tacoma, via Auburn or Buckley	Line		Maxia 60 C		Maxi 60 C			mum Cars	Maxi 60 C		Maxi 60 C	-		mum Cars	Maxi 60 (			mum Cars

MAIN LINE—WEST BOUND.																		
GRADES.	Clas	s W	Class	s Y-2	Class	s F.1	Clas	ss S	Class P		Class E-4		Class E-3		Class D-3		Class	s C-6
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
South Tacoma to Rainier	1600	53	1350	45	1200	40	1150	38	1050	35	850	28	825	27	825	27	700	23
Rainier to Chehalis		60	,	60		60	<u></u>	60		60		60		50		50		40
Chehalis to Napavine	1150	38	1000	34	.900	30	850	28	750	25	550	18	525	17	525	17	400	13
Napavine to Portland		60		60	1500	50	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35

Rating time	freight,	Class S,	1000	tons,	Tacoma	to Napavine.

	MAIN LINE—EAST BOUND.																	
Portland to Winlock	1750	58	1550	52	1400	47	1350	45	1250	41	1050	35	1025	34	1025	34	900	30
Winlock to Napavine		42	1110	. 37	1010	33	960	32	860	29	660	22	635	21	635	21	510	17
Napavine to Rainier		50	1250	41	1100	36	1050	35	950	31	750	25	725	24	725	24	600	20
	1 1	60	1900	63	1750	58	1700	57	1500	50	1300	43	1275	42	1275	42	1150	38
Rainier to Incoma	Rainier to Tacoma																	

Hereafter the above table of ratings will govern on ruling grades. These ratings are based on a normal number of cars of thirty tons each.

To find the rating of anenginewhentrain contains more or less than normal number of cars, add five tons to the rating for each car less than the normal, and subtract five tons from the rating for each car in excess of the normal, thus:

Following instructions covering restrictions on the use of power on Tacoma Division will govern:

CLASS OF POWER MAY BE USED. Buckley Line.—All classes except Class Z Mallet

Engines.
Wilkeson Branch, Cascade Jct, to Wilkeson and Wilkeson to Carbonado.—No engine heavier than S.
Carbonado to Fairfax.—No engine heavier than mogul.
Burnett Branch.—All classes except Q. T., X Y and Z.

Crocker Branch.-No engine heavier than F1. Orting Branch.—No engine heavier than F-1. Green River Branch.-No engine heavier than F-1. Main Line .-- All classes.

Grays Harbor Line, Lakeview to Gate.-No engine heavier than P compound passenger engine and S at slow

Grays Harbor and Gate Line, Gate to Hoquiam.—No Engine heavier than S4.

Grays Harbor Line, Hoquiam to Moclips.—No engine heavier than F1.

Ocosta Branch, Aberdeen Jct. to Cosmopolis.—No engine heavier than F1. Cosmopolis Jct. to Ocosta.—No engine heavier than mogul.

Elma Branch.—No engine heavier than mogul. South Bend Branch.—No engine heavier than Mogul.

Yacolt Branch.—No engine heavier than F-1, Engines class S to S-3, XY to Y-5, L-6, P-3, R and Q should not be run coupled together as double headers over

the following bridges: No. 254 Tacoma Draw Span.

No. 95 Cowlitz River.

If double headers of lighter classes of engines are run over the above enumerated bridges, the speed should not exceed ten miles per hour when the weight of the engines approximates the weight of two engines of the classes stated. Class W or Z engines must not be run

over Tacoma draw span. Double headers will not be run over the following bridges when road engine is heavier than mogul. No. 2 and No. 13 between Centralia and Gate.

# TONNAGE RATING—ENGINES OF O. & W. R. R. BETWEEN TACOMA AND PORTLAND.

	WEST :	BOUND		EAST BOUND							
STATIONS	O. S. L. 720 to 727	S. P. 1740 to 1798	U. P. 1704 to 1705	S. P. 2290 to 2300	STATIONS	O. S. L. 720 to 727	S. P. 1740 to 1798	U. P. 1704 to 1705	S. P. 2290 to 2300		
	<del></del>				Portland to Winlock	1350	1245	1350	1245		
South Tacoma to Rainier	1120	1025	1120	1025	Winlock to Napavine	950	850	960	880		
			Napavine to Rainier	1050	955	1050	955				
Chehalis to Napavine	680 7		820	765	Rainier to South Tacoma	1700	1575	1700	1575		

