NORTHERN PAGIFIC RAILWAY COMPANY.

TACOMA DIVISION

OATABLE OTABLE

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

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

SUNDAY, April 23rd, 1911.

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.

C. E. McMULLEN,
Superintendent Tacoma Terminals.

J. C. ROTH,

Assistant Superintendent of Transportation.

		-	
WW	ACT	5 A	und.

MAIN LINE.

	. 18-81	IRD CLA	SS TRAII	NS.		SECOND	CLASS		ers	Time Table 34			r:				r a	RST CLA	SS TRAI	NS.						
995	973	969	963	997	965	691	679	pal,	um	Succeeding No. 33B	363	355	301	389	361	357	321	307	391	311	333	365	359	313	323	393
DAILY	EX. SUN.	EX. SUN.	EX. SUN.	DAILY	EX. SUN.	DAILY	DAILY	S, Te	Nuc	STATIONS.	DAILY O.=W. R.		Nor Dec	Nor Dac	DAILY O.=W. R.		Nor. Pac.	DAILY Nor. Pac.	DAILY Nor. Pac.	DAILY O.~W. R.	DAILY Nor. Pac.		DAILY	DAILY Nor. Pac.	DAILY Nor. Pac.	
t. Nor. Way	Nor. Pac. Way Freight	Nor. Pac. Way	Nor. Pac. Way	Gt. Nor. Way Freight	Nor. Pac. Way	& N.	Nor. Pac. Freight	Vate cale nd V	tatic	Telegraph Offices and	& N. Portland	Gt. Nor. No. 271	Portland	Yacolt Passenger	& N. Portland	Gt. Nor. No. 275	Grays Harbor	Portland Passenger	South Bend	& N. Shasta	Puget Sound	Grays Harbor	Gt. Nor. No. 269	Portland	Grays Harbor	Sout
reight	Freight	Freight	Freight 7.15AM		5.10AM	Freight	9 000	> 0 a	S	TACOMA WHARF 0.0	Express	-			Passenger		Limited		Passenger	Limited	Limited	Passenger			Express	Limi
			7.10/	6.00AA		9.30PM		TY		1.4 QTACOMAN 1.4		1.00AM	1.404		8.15AM	8.30AM	9.00AM	9.45AM	<u></u>	12 50PM	1.40PM	1.5 OPM	4.50PM	5.30PM	5.35PI	OM .
			7.45	6.30		1		WS		4.5 SU.SOUTH TACOMA.N 5.9						* 8.45		10.00	<u> </u>	* 1.05			* 5.04		5.53	
			7.20	0.00	5.50 364-302 -360	10.15 334-322 -356	9.45 334-322 -356	T		3.7	1.00	2.10	1.00		0.00	0.10	0.11	10.00		1.00	362	2.00	0.01	0.11	0.00	
			8.00	6.45	6.10AM	10.33	10.00		1985	VALAKEVIEW N 9.6	* 1.07	f 1.23	* 2.03		f 8.39	f 8.54	* 9.20AM	* 10.07		* 1.10	* 2.01	2.15PM	* 5.10	* 5.50	6.01PM	M
			8.15	7.00	See page 3	10.50	10.15			HIHILLHURSTN 14.0		1	* 2.10 680		f 8.48	f 9.04	See page 3	f 10.16		* 1.17 362	* 2.10	See page 3	* 5.17	* 5.57	See page 3	1
			8.30	7.25		11.15	10.33	W	1996	RY ROY N 20.0	1. 30	f 1.45	2.21		9.00	9.16		10.29 964		* 1.25	2.20 358-998		* 5.26	f 6.05		
			357 8 .537 361 9 .45	7.45		11.30	10.44		2002	YAYELMN 26	f 1.40	f 1.58	f 2.31		0.10	9.27 963-964		10.39		* 1.33 998	2.35 314		* 5.34	* 6.12		-
						11.40	-11.05		2007	0.4	6 1 50		692		9.10 963–964			10.50			*		* 7 40	* 0.00		
			10.15	8.10 964		11.46		W		RARAINIERN 31.3	692	692		1		f 9.40		10.50		* 1.42			* 5.43		2	
			10.35 11.25 307-308	8.25	i	11.59PM	11.19	W	2011	JSMcINTOSHD 35.8	1.58	1 2.16	* 2.48		f 9.29	1 9.47		f 10.58 963		* 1.48 358	* 2.54		* 5.48	312		
			12.05PM			12.10AM 680	11.31		2015	NOTENINON 40.4	f 2.05	f 2.26	f 2.55		9.89	9.57		11.09		* 1.56	3.08		* 5.55	* 6.35		
			1.00	9.05		12.25	11.41PW		2020	BBUCODAN 43.3	f 2.13	f 2.35	f 3.00		f 9.45	f 10.05		11.15		* 2.01	8.10		* 6.00	* 6.40		-
									2025	WABASH 48.9	*	*	*		*	*		*		*	*		*	*		
1.00PM	5.30AM	6.00AM	1.30PM	9.304	V.	12.55 1.25	12.10AM 12.45	W C S Y	2027	CNCENTRALIAN 50.3	2.30	2.50	3.15	100000000000000000000000000000000000000	10.00	10.20	Property of Markets, Nat	11.35	12.05PM	2.15	3.25	and the same of the same	6.15	7.02	CATALOG CO.	7.4
1.20	6.00	6.40		The first operator for		1.45	1.10	W	2031	CHCHEHALISN 54.8	2.40	3.00	3.25	Manager of the Paragers of the	10.10	10.30	1 Ka 240 Ka 2	11.50AM	12.25	2.25	3.35		6.25	7.15		17.
		6.45AM						Y	2032	CHEHALIS JCT 55.8	*	*	*	5 , 5	*	*		*	* 12.30PM	*	*		* 6.27	*		* 8.0
1.50	7.00	See page 5				2.25	1.40		2038	NANAPAVINEN 62.3	3.00 691	f 3.20	3.45 691		10.30	f 10.50		12.10PM	See page 5	* 2.45	3.55		6.45	7.35		See pa
2.10	8.00				-	363 355 301 4.25	2.05	w	2044	WIWINLOCKN 68.	3.15	3.35	4.00		10.45	11.06		12.25		* 2.55	4.07		f 6.58	f 7.45		
0.90	9.00					4.50	2.05	777	2050	6.5								10.10		* 0.05				356		
2.30	8.30				-	4.50	2.25 364 302 360	W	2050	PNSOPENAHN 75.0	* 3.31	1 3.50	* 4.14		11.05 974	f 11.23 974-362		12.40 358		* 3.05	4.20		* 7.13	* 7.57		
2.40	9.00 9.23 308					5.00	2.35		2053	OQOLEQUAN 77.4	* 3.37	f 3.56	* 4.20		f 11.15	f 11.31		f 12.50		* 3.10	* 4.25		* 7.20	* 8.03		-
3.00	9.45AM 3 12.36PM 3	62-358-357 14-361-974				5.25	2.53	W	2060	CACASTLE ROCKN 85.	3.55	4.15	4.35		11.31	11.48AM		1.07		* 3.21	4.37		7.35	8.17		
						5.50	3.07		2065	UMTILLICUMN 90.8	* 4.10	* 4.29	* 4.47	5	* 11.45	* 12.01PM		* 1.20		* 3.30 995	* 4.47		* 7.46	* 8.27		-
	12.57					5.55	8.09		2066	OSTRANDER 91.0	f 4.12	f 4.31	* 4.49	,	f 11.47	f 12.03	-	f 1.22		* 8.32			* 7.48	* 8.29		
3.58	1.05					6.05	3.14		2068	KALOKEN 93.0	* 4.16	* 4.35	* 4.54		* 11.50	* 12.10		* 1.26		* 3.35	* 4.54		* 7.53	* 8.32		
4.05	1.15 307 2 .00				(Mal	6.15	3.18	115	2071	KSKELSON 95.3	4.21	4.40	4.58		11.53AM 358	12.15 314		1.31 973		* 3.38	4.58		f 7.56	f 8.35		
4.25 312	2.15					6.85	3.35		2077	CXCARROLLSN 101.0	* 4.37	f 4.55	* 5.10		f 12.05PM	f 12.25		f 1.45		* 3.45	* 5.08		* 8.05	* 8.45	The state of	
45 333 35	3.00					6.55	8.50	WY	2081	KAKALAMAN 105.	4.50	5.05	5.20	***-116	12.15	12.35	ID-III-UP	1.55		* 3.55	5.20 995		8.15	8.55		
5.50	3.15					7.08	4.03			MARTIN'S BLUFF 109.8		_			f 12.26	* 12.45		f 2.04		* 4.03	* 5.31		* 8.25	* 9.05		
6.03	3.30					7.25	4.15		1	WDWOODLANDN 114.0			5.44		12.36	f 12.55	EGA E	2.14		* 4.13	5.45		* 8.35	* 9.15		
6.20	8.45					7.45	4.31			RGRIDGEFIELDN 120.					12.50	f 1.09		2.26		* 4.25	6.00		* 8.46	* 9.26		
6.35	4.00					8.02	4.46			KNAPPS 126.5					f 1.02			f 2.37		* 4.36			* 8.57	* 9.38		
6.42	4.10					8.10	4.52			2.8 128.				See page 4	f 1.07			2.43		* 4.40				* 9.43		
6.50	4.15					8.18	5.00			VANCOUVER JCT 131.3					* 1.14			* 2.50		* 4.45			* 9.08			
	4.30PM	2				8.80	5.15 5.45	CY	100	MX .VANCOUVER N 134.4	Control of the last of the las	The second second	6.30	9.30AN	1.22			3.00		4.54	100000		m with the Hall of	10.00		
No. and the second and	(Alexandra)					8.44AM				No. Portland JunctionN 136.7			* 6.38		* 1.30PM			* 3.08		* 5.00PM	* 6.48		The State of the S	* 10.08		
						o tar	6.00			ST. JOHNSN 137.3			f 6.41				1	f 3.11			f 6.51			* 10.11	Tierre	
							6.15	Y		BA 0.5 N	1		* 6.46					* 3.16			* 6.56			* 10.16		
							6.16		200	BEATTY 140.4		G G J	* 6.47	21		YITM	848	* 3.17			* 6.57			* 10.17		
- W W. W.		DE SHOW HE COUNTY	- 1 100000	A 11 2 4 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			6.26	1		CCITY LIMITSN 143.3			* 6.53			3		* 3.23			* 7.08	erra Laborate		* 10.23		
				43	SAMALE	15 6	6.45AM	S T	2121	VCPORTLANDN 144.4			7.00AM	i was				8.30PM			7.10PM			10.30PM	HE I	
107510	EX. SUN.				EX. SUN.	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY		DAILY	DAILY		_
6.00	11.00	6.8	8.0	3.30	9.1	11.14	9.45			Time Over District	5.25	5.10	5.25	.13	5.15	5.10	.20	5.45	.25	4.10	5.30	.23	4.25	5.00	.26	13.2

SEE SPECIAL RULES, PAGES 5, 8, 9 AND 10.

M	A	M	4	22	N	
8.0	era.	-	B	-	848	-

East Bound.

						FI	RST CLA	SS TRAIL	NS.								Time Table 34		SECOND	CLASS	TRAINS.		THIRD	CLASS T	RAINS.	
356	322	390	334	394	312	324	314	358	362	366	308	392	360	302	364	from	Succeeding No. 33B April 23, 1911.	of	680	692	690	964	966	998	974	970
DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY		nd nce	STATIONS.	ity ig T		DAILY	DAILY	EX. MON.	EX. SUN.	DAILY	EX. MON.	EX. SUN
it. Nor.	urays	Nor. Pac. Yacolt Passenger	Nor. Pac. Puget Sound	South Bend	& N. Shasta	Nor. Pac. Grays Harbor	Nor. Pac. Seattle Special	Gt. Nor. No. 272	& N. Seattle	Nor. Pac. Grays Harbor	Nor. Pac. Seattle Passenger	Nor. Pac. South Bend Passenger	Gt. Nor. No. 274	Nor. Pac. Seattle Express	O.=W. R. & N. Seattle	Distar	Telegraph Offices and	assir	Nor. Pac. Freight	O.=W. R. & N. Freight	Gt. Nor. Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Gt. Nor. Way Freight	Nor. Pac. Way Freight	Nor. Pa Way
-271-	Limited	rassenger	Limited	Limited	Limited	Express			Passenger	Passenger	-	Passenger			Express	144.4	TACOMA WHARF		8.30AM				4.15PM		Tongare	
O OOPM	9.40PM		8.50PM		7.40PM	4.45PM	3.30PM	3.00PM	2.00PM	12.30PM	12.40PM		5:15A	5.00AM	4.45AM 4.40	143.0	QTACOMAN			4.00AM				4.30PM		
			8.35 679-691		* 7.20	4.30		* 2.45	1.55 * 1.40	12.10	12.25			* 4.45		138.5	4.5 SU.SOUTH TACOMA.N	70	2.45	3.40		11.45AM	3.45	4.00		
	* 9.26 691–679					4 4 8000			333						300	101.0	3.7									
ULL			8.26		* 7.13		966	* 2.37		make with the special years				* 4.32		134.8	VALAKEVIEWN			3.25		11.25	3.30PM			
	See page 3		8.17	15	* 7.03	See page 3			f 1.17 311 1.03	Bee page 3	f 12.06PM	= n	f 4.31	f 4.22 4.15	3.57	129.8	HIHILLHURSTN	110	3012.10 2.05	2.50		11.00	See page 3			
9.20			8.07		0.55		2.45 998	f 2.20 333-998	1.00		11.034		1 4.01	7.10	8.07	125.0	RYROYN	110	3631.25	2.00		10.39 10.00		3.00 2.05 333 358 314		
9.10			7.56		* 6.44		* 2.35	* 2.10	12.53		11.43		f 4.21	f 4.05	f 3.47	118.3	YAYELMN 5.4	70	1.05	2.31		9.35 8.55		1.33 311 1.28		
9.01		1	7.47		* 6.34		* 2.25	* 1.57	12.45		11.81		f 4.11	f 3.55	f 3.35	112.9	RARAINIERN	120	12.50	3552.09 3631.45		963 357 361 8.10 997		1.10		
8.53		,	7.89		* 6.27		* 2.16	* 1.48 311	f 12.37	4671	f 11.21		f 4.04	* 3.47	* 3.27	108.6,	JSMcINTOSHD	70		1.20		7.45		36212.50 12.30		
8.43			7.30		* 6.16			* 1.37	12.30	218.61	11.11		f 3.55	3.38	3.17	104.0	NOTENINON	140	12.20	1.05		7.15		12.05PM		
8.37			7.24		* 6.11		311	* 1.30	12.25		11.11 307 11.00			* 3.30		100.7	BBUCODAN		691 12.10AM			6.30		963 11.40AM		
			*		*		*	*	*		*		*	*	*	95.5	5.2 WABASH		11.58PM			6.05		11.17		
8.25		property the total	7.10	6.50PM	6.00	7 - 2 - 3 - 3 · · ·	1.50	1.15	12.13	Significant	10.45	10.05AM	3.30	8.15	8.00	93.7	1.8 CNCENTRALIAN	120	11.50	12.30	2.40AM	6.00AM		11.10AM	3.00PM	4.30
8.15	Mentions sector across a		6.55	6.40	5.52	ester as part of the	1.40	1.05	12.03PM		10.30	9.50	3.15	3.00	2.45	89.6	CHCHEHALISN	110	11.30	12.05AM	2.20	Strong and the	Carlone, which is the	British and blackers	2.45	4.10 3.40
			k	* 6.30PM	*		*	*	*		*	* 9.40AM	*	*	*	88.6	CHEHALIS JCT	Y		11.55PM						3.35
8.00			6.35	See page 5			1.25	* 12.52	11.48AM		9.55	See page 5	f 8.00	2.45	2.25	82.1	NANAPAVINEN	140	10.50	11.35	1.40				2.00	See page
7. 45			6.20		* 5.27		1.10	12.40 974	11.35	-	9.43		2.45	2.25	2.05	75.9	WIWINLOCKN	70	10.30	11.14	1.05				1.30	
										450 [1]							6.5		40.00	10.50					1.30 12.05PM 307 358 314	
7.26			6.02		* 5.15		12.56	* 12.28 307	11.21 357-974	100	9.29		679	* 2.05 679	* 1.47 679	69.4	PNSOPENAHN	60	10.07	10.58	12.42				11.45AM 10.30 361 357 362	
7.20 359			5.55		* 5.10		f 12.50	* 12.24	f 11.15		f 9.23		f 2.15	* 1.56	* 1.40	67.0	OQOLEQUAN	40	10.00	10.51	12.35				10.15	
7.05			5.40		* 4.58		12.36 973	12.11 973	10.55 973		9.08		1.56	1.40	1.25	59.3	CA .CASTLE ROCK N 5.7	100	9.40	10.34	12.15	-			9.45 973	
6.55			* 5.30		* 4.47		* 12.24	* 12.01PM	* 10.38		* 8.54		* 1.40	* 1.22		53.6	UMTILLICUMN	60		10.22	12.01AM				9.25	
6.53			* 5.28		* 4.45			* 11.59AM			f 8.52		f 1.37	* 1.20	1	52.8	OSTRANDER		9.15	10.18	11.58PM				9.20	
6.50			* 5.24		* 4.42			* 11.56		<u> </u>	* 8.48		1012	* 1.16		50.8	KALOKEN			10.14	11.53		111		9.10	
6.47			5.21		* 4.40			f 11.53 361 * 11.43	10.29		8.45 974 f 8.33		1.30	* 12.55	12.58	49.1	KSKELSON 5.7 CXCARROLLSN	70		9.55	0		m 5		3089.05 8.15	
6.30			* 5.08 333 4.55		* 4.30 995 * 4.23		361	11.45	10.05		8.25		1.05	12.45		38.9	KAKALAMAN	140	313 8.45 8.40 8.20	9.45					7.45 691 7.30	
6.20			4.43		* 4.15		f 11.45		f 9.55		f 8.16			* 12.30		34.6	4.3 MARTINS B'FF		8.10	9.84			5 14 10		7.30 6.30 6.15	
6.11			4.34		* 4.08		-	11.15	9.45		8.08		f 12.45		12.10AM	29.8	WDWOODLANDN		7.58	9.22					6.00	
6.00			4.24		* 3.58			11.08	9.35		7.58		12.32		11.59PM	23.8	RGRIDGEFIELDN	140	7.45	9.07	10.35		1		5.45	
5.50			* 4.14		* 3.49		f 11.10	* 10.50	f 9.25		f 7.48		f 12.20	f 11.58PM	f 11.50	18.2	5.6 KNAPPS		7.34	8.52	10.20				5.27	
5.46		See Page 4	* 4.10		* 3.45		f 11.05	* 10.45	f 9.20		7.44		f 12.15	f 11.54	f 11.46	15.9	FELIDA		7.80	8.46	10.16				5.20	
5.42	-	* 4.50PM	* 4.05		* 3.42		* 11.00	* 10.40	* 9.15		* 7.40		* 12.10	* 11.50	* 11.40	13.1	VANCOUVER JCT		7.23	8.89	10.10				5.10	
5.35PW		4.40PM	4.00		3.36		10.55	10.35AM	9.08		7.85		12.05A	11.45	11.36	10.0	MXVANCOUVERN	1000	7.15 7.05	8.30	10.00PM				5.00AM	
			3.47	Carphysian de Paul Land de	* 3.30PM	(Alexandra de Santa de Santa	*10.47	The state of the s	* 9.00AM	Carlot was apress	* 7.27	Section Section (Section Section Secti	76 and 50 cm of a 1996	* 11.33	* 11.80PM	7.7	North Portland Junc. N 0.6		6.55	8.15PM	Section of the Space	(2) 2 · 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1 ·	Name of State Research	A passible of the Passes of the Control		4.45 17.45
		The state of the s	3.45				* 10.45				* 7.25		The Park World Service	f 11.31		7.1	ST. JOHNS		6.50			all designing and for the first to could be	The state of the s	Pa. 110 (10 to 10		- 1. Take 1/2/41
	<u>K</u>		* 3.40				* 10.40				* 7.20			* 11.26		4.5	BAWILLBRIDGEN		6.35							
			* 8.89				* 10.39				* 7.19			* 11.25		4.0	BEATTY	30	6.34							
4.75		Rain Company	8.85				* 10.35			100 1000 men 100	* 7.15	E. St. America. Michiga	are by allower in	* 11.20		1.1	CCITY LIMITSN		6.25	4-A1-200 M = 5 A 10 2 5	** ** ***				- *** ±	
			3.30PM				10.30AM				7.10AM			11.15PM		0.0	VCPORTLANDN	1000								
4.25	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			m: 0 2		DAILY	DAILY			EX. SUN.		EX. MON.	-
30.1	27.3	18.6	25.5	16.5	31.9	17.9	20.7	30.1	26.8	24.6	22.9	13.2	25.7	24.7	25.6	V-12	Time Over District Average Speed per Hour		9.15	7.45	17.9	8.5	12.1	9.9	5.5	5.6

SEE SPECIAL RULES PAGES 5, 8, 9 AND 10.

est Bound.												Y'S HARBOR LIN											East E	
THIRD CLASS	TRAINS.		SEC	OND CLA	ASS.	FIRST (CLASS T	RAINS.	es.	nbers	m.	Time Table No. 34	8	sks	FIRST	CLASS T	RAINS.	SEC	OND CL	ASS.		THIRD (CLASS TRA	INS.
	967	965	693	587	585	323	365	RAINS. 321 Passenger DAILY	Coal Tabl	Nun	e fro	Succeeding No. 88B. April 23, 1911.	Distance from Moclips	y of Trac	366	324	322	588	586	694	966	968	101	
	Way Frt.	Way Frt.	Freight	Mixed	Mixed	Passenger	Passenger	Passenger	ter,	tion	tanc	STATIONS.	tanc	sing	Passenger	Passenger	Passenger	Mixed	Mixed	Freight	Way Frt.	Way Frt.		
	EX. SUN.	EX. SUN.	EX. MON.	EX. SUN.	EX. SUN.	DAILY	DAILY	DAILY	Wa Sca and	Sta	Dis	Telegraph Offices and Calls	Mo	Car	DAILY	DAILY	DAILY	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. MON.		F
i i		6.10AM				6.01PM		* 9.20AM				VALAKEVIEW	D 115.6	100	12.01PM	4.17PM	* 9.20PM				3.30PM			
						f 6.05	f 2.16	* 9.23				COUNTRY CLUB												
		6.20				* 6.06	* 2.17	* 9.24		C.K	2 0	0.6 AMERICAN LAKE 1.4	110.7	Sdg.	* 11 59	* 4 10	* 0.19							
													_								8.10			
		6.25				f 6.09	f 2.20	* 9.27				COSGROVE				f 4.08	* 9.10				3.00			
		7.00				6.16	2.29 966	* 9.32	S	CK 7	8.0	DDU PONT	D 107.6	Spur	11.45	4.00	f 9.02				9 2 30 2 00			
		7.20			THE TE	6.30	2.41	* 9.42				SHERLOCK		1		3.45	* 8.50				1.26			
		7.45				6.45	2.56	* 9.53								9 94	* 8.39				12.46			
												UNION MILL 1.6	2											
		7.55		15		6.50	8.00			C K 20	19.5	LACEY 5.0	96.1	40	11.15	8.80	* 8.37				12.26			
		8.15AM				7.05 7.10	3.15 3.20 324	10.10	WT	C K	24.5	OYOLYMPIA	D 91.1	110	11.00	3.15 3.00 365	8.25				12.01PM			
					1000	7.20	324								365	365								
					-11-	- 5		11 10			25.2	PT. TOWNSEND SOUTHERN C'O 4.7 (Track Connection)	90.4											
						f 7.22	f 3.33	* 10.20		СК	29.9	BELMORE	85.7	40	f 10.44	f 2.48	* 8.10							
				This train	This tools	W 00	Total Control								•									
			7 7 7	This train has right over No.	has right	7.38		* 10.30 366				RKLITTLE ROCK												
				over No. 588 Ho- quiam to Moclips	over No. 366 and No. 586	* 7.40	* 3.49	* 10.33			37.7	BORDEAUX JUNCTION	. 77.9		* 10.23	* 2.28	* 7.51							
	See page 4		See page 4	Mochps	Aberdeen Junction to	f 7.47	f 3.53	* 10.40		CK 40	39.6	MIMA	76.0	13	f 10.20	f 2.25	* 7.47			See page 4		See page 4		
	12.05PM		2.20AM		Aberdeen	8.00 8.10		10.55 11.10				HKGATE				2.15	7.39			10.10PM		1.30PM		
	12 20		2.35				4.20	_												9.52		1 15		
	12.30 1.58 324-968		2.00			8.21	4.83	11.18		5	48.0	OXOAKVILLE	67.0	90	9.50	1.58 967	7.29			9.52		1.15 1.00 967		
	2.25		2.55		11.50	* 8.36	* 4.50	* 11.30	_	CM	55.5	LYTLE	60.1	80	* 9.32	* 1.38	* 7.19			9.24		12.20		
	2.35	-	3.00			8.39	4.58	f 11.32									f 7.17			9.21		12.15PM		
												ORPORTER6,5			The second second			N A						
	8.10		3.30		J. II	8.55 694	5.10	11. 45 968		19	63.1	EFELMA	D 52.5	120	9.15	1.15	7.05			8.55 8.50		25 11:45 M		
	8.20		8.85	101111	THE	f 9.00	f 5.15	*11.48			65.6	MACKS	. 50.0		f 9.10	f 1.05	* 6.59			8.38		11.00		
	3.50		3.45		177	9.05	5.19	* 11.58AM		CM	66.8	SPSATSOP	D 48.8	37	9.07	1.01	f 6.57			8.35		10.50		
	4.25		4.15		See page 4	9.20	5.35	12 0694				MOMONTESANO	_		8.55	12.50	6.47		See page 4	8.20		10.30		
	5.00		4.30		7.45AN			* 12.30		29		8.6ABERDEEN JCT		100		1	* 6.27		1.15PM			9.40		
	5.30		5.15		7.65AN 366-968		6.15	12.45		31		3.1 SAABERDEEN			8.25	* 12.30 321 12.15			1.00PM			9.00		
				446				900									303		200000000000000000000000000000000000000					
	5.55PM 322		5.30AM	9.00AM		10.20PM		12.55PM	W C	C M 44	87.6	HOHOQUIAM	D 28.0	150	ALCOHOL: STREET	12.01PM	6.00PM 967	1.45 PM		7.00PA 365		8.20AM 366		
				9.10			f 6.55			C M 47	90.9	GRAYS HARBOR CITY	24.7	No Sdg.	f 7.47			1.25						
				9.20			f 7.10			52 52	95.6	4.7 GRAY GABLES	20.0	No Sdg.	7.84			1.05						
				9.25			f 7.16			54		CHENOIS CREEK		Sdg.	f 7.26			12.58						
				9.40			f 7.24 f 7.35			56		TULIPS			f 7.20			12.48						
										61 CM	103.4	COPALIS CROSSING	12.2	Spur	f 7.08			12.80						
				10.10			f 7.42			62 C.M	106.1	KUHN	9.5	Sdg.	f 7.01			12.26		-				
				10.15			f 7.45			63		McGLAUFLIN		Sdg.	f 6.59			12.24						
				10.20			f 7.49			64		ONSLOW1.8STEARNSVILLE			f 6.55			12.20						
	4									66		1.9		Sdg.	f 6.50									
	1			10.41			8.00 8.05			68		ALOHA1.8		12	f 6.42 6.36			12.04PM	1					
				10.48	-		f 8.10			69		1.4 SUNSET BEACH		1	f 6.33			11.58AM						
				11.00AM			8.15PM			71	Home	MCMOCLIPS		Sdg.	6.30AN			11.50 11.45AM						Y II
	5.50	2.05	3.10	.20	.10	4.22	6.02	3.35		72		Time Over District	0.0				3.20	2.00	.15	3.10	3.29	5.10		
	7.5	11.8	16.0	14.0	29.1	20.2	19.2	24.4				Average Speed per Hour		-	5.30 ° 28.4	4.16 21.1	26.3	14.0	12.8	17.0	7.1	8.5		

SEE SPECIAL RULES, PAGE 4.

.Sen		West	Bound	DIMAN					GATE LINE.					East	Bound	d.	
THIRD CLASS.	SECOND CLASS.	111140	FIRST	CLASS.	u Zanit (h	ales,	8:		Time Table No. 34	Gate	MIX		FIRST	CLASS.		SECOND CLASS.	THIRD CLASS.
967	693	387	385	383	381	Coal, Scales, and Wyes	Numbers	from	Succeeding No. 33B April 23, 1911.	from (icity of ing Tracks	382	384	386	388	694	968
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	es an		Distance f Centralia	STATIONS.		ing T	Passenger	Passenger	Passenger	Passen ger	Freight	Way Freight
EXCEPT SUNDAY	DAILY EX. MON.	DAILY	DAILY	DAILY	DAILY	Water, Tables	Station	Dista	Telegraph Offices and Calls	Distance	Capac	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	EXCEPT MONDAY
9.15AM 381	1.00AM	7.30PM	3.30PM 384	10.40AM	9.00AN 967	W C Y S	2027	. 0.0	CNCENTRALIAN	13.0	170	11.10AM	3.00PM	5.00PM			
61 =	dix h	MA			a a m			0.5	OW. R. & N. CO. CROSSING No Track Connection 4.3	12.5					Call de Am		di tra
9.55	1.30	7.45	3.45	10.51 382	f 92.0	-	C.K. 51	. 5.8	GRAND MOUND	7.2	90	10.51	2.41	4.43	8.40	11.05	2.05
10.25 11.10 383 382	1.55	7.55	8.55	11.00 967	f 9.33	Ami	C K 47	10.0	RHROCHESTERD	3.0	75	10.30 967	2.80	4.30	8.31	10.45	1.45
	0+ 1	明治			ALA, HA			10.5	OW. R. & N. CO. CROSSING No Track Connection 2.5	2.5			2				
11.45AM	2.20AM	8.05PM 388	4.10PM 386	11.10AM	9.45AM	WY	C K 44	13.0	HKD	0.0	50	10.15AM 381	2.20PM 383	4.20PM 385	8.20PM 387	10.30PM	1.30
EXCEPT SUNDAY	DAILY EX. MON.	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	EXCEPT MONDAY
2.35	.50	.35	.40	.30	.45				Time Over District			.40	.35	.40	.35	. 55	1.00
5.0	15.6	22.3	19.5	26.0	17.3				Average Speed per Hour			19.5	22.3	19.5	22.3	14.1	13.0

Special Rules Gray's Harbor and Gate Line.

Registering Stations—Lakeview, Olympia, Gate, Elma, Aberdeen, Junetion, Hoquiam and Moclips.
Clearance will not be issued at Olympia, Elma and Aberdeen Jet., unless red signal is displayed.
Trains will register by ticket at Lakeview: will not be required to proture clearance unless red signal is displayed.
Trains will register by ticket at Lakeview: will not be required to proture clearance unless red signal is displayed.
Engineers will not be required to consult register, except at initial or starting point.
Bulletin Stations—Olympia, Hoquian and Moclips.
Maximum grades, 314 miles west of Sherlook; 3 miles east to 2 miles west of Olympia.
Speed of trains when backing up must not exceed twenty miles per hour.
Junction switches will be set for line Olympia to Moclips.

No. 221 will stop on flag at Dupont to let off Passengers.
No. 222 and No. 232 will stop on flag at Nisqually Clear at Section 1.
No. 323 and No. 324 will stop on flag at The state of Passengers.
No. 323 and No. 324 will stop on flag at Vertron, three miles east of Linta.
No. 324 miles No. 324 miles No. 324 not No. 324 will stop on flag at Vertron, three miles east of Linta.
No. 324 will stop on flag at Overton, three miles east of Linta.
No. 324 will stop on flag at Overton, three miles east of Linta.
No. 324 will stop on flag at Overton, three miles east of Linta.
No. 324 will will at Gate for connection with No. 324.
When No. 324 will stop on flag at Overton, three miles east of Linta.
No. 334 will study and the state on passengers.
No. 325 and No. 326 will stop on flag at Overton, three miles east of Linta.
No. 335 has right over No. 328 no state of the connection with No. 328.
Trains will approach Gate looking out for trains to and from Gate line turning on wye.
No. 355 has right over No. 368, 304 No. 366, Aberdeen Junction to Aberdeen.
No. 360 has right over No. 368, 304 No. 366, Aberdeen Junction to Aberdeen.
No. 360 has right over No. 368, 305 has right over No. 368.
No. 361 will approach good to the state of the connection of the state of

West Bound. OCOSTA BRANCH.

East Bound.

SE	CONE) (CLASS.	s s	on.		Time Table No. 34			SECOND	CLASS
5	583		581	al, Scales,	Station Numbers	Distance from Aberdeen Jct., via Cosmopolis	Succeeding No. 33 B April ,23 1911.	from ia is	y of Tracks	582	584
Λ	Aixed	los.	Mixed	es and	N no	deen	STATIONS.	ta, vinopo	pacity ssing T	Mixed	Mixed
We	d., Sat.	E	x. sun.	Water, Tables	Stati	Dista Aber via C	Telegraph Offices and Calls	Distance fro Ocosta, via Cosmopolis	Capa	EX.SUN.	Wed., Sat
		*	1.15PM	Y	CM 37	0.0		18.7	42	* 7.45AM	
			1.18			0.8	JUNCTION CITY	17.9		7.37	
7		*	1.20		CR 1	1.4	COSMOPOLIS JCT	17.3	No Sdg.	* 7.35	
	1.35PM	macx	1.30PM	W	CG 2	3.0	MPCOSMOPOLISD	15.7	90	7.30AM	3.35M
*	1.40	25003		HI B	CR 1	4.6	COSMOPOLIS JCT	14.1	No Sdg.		8.32
f	1.48				CR 3	5.7	SOUTH ABERDEEN	13.0	90		8.29
f	1.58				CR 5	8.0	WEST ABERDEEN 6.7	10.7	No Sdg.		8.25
f	2.21		119 (1		CR 11	14.7	SOUTH ARBOR	4.0	No Sdg.		2.56
f	2.28				CR 13	16.2	MARKHAM	2.5	10		2.55
11 3	2.35PM			W _C	CR 16	18.7	OCOSTA	0.0	75		2.45PM
We	d., Sat.	E	X. SUN.							EX. SUN.	Wed., Sat.
	1.00	_	.15				Time Over District			.10	.50
]	15.7		12.0				Average Speed per Hour			18.0	18.8

Register Stations—Aberdeen Junction, Cosmopolis and Ocosta.

Bulletin Station—Cosmopolis.
583 and 584 will stop on flag at Redmon Creek, located one mile east of Ocosta, for transfer of passengers, baggage and express destined to and from Westport.

All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed. Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns River, ½ mile west of Markham. No. 581 has right over No. 582, Cosmopolis Junction to Cosmopolis; No. 583 has right over No. 584, Cosmopolis

to Ocosta.

Junction switches will be set for line Junction City to Ocosta.

Junction switches will be set for line Junction City to Ocosta.

Trains will come to full stop before passing over grade crossings of O-.W. R. & N. Co. at various industry tracks in South Aberdeen and Cosmopolis.

FIRST	CLASS.	ales,	rs		Time Table No. 34			FIRST CLASS
	389	Coal, Scales, and Wyes	Station Numbers	Distance from Yacolt	Succeeding No 33B April 23, 1911.	Distance from Vancouver Jct.	y of Tracks	390
	Passenger	er, Co	ion N	ance	STATIONS.	ance	Capacity Passing T	Passenger
- 11-1	DAILY	Water,	Stat	Dist	Telegraph Offices and Calls	Dist	Capa	DALLY
	7.50AM	WY	C Y 27	0.0	YCD	27.2	35	6.20PM
	f 8.02		C Y 20	6.6	WALL	20.6	No Sdg.	f 6.00
- la d	8.10		C Y 19	8.0	HEISON	19.2	25	5.55
UIIA T	8.21		C Y 17	9.8	CRAWFORD	17.4	No Sdg.	5.48
	8.35	W	C 14	12.8	BABATTLE GROUNDD	14.4	20	5.38
	8.50		C Y 10	17.0	BRUSH PRAIRIE	10.2	25	5.28
	f 8.54		C Y	18.6	LAURIN	8.6	50 Spur	f 5.22
	f 8.57		CY 7	20.1	HOMAN	7.1	Spur	f 5.18
	f 9.02		C Y	21.1	BARBERTON	6.1	4 Spur	f 5.12
	f 9.07		C _Y	24.1	HIDDEN	3.1	No Sdg.	f 5.02
	9.17AM	Y	C X 25	27.2	VANCOUVER JCT	0.0	No Sdg.	4.50PM
	DAILY							DAILY
	1.27				Time Over District Average Speed per Hour			1.30

Registering Stations—Yacolt and Vancouver Junction.
Engineers will not be required to consult register except at initial or starting point.
Bulletin Stations—Vancouver and Yacolt.
Standard Clocks—Vancouver.
Derail switches located on Daly Spur and on Smith Spur must be kept in derailing position when not in use.
Trains from Yacolt Branch must ascertain main line rights before occupying main line at Vancouver Junction.
No. 389 and No. 390 will stop on flag at Lucia and Dole for passengers.
The east switch of the north leg of the wye at Yacolt will be kept set and locked for the north leg of the wye.
Derail has been installed about three hundred feet south of and south end of passing track switch at Rileys, north of Yacolt. This derail must be kept open and locked at all times when not in use.

SPECIAL RULES FOR MAIN LINE.

Maximum speed of passenger trains is one minute or 60 seconds per mile. This speed must not be exceeded.

Registering Stations—Tacoma, Tacoma Wharf, South Tacoma, Tenino, Centralia, Sopenah, Carrolls, Vancouver and Portland.

Chehalis is registering station for South Bend Branch Trains.

Passenger trains will register by ticket at South Tacoma, Tenino, Sopenah and Carrolls.

No. 679, No. 680, No. 691, No. 692 and No. 690 will register by ticket at Tenino, Sopenah and Carrolls.

Trains running via Grays Harbor Line will register at Lakeview.

Clearance will not be issued at South Tacoma, except when red signal is displayed.

Clearance will not be issued to west bound trains at Sopenah and to east bound trains at Carrolls or Tenino unless red signal is displayed.

Clearance will be issued to west bound trains entering double track at Tenino and Carrolls and to east bound trains at Sopenah. All trains will obtain rance at Vancouver and Centrolis.

Clearance will be issued to west bound trains entering double track at Tenino and Carrolls and to east bound trains at Sopenah. All trains will obtain clearance at Vancouver and Centralia.

At Tacoma and Tacoma Wharf no clearance required.

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

Bulletin Station—Tacoma Wharf, Tacoma and Portland (Centralia and Vancouver are bulletin stations for trains originating at those points).

Standard Clocks—Tacoma, Centralia, Vancouver and Portland.

Junction switch at east end of Columbia River bridge, Vancouver, will be kept set and locked for N. P. main line.

All trains will come to a full stop at fixed danger signals located 200 feet from draw spans of the Willamette and Columbia River bridges between Willbridge and Vancouver. Engineers will then sound four short blasts of whistle for draw, and will not proceed until signalled ahead by green signal in hands of flagman on deck of draw span, which signal must be answered by engineer in usual manner.

Trains and switch engines using track leading to the wharf at Vancouver will come to a full stop before crossing S. P. & S. Ry. crossing, and will not proceed until a flagman has been sent ahead to flag the crossing.

All trains using tracks between Vancouver and Portland will be governed by instructions and card order issued by Superintendent S. P. & S. Ry. at Vancouver. At Vancouver west bound trains will stop at passenger station before engine reaches point of clearance between N. P. & S. P. & S. Tracks, and must be under full control before passing Station Semaphore, expecting to find main line occupied.

Conductors and engineers will provide themselves with current time table of Northern Pacific Terminal Co. and will be governed by Special Rules thereon while in Portland Yard. Also provide themselves with current time table of Northern Pacific Terminal Co. and will be governed by Special Rules thereon passenger yard to outgoing track without receiving signal from switch tender indic

Between Tidewater and Tacoma Engineer will obtain card order at Tidewater or Tacoma as authority to use draw-bridge line. Interlocking signals at east and west approach to draw-bridge control use of bridge, and trains will not proceed unless home semaphore shows clear indication.

No engine heavier than N. P. Class "W" loaded weight of which is as follows: Weight of Drivers, 203,000 lbs.; Weight of Engine and Tender, 407,500 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. Speed of all trains must not exceed ten (10) miles per hour over Tacoma Draw Span.

Class S or heavier engines must not be used on incline track at Kalama, known as the Salmon track. When doing switching on this track enough car must be used so that engines will not need to go on this track.

No engines heavier than Class S-4 will use trestle, Kalama, Wye.

All trains must not exceed ten miles per hour through corporate limits of Ridgefield.

corporate limits of Ridgefield.

Derail Switches are located as follows and must be kept set in derailing position when not in use: Tacoma (Harrison Bros. spur); Tacoma (Keystons Lumber Co. spur); Rainier (Bob White Lumber Co. spur); Tenino (Derrickson spur, 2 miles east); Tenino (Stone Quarry); Wabash (Interlocking derail one O.-W. R. & N. Co. connection); Chehalis (east end of house track); Chehalis (west end of flour mill track); Napavine (Sommerville spur and Pitcher's spur);

Winlock (west end of house track).

Tacoma Yard extends to South Tacoma, and Chehalis Yard to west wye switch at Chehalis Junction.

No. 308 and No. 333 will stop on flag Sundays only at Lewis River Bridge, west of Woodland.

No. 308 will stop at Lakeview to let off passengers from points south of Lakeview. No. 307 will stop at Lakeview on flag to pick up passengers for points south of Lakeview.

South of Lakeview.
Evaline is a flag stop for trains 307 and 308.
o. 334 will stop at McIntosh Saturdays on flag. No. 333 will stop at McIntosh Sundays on flag.
o. 358 and No. 359 will stop on flag at any station between Tacoma and Portland to receive or discharge passengers holding Great Northern tickets reading Spokane or points east thereof.

reading Spokane or points east thereof.

No. 359 will stop at Tenino to let off passengers from points Tenino and north, and to pick up Portland passengers,

Lap Sidings—Roy, Rainier, Chehalis, Napavine and Castle Rock. Trains taking siding will head in at Lap.

First-class trains when fifteen (15) minutes or more late, and extra trains running on schedule, will observe same precautions in yard limits at Centralia,

Chihalis, Kalama, Vanvoucer and Portland, as are required of second and inferior class trains by Rule 298F.

Telephones are located at Chehalis and Chehalis Junction. All trains from the South Bend line, before leaving Chehalis Junction, will ascertain, by telephone, position of all main line trains, and secure train and block rights authorizing them to use track between Chehalis Junction and Chehalis before

telephone, position of all main line trains, and secure train and block rights authorizing them to use track between Chehalis Junction and Chehalis before proceeding.

Conductors and Engineers must supply themselves with copy of Block Signal Rules governing the use of track between Vancouver and South Tacoma. Maximum grades, Tacoma Yard office to two and one-half miles west.

Between Centralia and Wabash, the third, or extreme right hand track going east, will be used as a switching lead for the east end of Centralia Yard, as far as the yard limit board; outside of yard limits any trains using this track will obtain train order authority from dispatcher at Tacoma by the use of telephone, which is located in the building formerly used for telegraph office. Communication with the dispatcher can be had by use of telephone located on the dispatcher's wire, in accordance with the instructions which will be found posted beside the telephone. Under such authority the third track will be used by trains to or from the Centralia Eastern Railway and the Tone Branch of the O.-W. R. & N. Co. at Wabash, and for such east bound main line freight trains as may be designated by yardmaster, Centralia. No cars will be left on this third track either by train crews or yard crews without train order

Special Rules Governing Use of Double Track Between Tenino and Sopenah and Carrolls and Vancouver.

(1) Double track extends from a point 400 feet west of depot at Tenino to a point 75 feet west of passenger depot at Sopenah and from a point directly in front of depot at Carrolla to passenger station Vancouver, except single track across Lewis River Bridge, 3.0 miles east of Ridgefield, and single track across Kalama River Bridge, 1.8 miles east of Kalama, and single track from west end of passenger station platform at Centralia to a point 1,700 feet

west thereot.

(2) Trains must keep to the right unless otherwise provided.

(3) Before clearing any train entering double track at junction or initial points, or allowing any train to cross over to opposite track for the purpose of running on such track, operators must secure train dispatcher's authority.

(4) Upon receiving proper block clearance and displaying classification signals, any train may proceed without further orders, inferior class trains keeping

clear of first class trains.

(5) Any train having work to do, or liable to be delayed by any cause, will report to the superintendent, and will not occupy the main track on he time of first class trains without permission.

(6) When a train crosses over to or obstructs the opposite track, unless otherwise provided, it must first be protected as prescribed by Rule 299 in both directions on that track and permission of Block Operator secured.

(7) Work extras must move with current of traffic unless otherwise directed.

Any train making reverse movement on double track against the current of traffic must receive either clearance or clearance and caution card at

(8) Any train making reverse movement on double track against the current of trains and trains received spass.

(9) If a train should part while in motion, the enginemen and trainmen of the front portion must give train parted signal to trains running on the opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted must immediately reduce speed and proceed with caution until the separated train is passed.

(10) Caution must be used by engineers of trains approaching stations where any train is receiving or discharging passengers, full stop being made before passing such train. See Rule No. 304, Transportation Rules.

(11) To insure personal safety, operators having train orders to deliver to passing trains should stand to the right hand side of train and avoid standing between tracks when possible to do so.

(12) Before using the single track across Kalama River Bridge 1.8 miles east of Kalama, west bound trains will come to full stop before reaching point of clearance and send flagman ahead to attend switches. East bound trains will come to full stop before reaching point of clearance and send flagman ahead to attend switches. East bound trains will come to full stop before reaching point of clearance and send flagman ahead to attend switches.

of clearance and send flagman ahead to attend switches. Last bound utains will come to the stop before the proceeding.

The single track is clear before proceeding.

The single track between depot and the double track switch at Centralia will be operated under Yard Limit rules. Before using single track trains must have time table, or train order rights, or be fully protected by flag. All trains will ascertain position double track switch before using, and will run under full control on the single track between the depot and the double track switch.

Trains will be governed by automatic block signals between Tacoma and South Tacoma, and between Kalama and Vancouver. See Special Rules, page 10.

West Bound. SOUTH BEND BRANCH. East Bound.

EXCEPT

8.05

8.5

DAILY

2.55

19.1

DAILY

2 45

21.2

FIRST CLASS. FIRST CLASS. Time Table No. 34 Succeeding No. 33B 394 969 393 391 392 970 from April 23, 1911. Capacity of Passing Tra Z Freight Passenger Passeno Passenger Passenge Freight STATIONS. Distance i ee page 1 See page ee page 2 See page See page e page 2 Telegraph Offices and Calls EXCEPT EXCEPT DAILY DAILV DAILY DAILY SUNDAY 6.45A 8. OOPM 12.30 Y 2032 0.0CHEHALIS JCT..... 56.5 Y 9.40AM 6.30 3.35PM 7.05 8.10 12.40 CW 3.4 A...... D 53.1 9.26 6.17 3.10 8.13 37 9.21 12.44 51.8 6.12 2.25 7.15 CW 4 7 9.06 7.55 8.29 12.58 .CERES 46.4 5 55 1.55 10 16.2 LUEDINGHAUS R. R. CROSSING 40.3 No Track Connection 8.45 5.40 8.50 1:15 8.45 1.15 8.50 .DOTY...... D 38.9 Spu 8.45 5.35 1.00 9.05 1.19 CW 17 6 DO 8.35 5.22 12.30 10.15 9.05 1.85 w CW 23.7 McCORMICK R. R. CROSSING 32.8 U.6 Track ConnectionMcCORMICK. CW 24.3 8.21 12.10 10.35 9.12 1.41 W 32.2 Spu 5.15 9.20 CW 26.1WALVILLE..... 30 4 Spu 8.16 5.11 11.55A 11.00 1.50 27.3 .WALVILLE R. R. CROSSING... No Track Connection 11.40 11.40AN 9.35 2.00 27.6 36 8.07 5 05 35 4.40 10.20 10.00 7.45 12 15 2.25 W 10.04 .GLOBE..... 7.439 4.36 9.40 12 25 2.30 12.35 10.08 2.34 7.36 4.32 9.30 42.3 HOLCOMB..... 9.00 10.18 7.24 4.22 1.10 2.45 CW 14.2 10.28 46.5 MENLO..... 7.13 4.12 8.35 1.30 10.0 CW 50.5WILLAPA 4.02 8.10 10.38 7.02 2.00 3.10 6.0 10.50 8.20 45 6.57 3.56 8.00 2 .30 7.30A CW 56.5 SB......D 0.0 150 11.00PM 3.30PM W.C. 6.45M 3.45P

Registering Stations—Chehalis and South Bend. Standard Clock—Centralis.

Bulletin Station—South Bend.

DAILY

18.9

3.00

DAILY

3.00

18.9

EXCEP

8.15

8.7

Speed of passenger trains must not exceed 30 miles per hour, and speed of freight trains must not exceed 20 miles per hour, between rius and Fe Ell. All trains will stop 400 feet from draw span over South Fork Willapa River, three miles east of South Bend, and will not proceed

Time Over District

Average Speed per Hour

West Boun	d.		DESIGN OF				BUCKLEY LIN	VE.						Ea	st Bo	und.	West Bou	ind.	(GRI	EEN RIVER BRANCH		Ea
THIRD CLASS.	FIRST	CLASS TR	RAINS.	les,	90		Time Table No. 34	12		F	RST CL	ASS.		1	THIRD	CLASS.	FIRST CLASS	les,	8 8		Time Table No. 34		-
971	397	367	395	coal, Scal	Numbers	from	Succeeding No. 33B April 23, 1911.	from	of Fracks	368	396	398				972	395	Coal, Scales,	Numbers	Distance from Kerriston		rom	racks
Way Freight	Passenger	Passenger	Passenger	0 8	-	Distance from Kanaskat	STATIONS.	Distance Tacoma	Capacity Passing T	Passenger	Passenge	r Passenger				Way Freight	Passeng		ion N	ance	STATIONS.	Distance from Kanaskat	Capacity of Passing Tracks
EXCEPT SUNDAY	DAILY	DAILY	DAILY	Water, Tables	Station	Dis	Telegraph Offices and Calls	Dist	Cap	DAILY	DAILY	DAILY		-		EXCEPT SUNDAY	DAILY	Water,	Station	Dist	Telegraph Offices and Calls	Dist	Capa
6.80AM	5.10PM	9.40AM	7.20AN	H-MANAGEMENT	A1	0.0	KANASKAT	. 45.9	140	8.50A	10.204	M 7.05PM	2.3			1.30PM	6.05	AM	C J 15	0.0	KERRISTON	14.9	
6.45	5.15	* 9.45	7.24		1932	1.2	JCPALMER JCTN	44.7	70	8.45	* 10.10	7.00				1.00	6.40	W	C J	7.6	HEMLOCK	7.3	30
6.50	5.16	* 9.47	7.25	W	1933	2.1		. 43.8	30	f 8.43	* 10.08	6.55				12.45	6.48		C _J	8.4	BARNESTON	6.5	Spur
7.05	5.19	* 9.51	7.28		1934	3.4	BAYNE	42.5	Spur	f 8.41	* 10.05	6.51	60			12.80	7.00		C _J	12.5	KANGLEY JCT	2.4	62
7.10	f 5.22	* 9.55	7.80		1936	4.7	CUMBERLAND	. 41.2	No Sdg.	f 8.89	* 10.02	6.46				12.01PM	7.10	AM W Y	A	14.9	GVN	0.0	75
7.15 957.45	* 5.34	* 10.00	* 7 . 32		1937	5.5		. 40.4	60	f 8.88	* 10.00	* 6.43				11.50AM					DIT WILLIAM TO THE REPORT OF THE PERSON OF T		1
8.20	5.37	10.13 972	7.44		1942	10.9	CWENUMCLAW	35.0	105	8.28 971	9.50	6.80				11.20	DAILY	utie	l'au	Windows Co.	erudosum — my — —		
368	5.50	10.21	7.54	-	1945	14.3	BKBUCKLEY	31.6	100	8.18	9.43	6.18				10.21	1.05				Time Over District		
9.25 10.45 67 972 396	0.50	10.21 971	7.04				4.3		TI		9. 43 971 972		MET I			10.21 9.00 367 971 396	13.7				Average Speed per Hour		
11.00	* 6.00	*10.30	* 8.03	-	1949	18.6	CASCADE JCT	. 27.3	No Sdg.	* 8.05	* 9.32	* 6.00				8.20					A LOT ALTERNATION	17	
11.10AM 12.15PM	6.03	10.33	8.12 972	W C T	1950	19.7	SOSOUTH PRAIRIEE	26.2	135	8.03 972	9.30	5.50				8.15 6.30 368–395	Regist Engine Dereili	ering ers wil	Station l	on.—	Kanaskat. [uired to consult register except at in the set of main line log landings will be set	initial	or st
12.35	f 6.11	* 10.40	8.20		1954	22.5	ARLINE	. 23.4	Spur	f 7.55	* 9.28	5.33			THURST	6.05	located 1.10	Will 10 0 feet	ok ou west	t for	engines of Logging Co. using trace ir No. 1 at Kerriston	ck east	t of d
12.40	f 6,15	* 10.42	f 8.22		1955	24.2	CROCKER	. 21.7	100	* 7.53	* 9.21	f 5.30		1900		6.00	Tains theirsirding	will lo	ook or Cangle	ut for	engines of Cascade Timber Co.	handl	ing l
1.10	6.25	f 10.50	8.28	Т	1958	26.7	OGORTINGE	19.0	200	7.47	9.17	5.22	Time William	4 40		5.40	Maxim Deraili	ng swi	tch is	locate	ed 250 feet east of Kangley Jet., on	n Kan	gley I
1.24	6.33	* 10.58	8.37	111	1961	30.3	McMILLIN	. 15.6	8 Spur	7.40	* 9.10	5.12	on soft att		TIN -	5.20	See spe	cial ru	les, pa	age 8.			
1.30	6.38	* 11.02	8.44		1963	32.4	ALDERTON	. 13.5		f 7.87	* 9.07	5.06	Maria Was Co			5.05							
1.40	* 6.48	* 11.07	* 8.50	YW	1966	34.8	MEEKER	. 11.1	70	* 7.84	* 9.04	* 5.00	I that I he less	Did Yu		4.50						4	E
2.00	6.53	11.15	9.00	-	1967	36.1	PYPUYALLUPN	9.8	70	7.80	9.00	4.55		at the		4.40							
- 1 1000	7.10PM	11.30AM	9.25A	armenae	2 2000	44.6	QTACOMAN	1.3	A 100 M	7.15A	8.45	4.30PM	Freeze S	- 0. Uhr-									
2.45PM			R. Particular de la Constitución	277.00	1976	45.9	TACOMA WHARF	. 0.0	E		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					4.00AM	المرا الماد						
EXCEPT SUNDAY	DAILY	DAILY	DAILY	-	-					DAILY	DAILY	DAILY				EXCEPT SUNDAY							
8.00	2.00	1.50	2.05	-			Time Over District	-		1.35	1.35	2.35				9.30							
5.5	22.1	23,4	23.1				Average Speed per Hour			29.6	30.0	17.7				4.9							

ster except at initial or starting point. ings will be set for derail.

Co. using track east of derail switch

East Bound.

398

assenger

DAILY

8.20PM

7.40

7.35

7.15

7.1 OPM

DAILY

12.6

1.10

FIRST CLASS.

e Timber Co. handling logs between

angley Jct., on Kangley Line.

Speed of trains over crossover switches at Tidewater and Puyallup and over 15th Street Bridge, entering Tacoma passenger yard, must not exceed ten 10) miles per hour, and eight (8) miles per hour over switches Tacoma passenger yard.

Tacoma yard extends to Tidewater.

Trains originating or terminating at Tacoma will run via Head of Bay yard. Trains from Seattle Line for Tacoma Division main line or vice versa, will run via Draw Bridge Line.

Tacoma Division trains using track between Tidewater and Puyallup provide themselves with copy of Seattle Division time card and be governed by instructions issued by Superintendent Seattle Division.

Registering Stations—Tacoma Wharf, Tacoma, Puyallup, South Prairie and Palmer Junction.

Crocker and Orting are registering stations for trains terminating there. (See Special Rules Staff Operation, page 7.)

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

At Puyallup and Palmer Junction all trains register by ticket, and no clearance required unless red signal displayed.

At Tacoma Wharf and Tacoma Wharf, Tacoma, South Prairie.

Standard Clock.—Tacoma Wharf, Tacoma, South Prairie.

Standard Clock.—Tacoma.

South Prairie Yard extends to Cascade Junction.

Trains will approach Cascade Junction under full control, looking out for branch line trains.

Speed of passenger trains must not exceed thirty miles per hour, and speed of freight trains twenty miles per hour, from Buckley to Cascade Junction.

Speed must not exceed ten miles per hour within the corporate limit sof Puyallup, Orting, Buckley and Enumelaw.

Speed must not exceed ten miles per hour within the corporate limit sof Puyallup, Orting, Buckley and Enumelaw.

Speed must not exceed ten miles per hour within the corporate limit sof Puyallup yard limits extend from Meeker and Puyallup. Buckley Line trains in either direction will use East bound main track of Seattle Line in running around water tank at Meeker. All trains must approach this point under full control and be sure tra

track for main line trains, and for safeguarding the gauntlet in front of the tank in which Buckley Line trains use the case both and, which during foggy weather:

Conductors and engineers of trains from Buckley Line, before leaving Meeker, will obtain from operator at Puyallup by telephone, block, indicating position of trains on east bound track between Puyallup and Meeker, and, in addition to this, before using gauntlet, will fully protect by flag. Will also ascertain from operator the position of trains on Buckley Line, will use this portion of the 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 is occupied, that there will be no possibility of accident.

Trains from Buckley Line that have loads for Seattle Line 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 West bound main line to passing track switch just west of the Jurin Mill under protection of flag, while occupying main track. Block must be obtained and the work handled in such way as not to delay passenger trains.

switch just west of the Jurin Mill under protection of has, which is delay passenger trains.

Trains from Buckley Line must ascertain main line rights befor occupying main line at Puyallup.

Trains from Buckley Line must ascertain main line rights befor occupying main line at Puyallup.

Double track switches at Cascade Junction and South Prairie will be set for east bound track, and cross-over switch at west end of west bound track, near water tank, will be set for passing track.

Maximum grades, one mile west of Buckley to Cascade Junction. Engines of any class must not be double headed over Bridge 228, Buckley loop, between Cascade Junction and Buckley.

No engine heavier than N. P. class "W" loaded weight, of which is as follows: Weight of drivers, 203,000 lbs.; weight of engine and tender, 407,500 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. Speed of all trains must not exceed ten (10) miles per hour over Tacoma Draw Span.

Trains will keep to the right on double track between Cascade Junction and South Prairie water tank and between Tidewater and Tacoma Wharf.

Derail Switches at Valley Mill Co.'s Spur, one mile west Buckley, west end of passing track at South Prairie and west end of Crocker Yard. East end of Mill Siding, Meeker, must be kept in derailing position when not in use.

At Puyallup the upper semaphore arms govern movement of trains using Seattle Line; lower semaphore arms govern movements to and from Buckley Line.

NOTE. No. 398 will wait at Puyallup for connection with No. 323.

NO. 368 will connect with Seattle Division No. 280, at Kanaskat.

No. 368 will connect with Seattle Division No. 280, at Kanaskat.

No. 367 will connect with Seattle Division Nos. 3 and 4. No. 368 will connect with Seattle Division No. 4 at Kanaskat.

No. 367 and No. 368 will stop on flag at Cumberland for passengers to or from points east of Palmer Junction.

Between Tidewater and Tacoma engineer will obtain eard order at Tidewater or Tacoma as authority to use draw-bridge line. Interlocking signals at east and west approach to drawbridge control use of bridge, and trains will not proceed unless home semaphore shows clear indication.

Trains will approach cross-over switches on double track between Tidewater and Tacoma Wharf, loacted at East L Street (near head of Bay Yard Office), East D Street (near Round House) 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.

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.

Conductors of trains carrying logs, before using double tracks, will carefully inspect loading; and, if insecure, will obtain orders insuring that other trains will not be met while running.

Conductors of trains carrying logs, before using double tracks, will carefully inspect locating; and, it insecure, will obtain orders insuring that other trains will not be met while running.

Trains will not exceed 25 miles per hour around curves on Buckley Loop between Cascade Jct. and Buckley.

At Tacoma, a signal of the single arm semaphore pattern located near junction of temporary line leading to passenger station and the draw bridge line at 15th Street, another signal of the same pattern at the North end of passenger yard. The two signals are to be controlled by switch tender at 15th Street and will govern single track passenger line between 15th Street and Tacoma passenger station. No train from the draw bridge line or Tacoma Division Main Line when signal at 15th Street is at "Danger" and no train will proceed from passenger station yard to draw bridge line or Tacoma Division Main Line when signal at the north end of the yard is at "Danger." Trains must be under full control and receive signal from switch tender at the north end of passenger yard before entering the yard.

Maximum speed of passenger trains is one minute, 60 seconds, per mile. This speed must not be exceeded.

THIS TIME CARD CONFERS NO RIGHTS ON TACOMA DIVISION TRAINS BETWEEN PALMER JUNCTION AND KANASKAT. No. 395, No. 396, No. 367, No. 368, No. 397, No. 398, No. 971, and No. 972, will be handled by Train Order, and run as Extras between Palmer Junction and Kanaskat. Conductors and Engineers will provide themselves with current time table of Seattle Division, governing use of track between Kanaskat and Palmer Junction.

West	t Bo	und	l _a	H	BURNETT BRANCH.		E	ast Bou	ınd.	Wes	t B	oun	ıd.	WILKESON BRANC)H.	land in	ast Bound.	West	Bo	un	d. ELR	MA BRANCH.		Eas	t Bound.
FIRST	CLAS	s.	les	nbers	Time Table No. 34	ш.	cks	FIRST	CLASS.	FIRST CLASS.	, es	nbers	H	Time Table No. 34	Е.	cks	FIRST CLASS.		0	nbers		e Table No. 34	ш	cks	12 C/A GUE
373	37	5 S	, Tab	n Nur	Succeeding No. 33B April 23, 1911.	ce fro	ity of g Tra	374	376	377	Coal Tabl	n Nun	ce fro	Succeeding No. 33B April 23, 1911.	ince from	ity of g Tra	378	Coal	- O	N Nun		acceeding No. 33B April 23, 1911.	ce fro	ity of g Tra	
Passenger	Passer	nger å	ales id W	Statio	STATIONS.	stan	pac	Passenger	Passenger	Passenger	ater, ales, d W	atio	Distan Fairfa	STATIONS.	Distan	pac	Passenger	ater,	Q X	atio	:0 H	STATIONS.	Distan Elma	Capac	
DAILY	DAII	LY ≥	Scan	Di St	Telegraph Offices and Calls	S S	Pa	DAILY	DAILY	DAILY	Sca	St	FD	Telegraph Offices and Calls	Ca	Pa	DAILY	N S	an	St	Telegr	raph Offices and Calls	Di	ದ್ದಿ ಕ್ಷಾ	
6.21PM	7.4	46AM	C	C 4	0.0SPIKETON	3.4	45	7.45AM	6.20PM	6.20AM		C B 15	0.	FXFAIRFAXD	15.5	5 Spur	8.00PM		-	C H 10	0.0	SIMPSON	10.0	7	
6.26	7.8	54	S C	2 C	2.1 BNBURNETT	1.3	45	7.85	6.15	6.30		C B		7MELMONT	13.8	5 Spur	7.85		(CH 9	1.2	SMITHS SPUR	8.8	4	
6.81PM	* 7.8	59AM	1	949	3.4CASCADE JCT	0.0	No Sdg.	* 7.30AM	* 6.10PM				6.	CARBON COAL CO. CROSSING	9.8	3			-	C H 7½	2.3	.HILLGROVE	7.7	4	
DAILY	DAII	LY		P.	HATSIANII -			DAILY	DAILY	6.50		CB	6.	CBD	8.7	5	7.15		-	CH	2.5	McCLEARY	7.5	8	
.10		14			Time Over District			.15	.10		-	8		3.8	-			18421		7	h.il Shill	2.0		-	
19.8	14.	1			Average Speed per Hour			13.2	19.8	7.15	ST	C B	10.	WXD	4.9	90	6.55 6.45	trendent of		CH 5	5.1	RAYVILLE	4.9	4	-
rei	Reg	gisteri	ng St	ation	s.—Burnett and Cascade Junction. except at initial or starting point.	Eng		s will not boove Burne		* 7.30AM		1949	9 15.	5CASCADE JCT	0.0	No Sdg.	* 6.31PM		(C H	6.0	WHITE'S	4.0	5	
wi	ill be s	set to p	rotect	cars a	t quarries by derail. Speed of train	ns whe	en bacl	king up mu	st was a s	ž.				100 A 100 A			and wall to a	4 - 12-2 - 10-11	(CM 19	10.0 EF	ELMAD	0.0	60	
	Spe	ed mus	st not	exceed	six miles per hour within the corpo	rate l	imits o	of Burnett.	20062	DAILY							DALLY	Train s	Train service irr Registering Sta	regular—deper	ndent on amount of bus	iness	to be h	andled.	
wl	hen no	ot in us	se.	si sta	tion platform at Spiketon must be s	et an	a lock	ed for dera	1.11	1.00				Time Over District			1.14	Regist:	erir	n g St will n	ation.—Elma ot be required	a. I to consult register exce	ept at	initial	or starting poin
A THE WORLD			appropriate the second		A MANAGEMENT OF THE PROPERTY O	A	hands 3 haires	ALL RESIDENCE AND ADDRESS OF	A STATE OF THE PARTY OF THE PAR	15.2				Average Speed per Hour			12.3	Kraft.	2.0	miles	west of Elma	. is spur for carload ship	oment	s.	0.1

West Round ADTING ROANCH Eact Dailed

AAG2F DOM	KCI.			DRIING DRANCH.			ist bound.
in proceeding	Coal, Tables	Station Numbers	ce from Track	Time Table No. 34 Succeeding No. 33B April 23, 1911.	Distance from Orting	ity of g Tracks	Mariana Mariana
	ater ales d W	atio	Distance I End of Tr	STATIONS.	stan	Capacity Passing T	07.1
A making in	Wat Scal and	St	En	Telegraph Offices and Calls	ÖÖ	Pa	HETE IS
			0.0	END OF TRACK	10.0		The Labe
			1.3	TACOMA & EASTERN CROSS'G	8.7	4-17-	SA SEL
		CE 8	2.7	PUYALLUP RIVER	7.3	10	
	WT	1958	10.0	OGD	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 Co.'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.

Maximum Grades.

Registering Stations.—Fairfax and Cascade Junction.

Engineers will not be required to consult register except at initial or starting point. Derailing switch at Cascade Junction will be set for derail. Derailing switch located 200 feet east of east switch at Montezuma will be kept set and locked for derail. Carbonado Junction switch at Wilkeson and Fairfax Junction switch at Carbonado will be set for Feirfar Fire. ado will be set for Fairfax Line.

Speed of trains when backing up must not exceed 20 miles per hour.

Trains will stop at railroad crossing near Fairfax Junction, between Carbonado and Fairfax.

Derail switches at west end of coal track at Melmont and 200 feet east of Cascade Junction must be kept set in derailing position when not in use.

Switch east of depot at Fairfax will be set to protect cars at Bunkers by

Trains between Fairfax and Montezuma will look out for logging train of Washington Manufacturing Company, switching at Montezuma. No. 377 has right over No. 378 Fairfax to Cascade Junction.

Kraft, 2.0 miles west of Elma, is spur for carload shipments.

Note.—All trains will run slow between Simpson and Hillgrove account light rails.

Switch in main track just above switch leading to Siding at Simpson must be left to act as derail. See Special Rules, page 8.

West Bo	oun	d.	CROCKER BRANC	-	E	ast Bound
Coal, Tables	n Numbers	ce from	Time Table No. 34 Succeeding No. 33B April 23, 1911.	ice from	ice from le Jct.	
Water, Scales, and Wy Station Distanc		Distance Wingate	STATIONS.	Distance Crocker	Distance Cascade	
Sca	Sts	Ğ.	Telegraph Offices and Calls	CC	CC	
ws	C D	0.0	WINGATE 5.2	5.2	140	
	1955	5.2	CROCKER	0.0	100	

Registering Station.—Crocker. Switches below station at Wingate will be set

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.

Maximum grades.

COMMERCIAL SPURS.

MAIN LINE.	MAIN LINE—Cont.	ORTING BRANCH.		GATE LINE—Cont.	SOUTH BEND BRANCH—Cont.	GRAY'S HARBOR LINE.
DISTANCE FROM TACOMA.	Byckford 53.7	DISTANCE FROM ORTING.	DISTANCE FROM PALMER JCT.	Duby	Lewis 40.2	DISTANCE FROM LAKEVIEW.
Stone 37.4	Newaukum	Veneer 3:	.1 Occidental	SOUTH BEND	Trap Creek	Molberg 16
Mentzer 38.3		Fisks 5.	2 Nolte	BRANCH.	Chara 52.0	Standard Oil Co
Tenino Stone Co	Evaline	Dempsey Lumber Co 8.	Rosemar	DISTANCE FROM CHEHALIS JC. Harmons	Turney	Black Lake
D1	Capitol Mills 69.7		Webstone	Donahue	YACOLT BRANCH.	Overton
Blumauer	Metcalf	Electron Rock Crusher 8	6 Valley Mill	Mays 13.0	DISTANCE FROM YACOLT.	Bagshaw
Great Western Coal Co 41.3	Hermione	WILKESON BRANCH.	T2' '11 00 0	Onn	McCutcheon 0.9 Dole 2.4	Malone
Martin Lbr. Co		DISTANCE FROM CASCADE JCT		Ashlock	Bouton Perkins. 4.7	Java 60
Salzer 51.4	DISTANCE FROM CROCKER.	Brierhill Coal & Coke Co 4	PIONICE PROIS OFFIERALIA	KAROLI I I I I I I I I I I I I I I I I I I	119164	Vance 64
Outlief.			_ Ingall		Cititute	Weatherwax 73
Carnsle 51.5	Morse 2.1	Wilson's Mill	.2 Blakeslee	Soule	Tenny	Ninemire & Morgan 80

FREIGHT TRAINS AUTHORIZED TO CARRY ADULT MALE PASSENGERS, WHEN PROVIDED WITH PROPER TRANSPORTATION.

ORTING LOG TRAIN.—Between Orting and End of Track on Orting Branch.

ELMA LOG TRAIN.—Between Elma and End of Track on Elma Branch.

OLYMPIA LOG TRAIN.—Between Olympia and Bordeaux.

AUTHORIZED SURGEONS, O.-W. R. R. & N. CO.

SEATTLE-

Dr. Montgomery Russell, Division Surgeon.
Dr. F. R. Underwood, Assistant Surgeon,
618-20-22 Leary Bldg.
District between Scattle and Tacoma.
Dr. E. B. Burwell, Oculist and Aurist, 300-1
Cobb Bldg.

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

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

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

Dr. Irvin W. Weichbrod, District Surgeon. District between Castle Rock and Centralia.

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

CASTLE ROCK-

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

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

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

VANCOUVER-

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

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

Dr. Kenneth A. J. Mackenzie, Chief Sur-

Dr. Geo. Ainslie, Consulting Oculist and Aurist.

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

AUTHORIZED SURGEONS, N. P. RY. CO.

Location of Stretchers (S).

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

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

Tacoma (Toolcar) (S). Dr. P. B. Swearingen, So. Tacoma(S) Dr. E. L. Carlsen, So, Tacoma (S). Dr. G. W. Kennicott, Chehalis. Dr. J. W. Mowell, Olympia (S).

Dr. J. H. Dumon, Centralia (S). Dr. E. P. French, Elma. Dr. F. L. Carr, Montesano (S). DR. H. C. WATKINS, Hoquiam. DR. PAUL SMITS, Aberdeen.

DR. A. B. MACLEAN, Pe Ell. DR. W. GRUWELL, So. Bend (S). DR. I. A. WEICHBROD, Winlock. DR. T. C. CAMPBELL, Castle Rock. Dr. L. M. Sims, Kalama (S).

Dr. J. McChesney, St. John's. Dr. J. T. Guerin, Vancouver (S). Dr. Andrew C. Smith, Portland (S). Dr. P. B. Wing, Oculist, Tacoma.

DR. W. G. CAMERON, Specialist, Tacoma. Dr. J. F. Dickson, Oculist, Portland

Dr. A. W. Stevenson, Yacolt (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 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 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. CO.

Dr. J. A. La Gasa, Tacoma

Tacoma Terminal embraces Northern Pacific lines from Tidewater at the west line of East "Q" Street to Mile Post 8+942 feet, or approximately 2½ miles west of South Tacoma.

J. S. DEAN, Chief Dispatcher, Tacoma

TONNAGE RATINGS-FREIGHT ENGINES-N. P. R. R.

-	***		
RUCKL	EΥ	LINE-EAST	BOUND.

	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class 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
Tacoma to South Prairie			Maxi 80 (mum Cars		mum Cars	Maxi 80 (Maxi 60 C		Maxi 80 C		Maxi 60 C		Maxi 60 C		Maxi 40 C	imum Cars

BUCKLEY LINE-WEST BOUND.

Palmer to Tacoma	Maximum							
	80 Cars	60 Cars	60 Cars	60 Cars				
						00 0000	00 0000	00 0000

MAIN LINE-WEST BOUND.

	Class W		Class	Class Y-2		Class F-1		Class S		Class P		Class E-4		Class E-3		D-3	Class C-6	
GRADES.	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	F6V	60		60		60		60		60		60		50		50		40
Chehalis to Napavine	1200	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

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	1260	42	1110	37	1010	33	960	32	860	29	660	22	635	21	635	21	510	17
Napavine to Rainier	1500	50	1250	41	1100	36	1050	35	950	31	750	25	725	24	725	24	600	20
Rainier to Tacoma		60	1900	63	1750	58	1700	57	1500	50	1300	43	1275	42	1275	42	1150	38

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 an engine when train contains more or less than normal number of cars, add five tons to the rating of each car less than the normal, and subtract five tons from

the rating for each car in excess of the normal.

Restrictions Governing Class of Power That May be Used on Tacoma Division.

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 F-1.

Burnett Branch.—All classes except Q. T., W X Y and Z.

Crocker Branch.—No engine heavier than F-1.

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 speed.

Grays Harbor and Gate Line, Gate to Hoquiam.—

No engine heavier than S-4.

Grays Harbor Line, Hoquiam to Moclips.—No engine heavier than F-1.

Ocosta Branch, Aberdeen Jct. to Cosmopolis.—No engine heavier than F-1.

Cosmopolis Jct. to Ocosta.—No engine heavier than mogul.

Elma Branch.—No engine heavier than F-1.

South Bend Branch.—No engine heavier than S, except Draw Span between Raymond and South Bend; no engine heavier than mogul.

Yacolt Branch.—No engine heavier than S-4.

No engine heavier than N. P. class W, loaded weights of which is as follows: Weight on drivers, 203,000 lbs.; weight of engine and tender, 407,500 lbs.

No two engines of any class will double head over this bridge where combined weight is greater than N. P. Class W.

Speed of trains will be restricted to ten (10) miles per hour over this bridge.

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. & N. CO. BETWEEN SEATTLE AND PORTLAND.

						West E	Bound.				Eas	t Bour	d.
	CL	ASSIFICATION	Engine Numbers and Road	Seattle to Tacoma	Tacoma to South Tacoma	South Tacoma to Chehalis	to	Napavine to Portland	to	Winlock to Napavine	Napavine to Rainier	Rainier to Tacoma	Tacoma to Seattle
T-63	$\frac{20}{24}$	113	O. R. & N 136- 146	850	310	900	675	1325	1100	780	845	1390	850
T-57	20 26	132	O. S. L 720- 727	1055	400	1120	820	1600	1350	960	1050	1700	1055
T-63	$\frac{20}{28}$	134	U. P	1055	400	1120	820	1600	1350	960	1050	1700	1055
T-69	15½-2 28	26 —142	S. P2291–2300	955	350	1025	765	1500	1245	880	950	1575	955
M-63	20 28	147	C. R. Y. y P 504- 514	1055	400	1120	820	1600	1350	960	1050	1700	1055
M-63-	15½-2 28	26 —144	S. P1740-1798	955	350	1025	765	1500	1245	880	950	1575	955
S-55	$\frac{19}{26}$	130	O. S. L 552		380								

Ratings for time freight trains, Albina to Tacoma, is 10% less than tabulated rating as shown between Winlock and Napavine and between Centralia and Tacoma.

CLASS.

E, Eight Wheelers; A, Atlantic Type; P, Pacific Type; T, Ten Wheeler; M, Moguls; C, Consolidation Engines; TW, Twelve Wheelers; S, Switch.

These ratings include total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown. Between stations for which no rating is shown, maximum will apply.

Example.—Consolidation engine having 57 inch drivers, cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

C-57
$$\frac{22}{30}$$
 187

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 1,500 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 2,000 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."

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," it is a signal to stop, block immediately ahead is occupied. When semaphore is 45 degrees upward or light shows "yellow," 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 should, 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 tracks 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 governs main line and NOT the side track.

Before using the crossover switches above Bailey Street and below Tacoma Avenue, in order to cross over from one Main Line to the other, after throwing the first switch wait 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 crossover switch had been thrown setting signals at danger.

RULES GOVERNING AUTOMATIC SIGNALS IN DOUBLE TRACK DISTRICT, BETWEEN KALAMA AND VANCOUVER.

1 Indications, automatic signals:

Semaphore arm in horizontal position or red light by night, STOP. Semaphore arm 45 degrees upward, or yellow light by night, CAUTION. Semaphore arm 90 degrees upward, or green light by night, CLEAR.

2 Governing arm is that seen to the right of the signal mast by approaching train.

3 Trains finding semaphore arm in stop position will, after coming to full stop, proceed with caution, expecting to find train in block, open switch, broken rail, or car foul of the main track.

Trains finding semaphore arm at caution will proceed under control, prepared to stop at next signal.

Signal light not burning, or white light by night, will be considered a "Stop" signal, and position of signal must be ascertained, and report of circumstances made at next telegraph office.

Indicators of miniature semaphore pattern with push buttons underneath are located at all switches and cross-overs except at Hermione and Knapps, and the house track switch at Ridgefield.

Normal position of indicators is "Stop."

To ascertain whether block is occupied or not, before throwing switch, push the button underneath the indicator. If block is clear when button is pushed, indicator will show clear position and remain in that position as long as pressure is maintained, on the button, and switch should immediately be thrown in order to place signals at stop position. If indicator does not clear when button is pushed, there is a training the last of the stop of the there is a train in the block or approaching, and switch must not be thrown. If indicator cannot be cleared after waiting five (5) minutes and a train does not appear, switches may be used provided movement is fully protected by flag.

Indicators at main track cross-overs show condition of opposite track and not the track on which they are located.

Indicators on side track cross-overs are located on siding end of cross-overs, and indicate condition of main track to which cross-

Indicators at single switches indicate the condition of track to which switch leads.

Switch instruments are connected to main line switches and both end of cross-over switches within automatic signal limit. The opening of any switch will set and hold signal of that block at "Stop" until switch is again closed. The opening of any switch at either end of main track cross-over will hold signals on both tracks at "Stop." If either end of a siding cross-over is opened, it will set and hold the signal at "stop" that controls block on main track to which it leads. Neither switch or cross-over must, therefore, be opened until movement of train is to be made and must be closed immediately after movement has been made and switches locked. When it is necessary to stop at any signal, stop must be made thirty feet before reaching signal in order not to foul track circuits. Cars and engine on side tracks must stand back of insulated joints in order that signals will not be held at "stop." 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.

Signal 105.8, on east bound track, located 3,000 feet west of Kalama depot, operates in three positions, going to "stop" position when head end of train passes signal, will go to "caution" when the rear of train passes 3,200 feet beyond signal, and will go to "clear" when rear of train has passed a point 200 feet west of east switch of the passing track at Kalama.

Signals governing east bound trains are numbered and located as follows:

EAST-BOUND FROM VANCOUVER:

The state of the s	
133.8—1500 feet east of Mile Post No. 134 133.2—4500 feet east of Mile Post No. 134 132.8—2300 feet east of Mile Post No. 133 131.0—4800 feet east of Mile Post No. 132 128.8—600 feet east of Mile Post No. 129 127.2—3700 feet east of Mile Post No. 128 125.6—2700 feet east of Mile Post No. 126 123.8—400 feet east of Mile Post No. 124 122.2—4200 feet east of Mile Post No. 123 120.6—2800 feet east of Mile Post No. 121	119.8—4700 feet east of Mile Post No. 120 117.8—400 feet east of Mile Post No. 118 115.8—900 feet east of Mile Post No. 116 114.6—1600 feet east of Mile Post No. 115 113.6—1800 feet east of Mile Post No. 114 112.4—3200 feet east of Mile Post No. 113 110.2—2700 feet east of Mile Post No. 111 108.6—2280 feet east of Mile Post No. 109 107.0—4700 feet east of Mile Post No. 108 105.8—2200 feet east of Mile Post No. 108

Signals governing west bound trains, are numbered and located as follows:

WEST-BOUND FROM KALAMA:

EST DOUGH TROM MADAMA.	
105.7—3400 feet west of Mile Post No. 105 107.1—500 feet west of Mile Post No. 107 108.5—3000 feet west of Mile Post No. 108 110.3—800 feet west of Mile Post No. 110 111.9—3600 feet west of Mile Post No. 111 113.7—3400 feet west of Mile Post No. 113 114.7—3600 feet west of Mile Post No. 114 115.9—4400 feet west of Mile Post No. 115 117.9—4800 feet west of Mile Post No. 117 119.1—500 feet west of Mile Post No. 117	120.7—3200 feet west of Mile Post No. 120 122.3—2000 feet west of Mile Post No. 122 123.9—4800 feet west of Mile Post No. 123 125.5—2600 feet west of Mile Post No. 125 127.3—1600 feet west of Mile Post No. 127 129.1—400 feet west of Mile Post No. 129 130.7—3800 feet west of Mile Post No. 130 132.5—1800 feet west of Mile Post No. 132 133.3—900 feet west of Mile Post No. 133

Signal No. 133.3, located 5,150 feet east of passenger station, Vancouver, has two positions, viz.: "Danger" and "Caution" and governs use of track to the S. P. & S. connection, just west of passenger station, Vancouver. East bound track between Vancouver passenger station and signal No. 133.8, 1,850 feet east of station, will be operated under

A train having work to do which may detain it more than ten minutes, must obtain permission from Operator at the last station,

before entering the block in which work is to be done. Operator must obtain authority to give this permission, from the Dispatcher. Except as affected by these rules, all block signal and train rules, remain in force.

RULES GOVERNING INTERLOCKING PLANTS LEWIS RIVER DRAW SPAN BETWEEN WOODLAND AND RIDGEFIELD.

Automatic signal No. 115.9 west of Woodland is distant signal on west bound track; signal 117.8, east of Ridgefield, is distant signal on east bound track.

Home signals located 1010 feet from draw span.

Dwarf signals, 660 feet from draw span, between tracks.

Home signals govern as follows:

Upper arm governs trains moving in the direction of traffic, or using the right hand track.

Arm horizontal, stop.

45 degrees upward, caution.

90 degrees upward or vertical, proceed.

Lower arm governs trains moving with traffic to the double track switch and which are to be diverted to the left hand track after crossing bridge, or, slow speed movements with traffic, when for any reason the proper indication cannot be given with the upper arm, in which case position of lower arm will govern. Lower arm has two positions only: Horizontal, stop; 45 degrees upward, caution.

Trains will not run against traffic even though proper signal to do so is received, without regular train order authority.

Under these instructions vertical indication will not be given with both arms of the semaphore at the same time, but engineers

will be governed by the position of the arm which accords with movement they have been authorized to make, whether with or against

Dwarf Signals, arm horizontal, stop; 45 degrees upward, proceed with caution.

These dwarf signals have only two positions and govern back up movements with or against traffic and govern trains moving against traffic to the double track switch

Night indications of signals, when displayed on arms governing: Red, stop; yellow, caution; green, proceed; white light, stop (to govern in case of broken lens. A light failure, either a white light or a light extinguished, will be considered stop and reported from first

Derails are located 55 feet beyond signals and are open when signals are at danger. Trains must come to a full stop at least thirty feet in advance of signal and wait until either "proceed" or "caution" signal is displayed.

If, for any reason signals become inoperative, trains will proceed after proper hand signals are given and it is known that derails are closed and bridge is clear. Hand signals shall consist of a green flag by day, and a green light by night, and are not to be recognized unless given from track.

Except as noted, the automatic signals between Vancouver and Kalama govern in the direction of traffic only.

SPECIAL RULES REGARDING USE OF STAFF ON BRANCH LINES.

Du Pont 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

