

H. C. NUTT, General Manager.	Ι.	B. RICHARDS,	P. H. Mc(
	na na serie de la companya de la com La companya de la comp	General Superintendent.	
W. C. ALBEE, Superintendent.	T. E. COYLE, Assistant Superintendent.	C. E. MCMULLIN, Superintendent Tacoma Terminals.	J. C. ROTH, Assistar

		THIRD	CLASS T	RAINS.	5.5 C	SECOND	CLASS		2	Time Table 35				en system				ales de la	FIRST	CLASS 1	RAINS.							
Line         Line <thlin< th="">         Line         <thline< th="">         Li</thline<></thlin<>	95	973	963	997	965	691	679	al, bles,	mbei	Succeeding No. 34C September 24, 1911.	om harf	355	363	301	389	361	321	307	357	391	311	369	333	365	359	313	323	39
<ul> <li>Martin Martin Marti Martin Martin Martin Martin Martin Martin Martin Martin Mart</li></ul>	DAILY	EX. SUN.	EX. SUN.	DAILY	EX.SUN.	DAILY	DAILY	, Co Vyes	N u		na W		O-W D	Nor Pac	Nor. Pac.	0W. P.	Nor. Pac.				0W. R.				DAILY			DAI
Norm         Norm <th< td=""><td>Way</td><td>Way</td><td>Way</td><td>Way</td><td>Way</td><td>&amp; N.</td><td>Nor. Pac. Freight</td><td>Vater cales nd V</td><td>tatio</td><td>Telegraph Offices and Calls</td><td>istar acon</td><td>Gt. Nor.</td><td>&amp; N. Portland</td><td>Portland Express</td><td>Yacolt Passenger</td><td>&amp; N. Portland</td><td>Grays Harbor</td><td>Portland</td><td>Gt. Nor.</td><td>South Bend</td><td>Shasta</td><td>Ore-Wash</td><td>State</td><td>Grays Harbor</td><td>Gt. Nor.</td><td>Portland</td><td>Grays Harbor</td><td>Sou Ber</td></th<>	Way	Way	Way	Way	Way	& N.	Nor. Pac. Freight	Vater cales nd V	tatio	Telegraph Offices and Calls	istar acon	Gt. Nor.	& N. Portland	Portland Express	Yacolt Passenger	& N. Portland	Grays Harbor	Portland	Gt. Nor.	South Bend	Shasta	Ore-Wash	State	Grays Harbor	Gt. Nor.	Portland	Grays Harbor	Sou Ber
1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	reight	Freight		Freight		Freight	9.00PM	<u>&gt; ארצ</u> WCS	0 1976				Express		lan in t	Passenger		and and a second se		Passenger	Linnea	Express	Limited	Passenger		1 19 <sup>1</sup> 11 19	Express	Lim
No.         No. <td></td> <td></td> <td>2</td> <td>6.00AM</td> <td></td> <td>9.30PM</td> <td></td> <td><u>TY</u></td> <td></td> <td>1.4</td> <td></td> <td></td> <td>12.45AM</td> <td>1.40AM</td> <td></td> <td>8.55AM</td> <td>9.00AM</td> <td>9.45AM</td> <td>11.80AM</td> <td></td> <td>12.50PM</td> <td>1.1 OPM</td> <td>1.400</td> <td>1.50PM</td> <td>5.05PM</td> <td>5.30PM</td> <td>5.35PM</td> <td>i  </td>			2	6.00AM		9.30PM		<u>TY</u>		1.4			12.45AM	1.40AM		8.55AM	9.00AM	9.45AM	11.80AM		12.50PM	1.1 OPM	1.400	1.50PM	5.05PM	5.30PM	5.35PM	i
L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L <thl< th=""> <thl< th=""> <thl< th=""> <thl< th=""></thl<></thl<></thl<></thl<>			7.45	6.80	5.50	10.15	9.45	WS	1981	4.5 SU.SOUTH TACOMA.N	5.9	* 12.15	* 1.00	* 1.55		* 9.09	* 9.15	10.00	* 11.45		* 1.04	* 1.24	f 1.55	2.05	* 5.19	* 5.44	5.53	
NI-15         -00         NI-16         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100			8.00	6.45	-360				1985		9.6	f 12.23	* 1 07	* 2.08		f 9.14	* 9.20AM	* 10.07	f 11.55AM		* 1.10	1.80	* 2.05	2.159	* 5.25	* 5.50	6.01PW	
B         B         T         B         T         B         T         B         T         B         T         B         T         B         T         B         T         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B<         B         B         B										5.0		· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · ·					366	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	362			358	1 G R			
6.48         7.43         11.40         10.94         10.94         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         10.95         1		· · · ·	8.85	7.25		11.15	10.88			6.1 T		1	· ·	2.21		9.33	<u></u>	10.29	308 12.15		* 1.25	1.49				~		
9         9         9         1         1         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0         1.1.0			0 65	P 15	·	11.90	10.44	<b> </b>				19 58	- 1 40	000		964		904	19.95		* 1 22	f 1 E0			* 5 50	* 6 10		
Reg         Reg <threg< th=""> <threg< th=""> <threg< th=""></threg<></threg<></threg<>			8.55 964	7.40		11.80	10.44		2002	5.4 T	26.1	1 12.55	1 <b>1.40</b> 680	1 <b>2.31</b> 692		9.48		10.89	12.20		* <b>1.33</b> 998	998-358	314 f		* 0.00	* <b>6.12</b> 370		
Interna         Interna         L         Interna         L         Interna         Interna <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>11.46</td> <td>11.05</td> <td></td> <td>1 1</td> <td>4.3</td> <td></td> <td>680</td> <td></td> <td></td> <td></td> <td>9.54</td> <td></td> <td></td> <td>362</td> <td></td> <td>* <b>1.42</b> 358</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>			-			11.46	11.05		1 1	4.3		680				9.54			362		* <b>1.42</b> 358							
b. 1. Set 1         B. 1. Set 1         B. 100         T. Teylor         A. 10         B. 200         T. 100         B. 100         T. 100         B. 100         T. 100         B. 100			9.54 11.25AM	8.25		11.59PM	11.19	w	2011	JSMcINTOSHD 4.6 T	35.8	f 1.13	* 1.58 692	* 2.48		f 10.02 963		f 10.58 963	f 12.47 998		* 1.48	f <b>2.18</b> 314	* 2.56		* 6.03	* <b>6</b> .27 312		
II. 38 W         0.00         11.10         11.10         V         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00        0.00         0.00         <						12.10AM 680	11.31		2015	NOTENINON	40.4	f 1.23	f 2.05	f 2.55		10.09		11.09 308	12.57 358		* <b>1.56</b> 314	3.27	8.08		6.09 312	* 6.35		
1 000       0.000       1 000       0.000       1 000       0.000       1 000       0.000       1 000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000       0.000 <th< td=""><td></td><td></td><td></td><td></td><td></td><td>12.20</td><td>11.41P</td><td></td><td>2020</td><td>BN 5.2 T</td><td>43.7</td><td>f 1.80</td><td>f 2.18</td><td>f 8.00</td><td></td><td>f 10.14</td><td>- T</td><td>11.15</td><td>f 1.05</td><td></td><td></td><td>f 2.88</td><td>8.10</td><td></td><td></td><td></td><td></td><td></td></th<>						12.20	11.41P		2020	BN 5.2 T	43.7	f 1.80	f 2.18	f 8.00		f 10.14	- T	11.15	f 1.05			f 2.88	8.10					
gam       cos       c													*	*		*		*	*	1	*		*		*	*		
Light       Light <thlight< th=""> <thlight< th=""> <thli< td=""><td></td><td></td><td>1.00PM</td><td>9.30AM</td><td></td><td>and provide the second states of the second states</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>7</td></thli<></thlight<></thlight<>			1.00PM	9.30AM		and provide the second states of the second states																						7
8,70       7.00       900       900       1.10       100       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00       11.00 <td>.20 .55357</td> <td>6.00</td> <td></td> <td>- <u> </u></td> <td></td> <td>1.25</td> <td>12.45</td> <td>. · ·</td> <td>1.1.1</td> <td>1.0</td> <td></td> <td></td> <td>2.40</td> <td>8.25</td> <td></td> <td>10.40</td> <td></td> <td>11.50AM</td> <td>1.35 995</td> <td></td> <td></td> <td>8.00</td> <td>8.85</td> <td></td> <td></td> <td></td> <td></td> <td>7</td>	.20 .55357	6.00		- <u> </u>		1.25	12.45	. · ·	1.1.1	1.0			2.40	8.25		10.40		11.50AM	1.35 995			8.00	8.85					7
1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1	2 20	7.00			-	2 00	1 15	Y		6.5			*	* 3 AE	<u> </u>	11.00		18 10PM	f 1 55			8 16	3 55					* 7 See p
3 # 70       4.85       4.85       1.7       7.00       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10		7.00				<b>4</b> .00 363 355 301	1.10	194 A.		6.2		691	691	691		11.00	<u></u>	10.101	1.00		N. 10	0.10	0.00		0.00	7.00		Dec p
3 # 70       4.85       4.85       1.7       7.00       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10       7.10	2.40	8.00				4.20	1.30	w	2044	WIWINLOCKN 6.5	68.5	2.35	8.15	4.00		11.13	1. 1. 1. 1.	12.25	2.08		* <b>2.55</b> 995	8.28	4.07		f 7.06	7.45	8	
4.90 5.00       0.90       -       4.48       5.50 5.00       2.60 5.00       7.6       7.6       7.80       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       7.40       8.40       1.4.45       8.40       1.4.45       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9.50       9		8.30				4.88	· 1.43	w	2050	PNSOPENAHN	75.0	f 2.52	* 8.81	* 4.14		<b>11.26</b>		12.40	f 2.20		* 8.05	3.38	4.20		f 7.17	* 7.57		
Linkage       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td></td> <td>9.00</td> <td></td> <td></td> <td></td> <td>4.45</td> <td></td> <td>- [`</td> <td>2053</td> <td>0Q0LEOUAN 7 7 T</td> <td>77.4</td> <td>f 8.00</td> <td>* 8.87</td> <td>* 4.20</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>* 3.10</td> <td></td> <td></td> <td></td> <td>* 7.25</td> <td>* 8.03</td> <td></td> <td></td>		9.00				4.45		- [`	2053	0Q0LEOUAN 7 7 T	77.4	f 8.00	* 8.87	* 4.20							* 3.10				* 7.25	* 8.03		
8.00       10.86       8.4       6.38       9.49       7.96       7.65       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       7.80       8.26       8.26       8.26       8.26       8.26       8.26       8.26       9.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26       8.26	0-312-333					5.05			2060	CA., CASTLE ROCKN	85.1	8.20	8.55	4.85		11.48AM	-				* 3.21	4 00						
6.16       11.80       6.83       8.00       7.87       NSKP 190			974 314				300			6.5								- 1 00				312-334						
6.80       11.45					_																		I			-		
7.00       \$11 \$250 \$1.00       6.00       3.85       W       288       KAKA1AAN       N07.0       4.15       4.60       5.20       12,42       1.56       8.28       4.60       6.20       8.28       8.85       9.04         7.10       1.00       6.13       4.00       6.4       4.15       4.60       5.31       12.85       12.65       12.65       12.65       12.65       12.65       14.08       1.66       6.20       8.86       4.60       6.11       6.13       4.00       6.4       8.86       9.04       8.86       9.04       1.66       8.22       4.08       6.00       8.86       9.04       1.66       9.22       4.08       6.00       8.86       9.04       9.04       9.04       9.04       9.06       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04       9.04										5.7			-					-	~		~	· · · · ·			-			
n12       diff			<u></u>		-					4.5												5 S. S.	1					
7.80       1.88        6.88       4.18       C 7 WD. WODDNUM. N 105       4.86       5.11       5.44       1.02       9.14       1.84       4.18       5.15       5.41       8.45       9.14         7.45       1.50        6.47       4.11       W       C 7 WD. WODDN       10.6       5.86       5.56       1.18       9.26       7.53       4.28       5.55       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58       6.57       4.58					_					4.3		· .				973			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1									
8.05       2.10       -       -       5.6       120.6       6.00       10.6       6.00       10.6       6.00       10.6       6.00       10.6       6.00       10.6       6.00       10.6       6.00       10.6       6.00       10.6       6.00       10.6       6.00       10.6       6.00       10.6       6.00       6.00       10.6       6.00       6.00       10.6       6.00       6.00       10.6       6.00       6.00       10.6       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6.00       6	7.80	1.25			-	6.28	4.15		1	4.8			5.11	5.44		1.02		2.14	f 8.40		* 4.13	5.15	5.41		* 8.45	* 9.14		
8.12       2.85       7.10       4.52       w       0       2       2       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.08       7.80       5.66       7.80       5.66       7.80       6.18       8.80       4.54       6.06       6.80       9.08       9.55       7.80       8.86       9.55       7.80       6.18       9.85%       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08       9.08 </td <td>7.45</td> <td>1.50</td> <td></td> <td></td> <td>-</td> <td>6.47</td> <td>4.81</td> <td></td> <td>Cx 15</td> <td>6.0 RG. RIDGEFIELDN</td> <td>114.6</td> <td>4.49</td> <td>5.26</td> <td>5.56</td> <td></td> <td>1.16</td> <td></td> <td>2.26</td> <td>f 8.52</td> <td></td> <td>* 4.25</td> <td>f 5.30</td> <td>5.55</td> <td></td> <td>* 8.58</td> <td>* 9.25</td> <td></td> <td></td>	7.45	1.50			-	6.47	4.81		Cx 15	6.0 RG. RIDGEFIELDN	114.6	4.49	5.26	5.56		1.16		2.26	f 8.52		* 4.25	f 5.30	5.55		* 8.58	* 9.25		
8.20       2.85       7.20       5.00       Y       Cr33       VANCOUVER       1128.5       5.15       5.15       5.50       6.20       4.45       5.55       6.20       9.25       9.45         8 30%       2.50%       7.30       5.15       5.50       6.20       8.00%       1.42       9.25       4.45       6.55       6.20       9.25       9.45         8 30%       2.50%       7.45%       6.56       0.2       MX_VANCOUVERN       131.3       6.38       9.00%       1.52       8.00       4.25%       4.45       6.55       6.20       9.25       9.45         0       7.45%       6.56       0.6       0.0       6.38       9.00%       1.52       8.00       4.25%       4.45       6.55       6.20       9.45%       9.45         0       0.6       0.6       0.6       0.6       10.05       1.64       1.64       1.64       1.64       1.64       1.64       1.64       1.64       1.64       1.64       1.64       1.64       1.64       1.65       1.66       1.66       1.66       1.66       1.66       1.66       1.66       1.66       1.66       1.66       1.66       1.66       1.66       1.	8.05	2.10				7.02	4.46	-	Cx 21		120.6	f 5.02	f 5.40	f 6.07		f 1.80		f 2.37	f 4.08		* 4.86	f 5.45	* 6.07		* 9.12	* 9.37		
8.80       2.85       7.20       5.00       Y       Cx25      ANCOUVER JCTT       122.5       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.15       5.	8.12		·			7.10	4.52	8	1 . 1	2.8				1	See page 5	f 1.85	·	2.43	f 4.08		* 4.40	f 5.50	* 6.18					
1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1								1		3.1							-											
	8 30PM	2.50PM		11111111111111111111111111111111111111				т сү	1 1	2.3		679		· · ·	9.004	14 - 14 y 14 4			4.25PM	en en anna an anna an an an an an an an an a					9.35PM		NUMBER OF STREET, STREE	-
Image: state of the state					7 SANDHERMAN PROPERTY	7.45AM			1 1	0.6			* 6.10A			- 2.00PM					0.00PM	т 0.15PM			an and the second of			
		s							1 1	2.U									<u>.                                    </u>				1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		<u> </u>			
2.0       2.10       CCITY LIMITSN       140.4       * 6.58       * 8.28	- 				-			<b></b>		BA 0.5 N														·				
AILY       EX. SUN.       DAILY       EX. SUN.       DAILY			· .		-			-	1	2.9		1										<u> </u>			· .			
7.30       9.20       6.00       3.30       1.00       10.15       9.45       Time Over District         11.1       8.7       8.4       14.0       9.6       13.2       14.8       Time Over District       5.24       5.20       .13       5.05       .20       5.45       4.10       5.95       5.20       .25       4.30       5.00       .26         11.1       8.7       8.4       14.0       9.6       13.2       14.8       Time Over District       5.24       5.20       .13       5.05       .20       5.45       4.10       5.95       5.20       .25       4.30       5.00       .26         11.1       8.7       8.4       14.0       9.6       13.2       14.3       26.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6	**. <u>**</u> ********************************			National de National de			6.454	wc	2121	1.1 VCPORTLANDN	143.3	Statistics and a	Providence of Landson and	7.00AM			· · · ·	8.80PM				and the second	7.00PM			10.30PM	STREET, STREET, STREET, ST	1738/683
7.30       9.20       6.00       3.30       1.00       10.15       9.45       Time Over District         11.1       8.7       8.4       14.0       9.6       13.2       14.8       Time Over District       5.24       5.20       .13       5.05       .20       5.45       4.10       5.95       5.20       .25       4.30       5.00       .26         11.1       8.7       8.4       14.0       9.6       13.2       14.8       Time Over District       5.24       5.20       .13       5.05       .20       5.45       4.10       5.95       5.20       .25       4.30       5.00       .26         11.1       8.7       8.4       14.0       9.6       13.2       14.8       4.30       5.00       .26       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6       24.6	AILY	EX. SUN.	EX. SUN.	DAILY	EX. SUN.	DAILY	DAILY	<u> </u>	[ -		144.4	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAI
SEE SPECIAL RULES, PAGES 6, 9, 10 AND BACK COVER.	7.30	9.20	6.00	3.30	1.00									·				<u>·</u>							4.30	5.00		·
SEE SPECIAL RULES, PAGES 6, 9, 10 AND BACK COVER.	11.1	8.7	8.4	14.0	9.6	13.2	14.8			Average Speed per Hour		24.6	24.9	26.9	14.3	26.6	24.6	24.8	27.3	12.2	32.6	26.6	26.8	19.6	29.5	28.6	18.9	12
SEE SPECIAL RULES, PAGES 6, 9, 10 AND BACK COVER.						·																						
SEE SPECIAL RULES, PAGED 0, 7, 10 AND BACK GUVER.								1							E 0 40	ND BLOT	001/27		1			t <sub>e</sub> n .	1					
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		44 - 14 		¢			3 2 4 4 3 2 4 4	CLASS .			1 4 4 5 -				/		E	Time Table 35 Succeeding No. 84C	cks	SECOND				RD CLA		[·
356 DAILY	322	390 DAILY	334 DAILY	394	312 DAILY	370 DAILY	324	314 DAILY	358 DAILY	362	308	366 DAILY	392 DAILY	360 DAILY	302 DAILY	<b>364</b>	te fro	September 24, 1911.	ty of Tra	680 DAILY	692	690 DAILY	964 EX. MON.	966 EX. SUN.	998 DAILY	
It. Nor.	Nor. Pac. Grays	Nor. Pac. Yacolt	Nor. Pac. Evergreen	Nor. Pac.	0.=W. R. & N.	0W. R. & N.	Nor. Pac. Grays	Nor. Pac. Seattle		0W. R. & N.		Nor. Pac. Grays	Nor. Pac. South	Gt. Nor.	Nor. Pac. Seattle	0W. R. & N.	Distance Portland	STATIONS.	pacit	Nor. Pac.	0W. R. & N.	Gt. Nor.	Nor. Pac. Way	2	S . 15.	Nor. Pa Way
	Harbor Limited	Passenger	State Limited	Bend Limited	Shasta Limited	Ore-Wash Express	Harbor Express	Special		Seattle Passenger	Passenger	Harbor Passenger	Bend Passenger		Express	Seattle Express	Dis	Telegraph Offices and Calls	PCa PCa	Freight	Freight	Freight	Freight	Freight	Freight	Freigh
						NG TA	ales 😨		r	788 S		144			efek.	5	144.4	TACOMA WHARF 1.4		3.30AM	· · ·		12.15PM	8.55PM	4.1.00	
	8.15PM		8.50PM	·	7.40PM 7.85		4.25PM			1.85		12.30PM		6.05AM 6.00		· 4.40	143.0		70	<u> </u>	4.00AM		11.404	8.30	4.10PM	· · · · ·
9.45 691-679	* 8.01		* 8.35 679-691	N°	* 7.20	* 6.50	4.05	* 8.10	* 2.40	* <b>1.20</b> 333-369	12.25	12.10		* <b>5.45</b>	* <b>4.45</b> 965	* <b>4.25</b> 965	138.5	SU.SOUTH TACOMA.N 3.7	10	8.00	3.20	2 1.	11. <b>40</b> AM 357			
	* 7.55PM	· · · . · · · · · · · · · · · · · · · ·	* 8.26		* 7.18	f 6.42	3.55PM	* 3.04 966	* <b>2.30</b> 365	f <b>1.10</b> 311	f <b>12</b> .16	12.01PM 357		f 5.85		* 4.16	134.8	VALAKEVIEWN	60	2.50	8.25		11.25	3.20PM 314		· · ·
	See page 4		* 8.17		* 7.08		See page 4	* 2.58 998	* 2.17		f 12.05PM 357	1		5.25	f 4.25		129.8	$\begin{array}{c} HI \dots HILLHURST \dots \\ 6.0 \\ T \\ \hline \end{array}$	60		3.10		11.00	See page 4	314 <b>3.04</b> 2.48	
9.20			8.07		* 6.58	6.22		1 2.48	f 2.07	12.55	11.54AM			f 5.08	4.15	8.57	123.8	RYN 5.5	110	2.21 3012.05	2.50		10.29 9.28 361 307		2.30 2.25 333	
9.10			7.57		* 6.44	f 6.12 313	-	* 2.40 333	* 1.58 998-369	12.45	11.48			f 4.53	4.05	f 8.47	118.3	<b>YAYELM</b> 5.4 T	70	1.40 1.35 363	2.31 2.26 301		8.55 963		2 07 1 28 369 358 311	
9.01			f 7.49		* 6.34	f 5.58		* 2.27	* 1.42 311	12.36 357	11.81			f 4.87	f 8.55	f 8.85	112.9	RARAINIERN	120	363 1.05 3551.00	2.10		8.10 997		1.10	
8.53			* 7.41		* 6.27	359 f 5.48		* <b>2.18</b>		f 12.27				f 4.26	* 8.47	* 8.27	108.6	$\begin{array}{c c} 4.3\\ \hline JS\dots McINTOSH\dots D\\ 4.6 & T \end{array}$	70	12.40	1.58		7.45		36212.47 35712.18	
8.43			7.88		* 6,16	5.38		2.10 311		12.18	11.11			f 4.13	8.88	8.17	104.0		140	12.25	363 1.23 355		7.15		11.55AM	
8.37			7.26		359 * 6.11	5.82	-		357-963 * 1.21	963 12.11PM	307						100.7	3.3 BNUCODAN		691 12.01AM			6.80		963 11.40	
			*	·	*	*		*	*	*	*			*	*	*	95.5	$\begin{bmatrix} 3.2 & 1\\ \dots & \text{WABASH} \\ 1.8 \end{bmatrix}$			`					
8.25			7.15	6.55PM	6.00	5.20		1.50	1.10	11.58AM	10.45	-	10.05AM	3.45	8.15	2.55	93.7	CNCENTRALIAN	120	11.40PM 11.05	12.30	2.15AM	6.00AM	- 1	11.10AM	3.0
8.15			7.00	6.45	5.5%	5.08		1.88	1.00	11.45	10.15		9.50	8.85	8.00	2.40	89.6	CHCHEHALISN 1.0	110	10.50	12.05AM 11.55PM	2.00	INTER COLUMN TO DE COM		North Court of The Court of Wal	2.4
ан н. 1. держил на н.		-	*	* 6.40PM 359		*		*	*	*	*	in the second	* 9.40AM		*	*	88.6	CHEHALIS JCTT 6.5	Y						· •	
8.00			6.45	See page 6	* 5.89	4.48		1.18	*12.46	11.80	9.55		See page 6	f 3.18	2.45	2.20	82.1	NANAPAVINEN 6.2	140	10 27	11.85	1.25			·	2.0
7.45		· · ·	6.25		* 5.27	4.82		1.06 974	12.33 974	11.15	9.43			8.02	2.25	2.00	75.9	WIWINLOCKN	70	10.07	11.08	1.00				1.3 12.0 358-31
7.30 313			6.09		* 5.15	4.20		12.58		<b>11.02</b> 361-974	9.29			f 2.47	* 2.07	* 1.40	69. <b>4</b>	PNSOPENAHN	60	9.47	10.48	12.42		r F	• • • • • •	11.44 10.30
			* 6.02		* 5.10					361-974 f 10.56	f 9.23				* 2.00		67.0	$- \boxed{\frac{2.4}{OQOLEQUAN}}$	40	9.40	10.88	12.35				362 361 10.1
7.25 359 7.10 995		<u>.</u>	<b>5.45</b> 333-369		995 * <b>4.58</b> 333-369	f 4.14 995 4.00		307		10.40 973	973			2.25	679 1.40	1.00	59.3	$-\frac{7.7 \text{ T}}{\text{CA.CASTLE ROCKN}}$	100	9.20					<u>- 11 - 11 - 11 - 11 - 11 - 11 - 11 - 1</u>	<b>9.4</b>
			995			369			. ·			- 4 <sup>3</sup>					· ·									973
6.55			* 5.80		* 4.45 * 4,40	f 8.45			* 11.50AM	f 10.25	1 8.52 8.45	-		1 2.06 2.00	* 1.28	* 12.58	52.8 49.1	OSTRANDER 3.7 KSKELSON	70	8.55	9.50	11.58M				
6.37			* 5.10		* 4.30	6.66 f 8.25		1	-	f 10.19	974	<u> </u>			* 12.59		43.4	$\frac{5.7}{\text{CX}\dots\text{CARROLLS}\dots\text{N}}$		8.30	9.40	11.80				3089.0 8.1 7.4
6.80			5.00		* 4.23	3.15		11.50		9.59	8.25			1.40	1	12.30	38.9	4.5 KAN	140	8.20	9.80					7.3
6.20			* 4.50		* 4.15	f 8.06		* 11.40	*11.15	f 9.49	f 8.16			* 1.29	* 12.31	* 12.17		4.3 MARTINS B'FF		8.10	9.23	11.00				6.1
6.11			4.40		* 4.08	2.59		11.80	11.05	9.41	8.08			f 1.19	12.21	12.10AM	29.8	WDWOODLANDN		7.58	9.15	10.50				6.0
6.00			4.27		* 3.58	f 2.50		11.19	10.55	9.81	7.58			1.07	12.104	11.59PM	23.8	RGRIDGEFIELDN	140	7.45	9.00	10.85			a tana	5.4
5.50			* 4.16		* 8.49	f 2.40		* 11.08	* 10.45	f 9.22	f 7.48	· · ·			f 11.59P		18.2	KNAPPS 2.3	1 a 1	7.84	8.52					5.2
5.46		See Page 5			* 8.45	f 2.85		* 11.04	· ·	f 9.17	7.44		1 · ··		f 11.55		15.9	FELIDAT 2.8		7.30	8.46	10.16			14 July 10 10 10	5.2
5.42 5.35PM		* 4.50PM	* 4.06 4.00		* 8.42	* 2.31		* 11.00	* 10.85 10.80AM	* 9.13 9.08	* 7.40 7.85	4			* 11.50	- 14 	13.1	$-\frac{1}{\frac{3.1}{\text{MXVANCOUVER JCTT}}}$	1000	7.28	8.89	10.10 10.00PM				5.0
		-1201	f 3.47			¥ 2.18PM		*10.47	10.304	\$.08 * 9.00AM				12.404		* 11.30PM		2.3 North Portland Junc. N		7.15 7.05 6.55	8.15PM			Parties of the second second		-
	Annes cristian rectinent	North Cong. 13 March 1994	f 8.45				in the second	* 10.45			* 7.25				111.31		7.1	0.6		6.50	-		-	RUETING/2003F10/1098E	2	
			* 3.40					* 10.40			* 7.20		·		* 11.26		4.5	$- \begin{vmatrix} 2.6 \\ BAWILLBRIDGEN \\ 0.5 \end{vmatrix}$		6.85			 			•
			* 8.89		· · · ·			* 10.89			* 7.19				* 11.25		4.0	-  BEATTY 2.9	30	6.34					· ·	-
•			* 8.85	•			tere:	* 10.85			* 7.15	s tet p s s	11 - 1		*11.20		1.1	CCITY LIMITSN		6.25			<b>4</b>			
	-		8.30PM					10.80AM			7.10AM				11.159		0.0	VCPORTLANDN	1000	6.15PM	-					
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	•				DAILY	DAILY		EX. MON.		·	
4.25 30.1	.20 24.6	.10	5.20 26.8	.15	4.10 32.4	4.47	.80	4.55	4,25	4.35	5.30	.29	.25	5.20	5.45 94.7	5.10 26.2		Time Over District Average Speed per Hour		9.15 15.5	7.45	4.15	6.15 8.1	<u>.41</u> 14.0	<u>5.00</u> 10.1	8.0
	22.0	10.0	20.8	4 <b>0.4</b>	34.4	28.5	16.4	29.1	30.1	29.5	26.0	16.9	12.2	25.0	24.7	20.2		Average speen per nour		10.0						
<b>~</b>									· · · · ·						-							:		а. А.		

					GR/	AY'S H	IARBO	R LIN	E
11	RST CLA	SS TRAI	NS.			SECOND	CLASS.		
	365	379	323		585	587	693		965
sN er	Nor. Pac. Passenger	C.M.& P.S. Passenger	Nor. Pac. Passenger		Nor. Pac. Mixed	Nor. Pac. Mixed	Nor. Pac. Freight		Nor. Pac. Way Frt.
	DAILY	DAILY	DAILY		EX. SUN.	EX. SUN.	EX. SUN.		EX. SUN.
_	2.15PM		6.01PM				-		6.10AM
_	f 2.20	·	f 6.05	·			·		
_	* 2.21		* 6.06	· · ·				· · · · · -	6.20
	f 2.25		f 6.09		·				6.25
_	2.35 966		6.16	· · · · · · · · · · · · · · · · · · ·					7.00
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s	ıbe	E	Time Table No. 35	;ks		Fil	RST CLA	SS TRAI	NS.		SECOND						
ables	Num	e from v	Succeeding No. 34C September 24, 1911	, of Trac	321	371	365	379	323	585	587	693		965	975	977	967
es, 1 Wye	Station Numbers	Distance Lakeview	STATIONS	apacity of tssing Tracks	Nor. Pac. Passenger	O-WRR&N Passenger	Nor. Pac. Passenger	C.M.& P.S. Passenger	Nor. Pac. Passenger	Nor. Pac. Mixed	Nor. Pac. Mixed	Nor. Pac. Freight	-	Nor. Pac. Way Frt.	O-WRR&N Way Frt.	C.M.& P.S. Way Frt.	Nor. Pac. Way Frt.
Scal	Stat	Dist Lake	Telegraph Offices and Calls	Capi Pass	DAILY	DAILY	DAILY	DAILY	DAILY		EX. SUN.				EX. SUN.		
	1985	·	VAD	100	* 9.20AM		2.15PM		6.01PM					6.10AM			
	CK 2	2.3		No	* 9.23		f 2.20		f 6.05			···					
	CK 3	2.9	AMERICAN LAKE	40	* 9.24		* 2.21		* 6.06					6.20	· · · ·		
		4.3		35	* 9.27		f 2.25		f 6.09				-	6.25			
s		8.0	DDU PONTD	Spur	* 9.82		2.35 966		6.16	·				7.00			
W	C K 13	12.5		25	* 9.42		2.47		6.28					7.20			
	C K 18	17.9		Spur	* 9.53		8.00		6.48					7.45			
	C.K 20	19.5	LACEY T	40	9.55	~	3.05 324		6.46	·				7.55			
wт	C K 25	24.5	OY OLYMPIAD 0.7 T	110	10.10		8.20		7.00 7.10 322		· ·			8.15AM 366			
		25.2	PT. TOWNSEND SOUTHERN C'G. 4.7 (Track Connection)													1 .	
	CK	29.9	BELMORE T	40	* 10.23	<u></u>	f 8.88		f 7.22								
	30 C K 27	36.4	6.5 RK LITTLE ROCKD	43	f 10.35		8.47		7.38	This train	This train		<u>-</u>	5	·		
		37.7	BORDEAUX JUNCTION 1.9	·	* 10.38		* 3.49	·	* 7.40	has right over No. 366 and No. 586	588 Ho- quiam to						
	СК 40	·		·			f 8.53		f 7.47	Aberdeen Junction	Moclips	See page 5					See page 5
W Y		43.7	HKD	50	11.00		4.10 4.15		8.00 8.10	Aberdeen		2.20AM					12.05PM
			Image: mail of the second se				4.26		8.21			2.35					12.30 1.45 324-968
	C M 12	55.5	LYTLE	80	* 11.38		* 4.42		* 8.36			2.55			t		2.25
w	C M 13	56.6	ORD	20	f 11.40		4.45		8.89			8.00					2.35
	C/M 19	63.1	EFD	120	11.53 968		5.02		8.55 694			8.80					8.10
		65.6	MACKS	·	* 11.56		f 5.07		f 9.00			8.85					8.20
<u> </u>	C M 23	66.8	SP D	37	11.59AM		5.11		9.05		•	8.45					8.50
w	C M 29	72.4	MOD 8.6	70	12.09PM		5.25 322		9.20	See page 5	-	4.15	<u>_</u>	·····			4.25
CY	C M 37	81.0	ABERDEEN JCT T 3.1	42	12.25 324		* 5.45		* 9.43	7.45		4.80					5.00 5.07
	C M 40		SAD 3.5		586	2.15PM		8.55P	10.00	7.55AM 366-968		5.15	an a		1.15PM	8.80PM	5.30
Y	C M 44		HOD		12.55PM	2.30PM	16 <u>6</u> <u>6</u> <u>6</u> <u>6</u> <u>6</u> <u>6</u> <u>6</u> <u>30</u>	9.10PM	10.20PM		9.00AN 366	5.80AM			1.45PM	4.00PM	5.55PM
-	47		GRAYS HARBOR CITY 4.7	Sda			f 6.40				9.10						
	52		GRAY GABLES	Sdg.			f 6.55				9.20						
r	-04		CHENOIS CREEK 3.2	I Sag.			f 7.01		·		9.25						
1	56	1	TULIPS T	1			f 7.09				9.40						
	61		COPALIS CROSSING	Spur			f 7.20				9.55						
	62	1		Sdg.			f 7.27				10.10		·				
	C M 63	106.5		No Sdg.			f 7.30				10.15						
	C M 64		ONSLOW 1.8				f 7.34				10.20						
	CM		STEARNSVILLE	No Sdg.			f 7.39		· · · · · · · · · · · · · · · · · · ·		10.80		-				
-	66 C M	111.4	1.9	Sdg. Spur			f 7.45			·	10.41	-					·
	68		3.8 PACIFIC	12			7.50				10.48	-					
	69		1.4	7						·	-	-					·
	71	•	SUNSET BEACH 1.0	Sdg.			f 7.55				10.55		·				
Y	C M 72	115.6	MCD	40		. •	8.00PM				11.00AM						
			Time Over District		3.35	.15	5.45	.15	4.19	.10	2.00	3.10		2.05	.30	.30	5.50
			Average Speed per Hour		24.4	14.0	20.1	14.0	20.2	18.6	14.0	13.8		11.8	7.0	7.0	7.5

West Bound

SEE SPECIAL RULES, PAGE 5.

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					<u> Anno 1997 ann an Connacad</u> ar			
								a management
TLI	IRD CLA		Ne	•••••••				
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East Bound									GRAY	'S HARBOR	R LINE	•									
lime Table No. 35	E		FIR	RST CLA	SS TRAI	NS.		SECONI	D CLASS.				-		THIRD C	LASS TR	AINS.				
Succeeding No. 84C.	fro	380	372		-		588	586	694		978										 
STATIONS.	Distance Moclips	C M.& P.S. Passenger	O-WRR&N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Mixed	Nor. Pac. Mixed	Nor. Pac. Freight	O-WRR& Way Frt	N C.M.& P.S. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.								
			DAILY				EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN	. EX. SUN.	EX MON.								_	
AD 2.3				12.01P	8.55P	* 7.55PM							8.20PM								 
COUNTRY CLUB	113.3			f 11.54A	f 3.47	* 7.50				-											
AMERICAN LAKE 1.4	112.7			* 11.58	* 8.46	* 7.49		· ·			-		8.10								
COSGROVE	111.3	·		f 11.51	f 3.43	* 7.46					-		8.00								 
3.7 DU PONTD	107.6		·	11.46	8.85	f 7.39					-		90 2.35 2.00	·				_	_		 
4.5 				11.32	8.22	* 7.26		-			-		∞ 2.00 1.26								 
5.4											-			·					_		 
UNION MILL	-			11.20		* 7.15					·		12.46								 
LACEY T 5.0	96.1		•	11.17	3.05 365	* 7.12							12.26								
Y OLYMPIAD 0.7 T	91.1			11.05	2.50 2.45	7.00 6.50							12.01PM 366								
I. TOWNSEND SOUTHERN C'G.	90.4			965		323			·				-								 
4.7 (Track Connection)		-																			 
BELMORE T 6.5	85.7			f 10.47	f 2.34	* 6.40					_				-						
K LITTLE ROCKD	79.2	· · · · · · · · · · · · · · · · · · ·		10.35	2.20	* 6.28		·			-		-	,					_		
BORDEAUX JUNCTION	77.9			* 10.28	* 2.17	* 6.26					_									-	 
		,		f 10.25	* 2.14	* 6.23					-		-						_		 
4.1 KD				10.15	2.05	6 15			See page 5 10.10PM		-	See page 5 1.30PM									 
4.9				10.15	2.05	6.15 6.10	3				-									-	 
<b>XD</b> 6.9	67.0			10.00	<b>1.45</b> 967	6.08			9.52			1.15 1.00 967									
	60.1	<u></u>		* 9.42	* 1.27	* 5.52			9.24		-	12.25									
R PORTERD	59.0			9.40	1.25	f 5.50			9.21		-	12.20PM							_	-	 
6.5 FD 2.5	52.5		·	9.25	1.09	5.41			<b>8.55</b>		-	11.53 <sup>AM</sup> 8 11.15									 
		·		f 9.20	f 1.01				8.38 8.30 8.38		-	<sup>∞</sup> 11.15 11.00	-						_		 
			·																		 
P SATSOP D 5.6				9.17		f 5.85			8.35		_	10.50									 
0 MONTESANOD 8.6	43.2			9.05	12.45	5.25 365		See page 5	8.20		2	10.80									 
ABERDEEN JCT         T           3.1         3.1           Amerideen         D	34.6				* <b>12.25</b> 321			1.15PM				9.40		-			-				 
3.5			8.054	585	12.15			1.00PM 321		6.354		585								_	 
O HOQUIAMD 3.3 GRAYS HARBOR CITY	28.0	6.45AM	7.50AM	8.10 372-587 f 7.57	12.01	4.45PM	1.45	NAME AND A DOCTOR	7.00PM 365	6.154	M 6.30AM	8.30AM 366	-						_	-	 
4.7 GRAY GABLES				f 7.44	-		1.25														 
1.4 CHENOIS CREEK 3.2				f 7.86	-	·	12.58				-		-						_	-  -	 
TULIPS T	15.4			f 7.30	-		12.48													-	 
3.2 COPALIS CROSSING	12.2			f 7.18	-		12.30				-		-								 <u> </u>
<u>2.7</u> KUHN 0.4	9.5	·		f 7.11	-	·	12.26						-								 ·
McGLAUFLIN 1.2				f 7.09	-		12.24				-					·					 
ONSLOW	7.9			f 7.05	· · · · · · · · · · · · · · · · · · ·		12.20				-										
STEARNSVILLE	6.1		-	f 7.00			12.12														
	1			f 6.52			12.04PM													-	 
PACIFIC 1.4 SUNSET BEACH	2.4	. <u> </u>		6.46 f 6.43	-	·	11.58AM														
1.0 CD	1			6.40A			11.50 11.45AM				-					\					 
Time Over District		.15	.15	5.21	3.10	3.20	2.00	.15	3.10	.20	.20	5.10	3.19								
Average Speed per Hour		14.0	14.0	21.7	27.7	26.3	14.0	12.4	13.8	10.5	10.5	8.5	7.3							1	

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West Dound

		West	Bound	•					GATE LINE.					East	Bound			West B	sound.			
THIRD CLASS.	SECOND CLASS.		FIRST	CLASS.		cales, 'es	LS		Time Table No. 35	Gate			FIRST	CLASS.		SECOND CLASS.	THIRD CLASS.	SECOND	) CLASS	ales,	2	
967	693	387	385	383	381	al, Sca d Wye	umbers	rom	Succeeding No. 34C September 24, 1911.	from (	of racks	382	384	386	388	694	968	583	581	al, Sc d Wye	Number	
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	er, Co es an	ion N	Distance from Centralia	STATIONS.	ance	icity of ing Tracks	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Mixed	Mixed	er, Co es an	ion N	
EXCEPT SUNDAY	DAILY EX. MON.	DAILY	DAILY	DAILY	DAILY	Wat	Statio	Dista Cent	Telegraph Offices and Calls	Dista	Capa Passi	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	EXCEPT MONDAY	Wed., Sat.	EX. SUN.	Wat Tabi	Stat	Dist
9.15AM 381	1.004	7.25PM 386	3.30PM 384	10.45AN	9.00AN 967	W C Y S	2027	0.0	CNCENTRALIAN 1.5	13.0	170	11.00AM	3.00PM 385	6.55PM 387	8.55PM	11.80P#	2.30PM		* 1.15PM	Y	CM 37	
								1.5	OW. R. & N. CO. CROSSING No Track Connection .1	11.5					-				1.18			
9.30	1.15	* 7.84	* 8.84	* 10.48 382	* 9.04		-	1.6	BLAKESLEE 4.2	11.4		* 10.48 383	* 2.51	* 6.43	* 8.50	11.15	2.20	1.35%	* 1.20		CR 1	
9.55	1.30	7.45	8.45	10.55	f 9.20		C K 51	5.8	GRAND MOUND	7.2	90	10.40	2.41	6.35	8.40	11.05	2.05	* 1.40	1.30PM	W	CG 2 CR 1	
10.16 11.15 383 382	1.55	7.55	8.55	11.05 967	f 9.83		СК 47	10.0	RHB 0.5	3.0	75	10.30 967	2.27	6.25	8.81	·10.45	1.45	f 1.48			CR 3	-
303 304					-		-	10.5	No Track Connection	2.5					·			f 1.58 f 2.21			CR 5	_
11.45AM	2.20AM	8.05P	4.10PM 386	11.15AN 384	9.45AN 382	W Y	CK 44	13.0	2.5 HKD	0.0	50	10.20AM 381	2.15P	6.15PM 385	8.20PM 387	10.30PM	1.80PM	f 2.28		-	CR 11 CR	- -
EXCEPT SUNDAY	DAILY EX. MON.	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY		EXCEPT MONDAY	2.85PM		w C T	13 CR 16	
2.30	1.20	.40	.40	.30	.45	<b> </b>			Time Over District			.40	.40	.40	.35	.55	1.00	Wed., Sat.	EX. SUN.			- -
5.2	9.7	19.5	19.5	26.0	17,3		]		Average Speed per Hour	]		19.5	19.5	19.5	22.3	14.1	13.0	1.00	.15			-
i																		15.7	10.0			1

### Special Rules Gray's Harbor and Gate Line.

See Special Rules, page 6, governing use of double track between Aberdeen and Hoquiam. Registering Stations—Lakeview, Olympia, Gate, Elma, Aberdeen Junction, Aberdeen, 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 procure clearance unless red signal is displayed. Trains from Grays Harbor Line must ascertain Main Line rights before occupying Main Line at Lakeview.

- Instantiation in the required to consult register, except at initial or starting point. Builtetin Stations—Olympia, Hoquiam and Moclips. Standard Clocks—Tacoma.

Builetin Stations—Olympia, Hoquiam and Moclips.
Standard Clocks—Tacoma.
Maximum grades, 3½ miles west of Sherlock; 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 365 and No. 366 will stop on flag at Burrows, 2.0 miles west of Chenois Creek; Wilderness, 1.8 miles west of Tulips, and at Bale,
0.9 miles west of Copalis Crossing. Malone 5 miles east of Elma.
No. 323 and No. 324 will stop at Malone on flag.
No. 321 will stop on flag at Dupont to let off Passengers.
No. 322 will stop at Little Rock on Saturdays, only, to take on passengers, and will stop on flag at Union Mills Saturdays only.
No. 322 will stop at Malone on Sturdays, only, to take on passengers.
No. 322 will stop at Malone on Sunday when there are ten or more passengers.
No. 324 will stop on flag at Overton, three miles east of Little Rock.
When No. 324 meets No. 321 at Aberdeen Junction No. 322 will take siding on west leg of wye.
When No. 323 and No. 338. meet at Blakeslee, No. 332 will take siding.
No. 321 will wait at Gate for connection with No. 383.
Trains will approach Gate looking out for trains to and from Gate line turning on wye.
No. 381 has right over No. 366, Aberdeen Junction to Aberdeen.
No. 381 has right over No. 366, Lakeview to Olympia.
No. 965 has right over No. 966, Lakeview to Olympia.
No. 965 has right over No. 966, Lakeview to Olympia.
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No. 965 has right over No. 966, Lakeview to Olympia.
No 381 wi

¥8/ P

No. 985 has right over No. 900, Lakeview to Olympia. No. 381 will turn on wye on arrival at Gate. Yard limits at Centralia extends to a point 2200 feet west of the west switch of the new yard at Blakeslee on Gate Line. Capacity of this yard 300 cars. Class S or 54 engines will not exceed 8 miles per hour over Sateop river bridge Alt trans will stop 400 feet from and will not proceed until following draw bridges are known to be closed: Wishka River, % mile east of Abrideen; Hoquiam River, % mile east of Hoquiam. Sate of Abrideen; Hoquiam River, % mile east of Hoquiam. The movement of Port Townsend Southern , two from transfer track, name be kept set in derailing position when he acid detter, and transmits of the sate of the sate

15.7 12.0

West Bound.

FIRST CLASS. 389 Passenger Station es, DAILY 7.20AM WY CY 27 7.87 CY 20 7.43 CY 19 7.50 CY 17 C 14 8.05 W C Y 10 8.20 8.24 CY 8 CY 7 f 8.27 CY 6 8.82 CY 8.37 C X 25 8.47AN Y DAILY 1 27 18.5 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.

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. 383 and No. 390 will stop on flag at Lucla 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.

	Time Table No. 35			SECOND	CLASS.
Aberdeen Jct., via Cosmopolis	Succeeding No. 34C September 24, 1911.	Distance from Ocosta, via Cosmopolis	y of Tracks	582	584
deen	STATIONS.	ance ta, v nopo	ing 7	Mixed	Mixed
Aber	Telegraph Offices and Calls	Dista Ocos Cosn	Capacity Passing T	EX.SUN.	Wed., Sat:
0.0		18.7	42	* 7.45AM	
0.8	JUNCTION CITY 0.6	17.9		7.87	
1.4	COSMOPOLIS JCT 1.6	17.3	No Sdg.	* 7.85	
3.0	MPD 1.6	15.7	90	7.30AM	3.35PM
4.6	COSMOPOLIS JCT 1.1	14.1	No Sdg.		8.82
5.7	SOUTH ABERDEEN 2.3	13.0	90		8.29
8.0	WEST ABERDEEN 6.7	10.7	No Sdg.		8.25
14.7		4.0	No Sdg.		2.56
16.2		2.5	10		2.55
18.7	OCOSTA	0.0	75		2.45PM
				EX. SUN.	Wed., Sat.
	Time Over District			.15	. 50
	Average Speed per Hour			12.0	18.8

Registering Station—Cosmopolis. No. 583 has right over No. 584, Cosmopolis to Ocosta. S83 and 584 will stop on flag at Redmond Creek, located one mile east of Ocosta, for transferof 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. 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.

١	ACOLT BRANCH.		E	East Bo	und.
	Time Table No. 35			FIRST	CLASS.
Distance from Yacolt	Succeeding No 34C September 24, 1911.	Distance from Vancouver Jct.	y of Tracks	390	
ance	STATIONS.	ance	ing J	Passenger	
Dista Yaco	Telegraph Offices and Calls	Dista Vanc	Capacity o Passing Ti	DAILY	
0.0	YCD 6.6	27.2	35	6.20PM	
6.6	WALL 1.4	20.6	No Sdg.	f 6.00	
8.0	HEISON 1.8	19.2	25	5.55	
9.8	CRAWFORD 3.0	17.4	No Sdg.	5.48	
12.8	BABATTLE GROUNDD 4.2	14.4	20	5.88	
17.0	BRUSH PRAIRIE 1.6	10.2	25	5.28	
18.6	LAURIN 1.5	8.6	50 Spur	f 5.22	
20.1	HOMAN 1.0	7.1	4 Spur	f 5.18	
21.1	BARBERTON 3.0	6.1	4 Spur	f 5.12	(
24.1	HIDDEN 3.1	3.1	No Sdg.	f 5.02	
27.2	2VANCOUVER JCT	0.0	No Sdg.	4.50PM	
<u></u>	/	Ē	[/	DAILY	 
	Time Over District			1.30	[
· · ·	Average Speed per Hour	· /	<u> </u>	18.1	i

### 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, Castle Rock, Vancouver and Portland. Chehalis is registering station for South Bend Branch Trains. Passenger trains will register by ticket at South Tacoma, Tenino, Sopenah and Castle Rock. No. 679, No. 680, No. 691, No. 692 and No. 690 will register by ticket at Tenino, Sopenah and Castle Rock. Trains running via Grays Harbor Line will register at Lakeview. Clearance will not be issued to west bound trains at Sopenah and to east bound trains at Castle Rock, Tenino or South Tacoma, unless red signal is layed. displayed.

Clearance will not be issued to west bound trains at Sopenah and to east bound trains at Castle Rock, Tenino or South Tacoma, unless red signal is displayed. All eastbound trains will procure clearance at Kalama. At Tacoma and Tacoma Wharf no clearance at Kalama. At Tacoma and Tacoma Wharf, no clearance required. Engineers will not be required to consult register, except at initial or starting point. Builetin Station—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. The movement of trains over Columbia River bridge, Vancouver, will be kept set and locked for N. P. main line. The movement of trains over Columbia river, Oregon slough and Willamette river draw bridges, between Vancouver and Willbridge, will be governed by interlocking plants, which are operated in accordance with S. P. & S. Interlocking Rules. 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 pro-ceed 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. tracks, and waus be under full control before passing Station, 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 Superind and Vancouver. Freight trains leaving Tacoma Yard, or switch engines taking transfer to South Tacoma, will not pass this crossover track above 15th Street leading from systemic value out outgoing track without receiving signal fram switch tender, who will not pass crossover track above 15th Street leading from systemic and an understanding established with tower man covering movement of trains over Deproaching Pacific Avenue at Tacoma and will not pass Pacific Avenue crossing without signal from switch tender, who wil

use Draw Bridge Line and passenger train will be delayed on this account, conductor will arrange to enter Half Moon yard and be nanueu via freight states to Tidewater. 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. Westbound trains that do not enter passenger station at Tacoma will leave draw bridge card with tower man at 15th street to be delivered to dispatcher's office. No engine heavier than N. P. Class "W" loaded weight of which is as follows: Weight on 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 the (10) miles per hour over Tacoma Draw Span. Engineers will not use sand over derail switches and rail locks east and west end of bridge 254 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 cars must be used so that engines will not need to go on this track. All trains must not exceed ten miles per hour over David corporate limits of Roy, Centralia, Chehalis, Winlock and Castle Rock, and fifteen miles per hour through corporate limits of Ridgefield. **Derail Switches** are located as follows and must be keep set in derailing position when not in use: Tacoma (Harrison Bros. spur); Tacoma (Keystone derail of Ridgefield.

All trains must not acceed the links per hour through corporate limits of Koy, Centralia, Chenans, window and Caste Kow, and inter links per hour through corporate limits of Ridgefiel. **Derail Switches** are located as follows and must be kept set in derailing position when not in use: Tacoma (Harrison Bros. spur); Tacoma (Keystone Lumber Co. spur), Rainier (Bob White Lumber Co. spur); Tenino (Derrickson spur, 2 miles east); Tenino (Stone Quarry); Wabash (Interlocking derail on 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); Knapps house track. Tacoma Yard extends to a point 2½ miles west of South Tacoma, and Chehalis Yard to west wye switch at Chehalis Junction. **Centralia yard extends to a point 2500 feet east of Wabash.** 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

Tacoma Tard extends to Wabash.
 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.
 Evaline is a flag stop for trains 307, 308, 369, 370, 361 and 362.
 No. 334 will stop at McIntosh Saturdays on flag. No. 333 will stop at McIntosh Sundays on flag.
 No. 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 cast thereof.
 No. 359 will stop at Tenino to let off passengers from points Tacoma and north, and to pick up Portland passengers,
 Lap Sidings—Roy and Rainier. 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, Chehalis, Kalama, Vancouver 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

proceeding. Conductors and Engineers must supply themselves with copy of Block Signal Rules governing the use of track between Chehalis Junction and Chehalis before 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. On the dispatcher's wire, in accordance with the instructions which will be found posted beside the telephone. Used by trains to or from the Centralia Eastern Railway and the Tono 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 authority.

# Special Rules Governing Use of Double Track Between Tenino and Sopenah Tillicum and Vancouver and Aberdeen and Hoguiam.

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 east of depot at Castle Rock to passenger station Vancouver and from double track switch west of passenger station at Aberdeen to double track switch east of the Hoquiam River Draw Bridge, % mile east of Hoquiam, except single track across Lewis Bridge, 3.0 miles east of Ridgefield, and single track from west end of passenger station platform at Centralia to a point 1,700 feet west thereof.
 Trains must keep to the right unless otherwise provided.
 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.
 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

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 the 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.
(8) Any train making reverse movement on double track against the current of traffic must receive either clearance or clearance and caution card at any train making reverse movement on double track against the current of traffic must receive either clearance or clearance and caution card at any train making reverse movement on double track against the current of traffic must receive either clearance or clearance and caution card at any train making reverse movement on double track against the current of traffic must receive either clearance or clearance and caution card at the track have been first of they page.

(i) Work status must note what outcome of additionation of additional entropy of the first intervent of traffic must receive either clearance or clearance and caution card at every block office they pass.
(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.
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.
(12) The single track between the double track switch located 300 feet west of passenger station, and the O.-W. R. & N. connection 500 feet east of the passenger station Aberdeen, and the single track between the double track switch located 300 feet west of passenger station at Hoquiam and the double track switch located 500 feet east of the Hoquiam River draw bridge, Hoquiam, 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 of double track switch located 500 feet east of the Hoquiam River

We	st Bou	nd.			SO	UTH BEND BRANC	CH.		Ea	as <b>t Bo</b>	und.
THIRD CLASS.	FIRST	CLASS.	es,		-	Time Table No. 35	· .		FIRST	CLASS.	THIRD CLASS.
969	393	391	l, Scales, Wyes	Station Numbers	from Junction	Succeeding No. 34C September 24, 1911.	Ę	cks	392	394	970
Freight	Passenger	Passenger	Coa	Nut	e fro s Ju	STATIONS.	Distance from South Bend	Capacity of Passing Tracks	Passenger	Passenger	Freight
See page 1	See page 1	See page 1	Water, Tables :	tion	Distance Chehalis	Telegraph Offices and	anc th F	acit sing	See page 2	See page 2	See page
EXCEPT SUNDAY	DAILY	DAILY	Wai Tab	Sta	Dist	Calls	Dist Sou	Cap Pas	DAILY	DAILY	EXCEP SUNDA
6.45AK	7.50PM	12.30PM	Y	2032	0.0	CHEHALIS JCT 3.4	56.5	Y	9.40AM	6.40PM	3.35
7.05	8.00	12.40		$^{\mathrm{C}\mathrm{W}}_{2}$	3.4	AD 1.3	53.1	- 5	9.26	6.30	8.10
7.15	8.08	12.44		$^{\mathrm{C}}_{5}^{\mathrm{W}}$	4.7		51.8	37	9.21	6.25	2.25
7.55	f 8.19	12.58	W 2.4 m West	10	10.1		46.4	58	9.06	f 6.10	1.55
					16.2	LUEDINGHAUS R. R. CROSSING 0.1 No Track Connection	40.3				
8.45 8.50 <sup>392</sup>	8.85	1.15 970		C W 16	16.3	DRDRYADD 1.3	40.2	90	8.50 969	5.55	1:15 391
9.05	8.40	1.19	-	C W 17	17.6	DODOTYD	38.9	Spur	8.45	5.50	1.00
10.15	8.55	1.85	W	C W 22	22.3	PLD 1.4	34.2	75	8.85	5.85	12.30
					23.7	McCORMICK R. R. CROSSING 0.6 Track Connection	32.8				
10.85	9.02	f 1.41	w	C W 24	24.3	McCORMICK 1.8	32.2	Spur	f 8.21	5.27	12.10
11.00	9.10	f 1.50	,	C W 26	26.1	WALVILLE 1.2	30.4	Spur	f 8.16	5.24	11.55
				-	27.3	.WALVILLE R. R. CROSSING 1.6 No Track Connection	29.2				
11.40AN 970	1 9.25	2.00	Т	C W . 29	28.9	PLUVIUS 6.4	27.6	36	f 8.07	f 5.17	<b>11.40</b> 969
12.15Pk	9.45	2.25	W	C W 35	35.3	FRFRANCESD 1.3	21.2	35	7.45	4.55	10.20
12.25	i 9.49	2.30	-	C W 37	36.6	GLOBE 1.4	19.9	Spur	f 7.89	f 4.50	9.40
12.35	9.53	2.34		C W 38	38.0	BMD 4.3	18.5	14	7.36	4.47	9.80
1.10	10.03	2.45		C W 42	42.3	HOLCOMB 4.2	14.2	30	7.24	4.35	9.00
1.80	10.18	2.58	-	C W 46			10.0	9	7.13	4.25	8.85
2.00	10.23	8.10	s	C W 50	50.5	WILLAPA 2.6	6.0	16	7.02	4.15	8.10
8.80	10.85	8.20		C W 53		NDD 3.4	3.4	45	6.57	4.10	8.00
3.00PM 394	10.45PM	3.30PM 394	WC T	C W 57	56.5	SBD	0.0	150 	6.45AM	<b>4.00</b> PM 969-391	
EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	EXCEP SUNDA
8.15	2.55	3.00				Time Over District			2.55	2.40	8.05
6.8	19.3	18.9				Average Speed per Hour			19.3	21.2	6

# Registering Stations—Chehalis and South Bend. Standard Clock—Centralia. Bulletin Station—South Bend.

Speed of passenger trains must not exceed 30 miles per hour, and speed of freight trains must not exceed 20 miles per hour, between Pluvius and Pe Ell. Description of the product of the prod

### Mark Barres

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West Boun	d,						BUCKLEY LINE.						East Bo	und.	Wes	t Bour	nd.	(	GRE	EN RIVER BRANCI	H.	East E	ound.
THIRD CLASS.	FIRST	CLASS 1	RAINS.	ales,	es		Time Table No. 35		FI	RST CLA	ASS.		THIRD	CLASS.	FIRST	CLASS.	ules, s	s		Time Table No. 35		FIRS	T CLASS.
971	397	367	395	Coal, Scal	and Wyes Numbers	from	Succeeding No. 34C September 24, 1911	Wharf of Fracks	368	396	398	2 2		972		395	Coal, Scales, and Wyes	Numbers	from	Succeeding No. 34C September 24, 1911.	rom of	<b>39</b>	3
Way Freight	Passenge	r Passenge	r Passenge		Tables ar Station N	Distance from	STATIONS.	oma acity sing 7		Passenge	r Passenge			Way Freight		Passenger	er, Co les an	ion N	Distance from Kerriston	STATIONS.	Distance from Kanaskat Capacity of	⊢ ⊆ Passen	ger
EXCEPT SUNDAY	DAILY	DAILY				-			DAILY	DAIĹY	DAILY			EXCEPT SUNDAY		DAILY	Water, Tables	Station	Dist Kerr	Telegraph Offices and Calls	Dist Kan Capi	d DAIL	Y
6.30AM	5.10P				62 <b>100100000</b>	Street	0			10.204	M 7.05P			1.30PM		5.10AN		C J 15	0.0	KERRISTON 7.6	17.9	8.4	DPM
6.45	5.15	-	. 7.04	_	_		2 JCPALMER JCT 44.7	_		* 10.10	7.00			1.00		5.30	w	CJ 7	7.6		10.3 3		5
6.50	5.16		7.06	w	_		43.8 1.3	_		* 10.08	6.55			12.45		5.85		CJ 6	8.4	BARNESTON 4.1	9.5 Sp 30	ur 7.5	5
7.00	5.19	f 9.51	7.10	_			42.5			* 10.05	6.51			12.80		5.50			12.5	KANGLEY JCT 2.4	5.4 6	2 <b>7.3</b>	5
7.05	f 5.22	* 9.55	7.14				CUMBERLAND	_		* 10.02	6.46			12.01PM		6.00			14.0	SELLICK 0.1	3.9	7.2	5
7.10 957.45	* 5.24	396	* 7.16 971		_				·	* 10.00 367	* 6.43			11.50AW					14.1	C. M. & P. S. R. R CROSSING No track connection	3.8		
8.20 9.00 368	5.37	10.18	7.28		1942	10.9	CWD 35.0 3.4	0 105	8.28 971	9.50	6.80			11.20		6.10		C J	15.5	KANGLEY JCT.	2.4	7.1	i
9.25 10.45 7 972 396	5.50	<b>10.21</b> 971 972	7.38		1945	14.8	BKD 31.6 4.3	6 100	8.18	9.43 971 972	6.18		· · ·	10.21 9.00 367 971 396		6.204	W Y		17.9	GVKANASKATN	0.0 7	5 7.1	)PM
11.00	* <b>6.00</b> 398	*10.30	* 7.48		1949	18.6	CASCADE JCT 27.3	3 No Sdg.	* 8.05	* 9.32	* 6.00 397		-	8.20			-						
11.10AM 12.15PM	6.03	10.33	<b>8.03</b> 972–368	W C T	1950	19.7	SO SOUTH PRAIRIED 26.2 2.8	2 135	<b>8.03</b> 972-395	* 9.30	5.50		-	8.15 7.55 368-395		DAILY				· · · · · · · · · · · · · · · · · · ·		DAIL	
12.35	f 6.11	* 10.40	8.10	1	1954	22.5		4 Spur	i 7.55	* 9.23	5.83			7.85		1.10				Time Over District		1.30	
12.40	f 6.15	* 10.42	f 8.12		1955	24.2		7 100	7.58	* 9.21	f 5.80		-	7.80		15.3			<b>I</b>	Average Speed per Hour	•	11.1	1
1.10	6.25	f 10.50	8.18	Ţ	1958	26.7	OGD 19.0	0 200	7.47	* 9.17	5.22			7.10		Register	ing S	tatio	n.—I	anaskat.	initial or	to - time -	<b>! !</b>
1.24	6.88	* 10.58	8.27		1961	30.3	McMILLIN	3 8 Spur	· 7.40	* 9.10	5.12		-	6.50		Derailing Trains w	s win s swite ill loo	ches w k out	e requ vest of ; for e	main line log landings will be se ngines of Logging Co. using tra	t for dera	ail.	witch
1.80	6.88	* 11.02	8.87		1963	32.4	ALDERTON 13.5 2.4	5 25	7.87	* 9.07	5.06		-	6.35	loca	ted 1,100 Tains w	feet w	vest o	f Spu t for	anaskat. ired to consult register except at main line log landings will be se ngines of Logging Co. using tra No. 1 at Kerriston. engines of Cascade Timber Co.	handlin	g logs be	ween
1.40	* 6.48	* 11.07	* 8.40	Y W	1966	34.8	MEEKER 11.1	70	* 7.84	* 9.04	* 5.00			6.20	the	IVI 9 X IIIIIII	п угж	1e. s					
2.00	6.53	11.15	<b>9.00</b> 396		1967	36.1	PYN 9.8 8.5	3 70	7.80	9.00 395	4.55		-	6.10		See specia	al rule	s, pag	ge 10.	250 feet east of Kangley Jct., or	n rangie	y Line.	
	7.10PM	11.30AM	9.254	A		44.6	QN 1.3		7.15AM	8.45A¥	4.30PM												
2.45PM					1976	45.9								5.80A									
XCEPT UNDAY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY			EXCEPT SUNDAY									
8.15	2.00	1.50	2.25				Time Over District		1.35	1.35	2.35			8.00									
5.5	22.3	24.4	18.4				Average Speed per Hour		28.1	28.1	17.3			5.7		· · · · ·	• • • •						

Speed of trains over crossover switches at Tidewater and Puyallup and over 15th Street Bridge, entering Tacoma passenger vard, must not exceed ten (10) miles per hou

Trains entering Tacoma Union Station from Tacoma Division Main Line or Draw Bridge Line, will not exceed five miles per hour over switches at the north of passenger yard, and over switches at Fifteenth street. Trains running via the head of Bay will use extreme care and not exceed eight miles per hour around curve at south end of passenger yard. end of

Trains running via the head of Bay will use extreme care and not exceed eight miles per hour around curve at south end of 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 and Kanaskat and Palmer Junction, will provide themselves with copy of Seattle
Division time card and be governed by instructions issued by Superintendent Seattle Division.
Registoring 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 10.)
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.
Builetin Stations.—Tacoma Wharf, Tacoma, South Prairie.
Standard Clock.—Tacoma Wharf, Tacoma, South Prairie.
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.
Buckley Line extends to Puyallup, and the new or extreme left hand track coming west between deeker and Puyallup. Buckley Line, trains in either direct
and also is passing track and operated under yard limit rules. Puyallup yard limits extend from Meeker to Puyallup. Buckley Line trains in either direct
to will use East bound main track of Seattle Line in running around water tank at Meeker. All trains must approach this point under yard limit rules. Puyallup yard limits extend from Meeker and Puyallup. Buckley Line trains in either direct
be sure track is clear before proceeding. Buckley Line trains will protect by fag when using this gauntlet.
In order to fully safeguard operation of the tack known as the Buckley Line trains using the east bound min track of sedue

track for main line trains, and for safeguarding the gauntlet in front of the tank in which Duckley Line trains use the case bound much of the date of the date bound much of the tanks in the tanks 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 between Puyallup and Meeker. No trains, either main line or 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 to 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 hag, while occupying main track. Diock must be obtained and the work handled in such way as not to delay passenger trains. Trains from Buckley Line must ascertain main line rights before 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" loaced weight, of which is as follows. Weight on drivers, 207,000 lbs.; weight of engine and tender, 456,800 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 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. 396 will connect with No. No. 321 at Puyallup.

Line. NOTE.—No. 338 will wait at Puyallup for connection with No. 323. No. 396 will connect with No. No. 321 at Puyallup. No. 368 will connect with Seattle Division No. 280, at Kanaskat. No. 367 will connect with Seattle Division No. 3. No. 368 will connect with Seattle Division No. 4 at Kanaskat. No. 368 will stop on flag at Cumberland for passengers to points east of Palmer Junction. No. 307 will stop at any station west of Palmer Junction to let off passengers from Kanaskat or beyond. No. 395 and No. 398 will stop at Boise Creek, 2.17 miles west of Enumelaw, for passengers or express. 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 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 Of-fice), 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 not be clear and signal is received from Switch Tender. 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 controlled by switch tender at 15th Street an. Grouma passenger station will opasenger yard has been discontinued and thain Line will not when signal at 15th the orth end of the yard is at "Danger". The use of switch tenders at switches at north end of passenger station yard to draw bridge line or Tacoma Division Main Line whe telegraph office, entrance from stairway on south side of depot. 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.

8

West Bound. BURNET	T BRANCH. Eas	t Bound. Wes	st Bound.	WILKESON BRANCH	. Ea	st Bound.	West Bound.	ELMA BRAN	CH. East Bound.
FIRST CLASS.       Solution	e Table No. 35 cceeding No. 34C tember 24, 1911 STATIONS. aph Offices and Calls SPIKETON	FIRST CLASS. 374 376 CLASS. 374 376 377 Issenger Passenger Passenger DAILY DAILY DAILY 7.25AM 6.20PM 6.10A 7.15 6.15 6.17 7.10AM * 6.10PM DAILY DAILY 6.35 .15 .10 6.55 .15 .10 6.55 Issenger Passenger DAILY 0.15 6.15 7.10A Burnett 6.35 Burnett gup must Burnett. for derail 1.00 15.5 Mage Passenger DAILY 1.00 15.5 Mage Passenger DAILY 1.00 15.5 10 10 10 10 10 10 10 10 10 10	aximum Grades.	Time Over District Average Speed per Hour	number     number     number       0.0     0.0     0.0       0.0     0.0     0.0	FIRST CLASS.         378         Passenger         DAILY         7.85PM         7.80         7.15         6.55         6.45         * 6.81PM         DAILY         15.4	10       C H       9       C H       7½       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H       C H	n.—Elma. e required to consult regist t of Elma, is spur for carlo ill run slow between Simps k just above switch leadin ecial Rules, page 10. CROCKER BRA	1       2       5       5         2alls       0       7       5          10.0       7       7          8.8       4       10          7.7       4       10          7.7       4       10          7.7       4       10          7.5       8       10          4.9       4       10          4.0       5       10          4.0       5       10
Image: Constraint of the second state of the second sta	END OF TRACK       10.0         1.3       10.0         A & EASTERN CROSS'G       8.7         1.4       10.0         UYALLUP RIVER       7.3        ORTINGD       0.0         200       200         onsult register except at initial or star         Orting station will be set for cross         used as a main line passing track.         acoma Lumber Co.'s line east of Puyal         unction switch must be left set for determined	En De set and Ca ado wil Sp Tr and Fa De Junctio Sw derail. Tr ington 	agineers will not be erailing switch loca I locked for derail. I whonado Junction Il be set for Fairfax weed of trains when ains will stop at n infax. erail switches at we on must be kept set witch east of dep	e required to consult register except ated 200 feet east of east switch a switch at Wilkeson and Fairfax J	at initial t Montez unction s iles per h ction, be ad 200 fe use. <b>tect car</b> for loggi	switch at Carbon- our. etween Carbonado et east of Cascade rs at Bunkers by ng train of Wash-	Registering Station to act as derail. Engineers will not be Derailing switches a	e required to consult regist	1     2     2     1       1     3     3     3       2alls     6     6     6        5.2     140        0.0     100       below station at Wingate will be set       ter except at initial or starting point.       rack 550 feet west of depot at Win-
		ORTING BRAN		MERCIAL SPURS. BUCKLEY LINE.	CA.	TE LINE-Co	nt SOUT	H BEND	GRAY'S HARBOR
Stone	waukum	DISTANCE FROM OR Veneer Fisks. Dempsey Lumber Co	TING. 3.1 DISTA Big 6 Occider Nolte. Rosema Blackbu Websto Valley Broomf Firville Firville DIST DISTA	ANCE FROM PALMER JCT.       H         1.6       1.6         ntal.       1.8         ar.       4.0         ourn.       11.1         one.       12.5         Mill.       13.9         field.       19.1         e.       22.8         GATE LINE.       FANCE FROM CENTRALIA.         1.5       1.5	oran Duby Solution Iarmons. Donahue. Ieskill Iays Jases Shlock iler Juster Juerrier.	OUTH BEND BRANCH. CE FROM CHEHAL	3.0         BRANCH           12.0         Lewis           12.0         Trap Creek           Trap Creek         Wheaton           Shore         Turney           6.4         Mayfair           12.5         DISTANCE F           13.0         McCutcheon           16.9         McCutcheon           27.8         Bouton Perkins.           29.6         Jaley	H—Cont. 40.2 41.2 45.0 52.0 54.0 BRANCH. FROM YACOLT.  	LINE.           DISTANCE FROM LAKEVIEW.           olberg         16.0           andard Oil Co         23.4           ack Lake         28.2           verton         33.4           nes         45.6           agshaw         50.5           alone         58.1           va         60.5           ance         64.9           eatherwax         73.9           inemire & Morgan         86.4

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.

East	Bound

CRUCHER BRANC	TN 2	E	15L	DU	unu	1.
Time Table No. 35 Succeeding No. 34C September 24, 1911	ice from er	ice from de Jct.				
STATIONS.	istan rocke	istan ascac				
Telegraph Offices and Calls	<u> </u>	ຊວ				
WINGATE 5.2	5.2	140				
CROCKER	0.0	100				
	Time Table No. 35 Succeeding No. 34C September 24, 1911 STATIONS. Telegraph Offices and Calls WINGATE	Time Table No. 35     E       Succeeding No. 34C     September 24, 1911       STATIONS.     E       Telegraph Offices and Calls     CU       WINGATE	Time Table No. 35     H     U       Succeeding No. 34C     September 24, 1911     Succeeding No. 34C       Stations     Stations       Telegraph Offices and Calls     GU       WINGATE	Time Table No. 35       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E       E	Time Table No. 35     H     U       Succeeding No. 34C     50 graph       September 24, 1911     Succeeding No. 34C       STATIONS.     H     U       Telegraph Offices and Calls     D       5.2     5.2	Time Table No. 35     Horizon       Succeeding No. 34C     Building No. 34C       September 24, 1911     Building No. 34C       STATIONS.     Building No. 34C       Telegraph Offices and Calls     5.2

ITH BEND CH—Cont.		GRAY'S HARBOR Line.	2
	. 40.2	DISTANCE FROM LAKEVI	EW.
• • • • • • • • • • • • • • • • • • • •	$\frac{41.2}{45.0}$	Molberg	16.0
	<u> </u>	Standard Oil Co	23.4
	. 54.0	Black Lake	28.2
	. 55.5	Overton	33.4
T BRANC		Ames	45.6
E FROM YACO	<b>DLT.</b> 0.9	De meh e me	50.5
		Malone	58.1
s	. 4.7	Java	60.5
		Vance	64.9
•••••	10.0		73.9
<u></u>	13.2	New York Control of the Control of t	86.4

	9 5. V	Versel	8.1 sec. 1		BUCKL	EY LIN	E-EAST	BOUN	D.	i de la cal		· 2	, 1	1.25	್ ಮಾರ್	la siste		
	Cla	ss Z	Clas	s W	Class	Class Y-5		Class Y-2		Class F-1		Class S		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		800 •••••	1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
racoma to South Prairie		5. 	Maxi 80 (	mum Dars		mum Cars	Maxi 80 C		Maxi 60 C		Maxi 80 C		Maxi 60 C	mum Cars	Maxi 60 C			imum Cars
and the second		netro -			BUCKL	EY LIN	IE-WES	T BOU	ND.	- 19-2- <sup>5</sup>					en di	R (all es		
Palmer to Tacoma.	Clais .	11 X 200 -		mum Cars		imum Cars	Maxi 80 C		Maxi 80 C		Maxi 80 (		Maxi 60 C		Maxi 60 C			imum Cars
				•	MAI	LINE-	-WEST	BOUN	).								÷ • •	
Class W Class Y-2 Class F-1 Class S Class P Class E-4 Class									ss E-3 Class D-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		80		80		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		80		80	1500	50	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35
· .					MAI	I 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

TONNAGE RATING-ENGINES OF O.-W. R. & N. CO. BETWEEN SEATTLE AND PORTLAND.

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				4					Ra	ating of Lo	comotives	in Tons of	2000 Pour	ds			
						E	AST BOUL	1D					WEST	BOUND		······································	
CLAS	SIFICA	ATION	Engine Numbers	Portland to Kalama	Kalama to Olequa	Olequa to Winlock	Winlock to Napavine	Centralia to Rainier	Rainier to So. Tacoma	Tacoma to Seattle	Seattle to Tacoma Jct	Tacoma Jct to Tacoma	Tacoma to So. Tacoma	So. Tacoma to Rainier	Centralia to Napavine	Napavine to Portland	Ti engine will ha
T63	$\frac{20}{24}$	113	136–146	1580	1200	990	720	790	1120	1280	1280	655	315	900	655-	1580	will ha will ap
	•••••	• • • • • • • •	170–207	1900	1440	1190	870	960	1310	1540	1540	800	370	1080	800	1900	
T-69	28	159		2200	1680	1380	1000 ]	1110	1560	1790	1790	900	440	1250	900	2200	
C–57	$\frac{15\frac{1}{2}x^2}{30}$	<u>26</u> 176	330-349	2335	1790	1475	1075	1190	1680	1900	1900	985	500	1335	985	2335	
C-5'	99	187		2940	2250	1860	1360	1490	2120	2380	2380	1220	560	1680	1220	2940	ey zakista
Mik-5'	$7 \frac{23\frac{3}{4}}{30}$	208	500–540	3100	2340	1930	1400	1550	2200	2490	2490	1250	580	1700	1250	3100	E cylind 187,00
M-6	$\frac{20}{28}$	147	C. R. Y. y P. 504-526.	2050	1550	1300	940	1035	1500	1710	1710	840	400	1150	840	2050	187,00
T-5	$7 \frac{20}{26}$	132	720–727		n n n n N n n n til gen	а. 1997 — 1977 —		····							••••••••••••••••••••••••••••••••••••••		
<b>M</b> -6	$3\frac{15\frac{1}{2}x}{28}$	$\frac{26}{-144}$	1740–1798	1800	1320	1130	840	910	1280	1460	1460	750	350	1020	750	1800	
S-5	$5 \frac{19}{26}$	130	552						• • • • • • • • • • • • • • • • • • •	•••••••			380			••••	
	20			·		1375											and a second sec

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.

### strictions Governing Class of Power at May be Used on Tacoma Division.

Buckley Line.—All classes except Class Z Mallet Engines. Wilkeson Branch, Cascade Jct. to Wilkeson and keson 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.

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Orting Branch.-No engine heavier than F-1.

Green River Branch.-No engine heavier than F-1.

**Main Line.**—All classes except engines heavier than S must go beyond house track switch leading from log dump track relida.

Grays Harbor Line, Lakeview to Gate .-- No engine vier than P compound passenger engine and S at slow speed. Grays Harbor and Gate Line, Gate to Hoquiam.engine heavier than S-4.

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

Ocosta Branch, Aberdeen Jct. to Cosmopolis .--- No ne heavier than D-3.

Cosmopolis Jct. to Ocosta .- No engine heavier than

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

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

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

o engine heavier than N. P. class W, loaded weights of which follows: Weight on drivers, 203,000 lbs.; weight of engine tender, 407,500 lbs.

No two engines of any class will double head over this ge where combined weight is greater than N. P. Class W. Speed of trains will be restricted to ten (10) miles per over this bridge.

Double headers will not be run over the following bridges n road engine is heavier than mogul.

No. 2 and No. 13 between Centralia and Gate.

These ratings include total weight of train, exclusive of ne and tender, which the different classes of locomotives haul in each direction between the stations shown.

Between stations for which no rating is shown, maximum apply.

### CLASS

"E"	-Eight Wheelers
"A"	-Atlantic Type
"P"	-Pacific Type
	—Ten Wheelers
"M"	Moguls
"Mik"	-Mikado
"C"	Consolidation Engine
"TW"	-Twelve Wheelers
	-Switch

Example.—Consolidation engine having 57 inch drivers, aders 22-inch diameter and 30-inch stroke, and weighing 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 de-grees 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 cross over 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 inditake in 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.
4 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 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 crossover leads.

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 insuitable. 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: FAST-BOUND FROM VANCOUVER:

DI-DOUND PROM VINCOUVER.	
133.8-1500 feet east of Mile Post No. 13	4
133.2-4500 feet east of Mile Post No. 13	
132.8-2300 feet east of Mile Post No. 13	3
131.0-4800 feet east of Mile Post No. 13	
<b>128.8</b> — 600 feet east of Mile Post No. 12	9
127.2—3700 feet east of Mile Post No. 12	
125.6-2700 feet east of Mile Post No. 12	6
123.8 400 feet east of Mile Post No. 12	
122.2-4200 feet east of Mile Post No. 12	
120.6-2800 feet east of Mile Post No. 12	1

Signals governing west bound trains, are numbered and located as follows: WEST-BOUND FROM KALAMA:

Sol-Boond From Knumm.	
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. 119	

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 Yard Limit rules. 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 office)

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 office.

119.8-4700	feet	east	of	Mile	$\mathbf{Post}$	No.	120
117.8-400	feet	east	of	Mile	Post	No.	118
115.8— 900	feet	east	of	Mile	Post	No.	116
<b>114.6</b> —1600	feet	east	of	Mile	Post	No.	115
<b>113.6</b> —1800							
<b>112.4</b> -3200							
110.2-2700	feet	east	of	Mile	Post	No.	111
<b>108.6</b> —2280	feet	east	of	Mile	Post	No.	109
<b>107.0</b> —4700	feet	east	of	Mile	Post	No.	108
<b>105.8</b> —2200	feet	east	of	Mile	Post	No	106

120.7-3200 feet west of Mile Post No. 120
<b>122.3</b> —2000 feet west of Mile Post No. 122
<b>123.9</b> —4800 feet west of Mile Post No. 123
<b>125.5</b> —2600 feet west of Mile Post No. 125
<b>127.3</b> —1600 feet west of Mile Post No. 127
<b>129.1</b> — 400 feet west of Mile Post No. 129
<b>130.7</b> —3800 feet west of Mile Post No. 130
<b>132.5</b> —1800 feet west of Mile Post No. 132
<b>133.3</b> — 900 feet west of Mile Post No. 133

### 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 Seattle and Tacoma.

Dr. E. B. Burwell, Oculist and Aurist, 300-1 Cobb Bldg.

AUBURN-

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

P. B. SWEET, Kangley, Wn.

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 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.

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

PORTLAND-Dr. Kenneth A. J. Mackenzie, Chief Sur-Dr. Luther M. Simms, District Surgeon. District between Vancouver and Kelso. geon Dr. Geo. Ainslie, Consulting Oculist and VANCOUVER-Aurist. Dr. J. T. Guerin, District Surgeon. Dr. Frank M. Taylor, Assistant Surgeon. District between Kalama and Albina. Dr. D. H. Jessup, Assistant Surgeon. ALBINAĸ Dr. Curtis C. Holcomb, District Surgeon. District between Vancouver and Portland. DB. T. C. CAMPBELL, Castle Rock. DB. P. B. WING, Oculist, Tacoma DR. W. G. CAMERON, Specialist, Ta-DR. L. M. SIMS, Kalama (S). DR. J. MCCHESNEY, St. John's coma DR. J. F. DICKSON, Oculist, Portland DR. J. T. GUERIN, Vancouver (S) DR. A. W. STEVENSON, Yacolt (S). DR. ANDREW C. SMITH, Portland (S).

DR. S. W. MOWERS, Chief Surgeon, DR. W. B. PENNY, Wilkeson, Wn. Orting (S). Western Div., Tacoma. Puyallup (S). DR. J. H. SHEETS, Buckley (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. P. FRENCH, Elma. DR. E. L. CARLSEN, So, Tacoma (S). DR. F. L. CARR, Montesano (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-

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. Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere Trains will keep to the right on double track between Tidewater and Tacoma Wharf and between Tacoma and South Tacoma. Trains will approach Tidewater under full control and will not proceed until tracks are known to be clear and signal is received from Distance Signal located on drawbridge line 1500 feet cast of home signal just east of Tacoma draw span, bridge 254, has been made Trains will approach cross-over switches on double track between Tidewater and Tacoma Wharf located at East L Street (near Trains entering passenger station via Head of Bay will use extreme care and not exceed eight (8) miles per hour around curves at

AUTHORIZED SURGEONS, N. P. RY. CO. Location of Stretchers (S). DR. G. W. KENNICOTT, Chehalis. DR. J. W. MOWELL, Olympia (S). DR. J. H. DUMON, Centralia (S). 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. 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. 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. Between Tidewater and Tacoma, engineer will obtain card order at Tidewater or Tacoma as authority to use Draw Bridge Line. Bridge card to be delivered to operator at Tidewater or to Chief Dispatcher at Tacoma. Interlocking signals at east and west approach to Draw Bridge control use of bridge and trains will not proceed unless Home signal shows clear indication. West bound trains that do not enter passenger station at Tacoma will leave draw bridge card with tower man at 15th street to be delivered to dispatcher's office. switch tender. semi-automatic. When home signal is clear, distance signal will be clear; when home signal shows stop position, distance signal will show stop position. Trains will observe automatic block rules, coming to full stop at distance signal, when same shows stop position, then proceed under full control to home signal. 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. At Tacoma a signal of the single arm semaphore pattern, located near junction of line leading to passenger station and the Draw Bridge Line at 15th Street; another signal of the same pattern at the north end of Passenger Yard. The two signals are to be controlled bridge Line at 15th Street; another signal of the same pattern at the north end of Passenger rand. 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 will enter passenger station 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 yard is at "Danger." south end of passenger yard. As there are no switch tenders at switches at the north end of passenger yard, trains coming into the yard at that point must positively know that switches are lined up for clear track before passing them. Push button operating signal to Tower man will be located on post under Concourse. Switch crew will operate for Portland bound trains and Conductors attend to it for Seattle bound trains.

# AUTHORIZED SURGEONS, G. N. RY. CO.

DR. J. A. LA GASA, Tacoma

### TACOMA TERMINAL DIVISION

Registering Stations .--- Tacoma yard office, Tacoma and South Tacoma

Bulletin Stations.-Tacoma yard office and Tacoma.

Standard Clock.-Tacoma.

Passenger trains will register by ticket at South Tacoma. Clearance will not be issued at South Tacoma to east bound trains unless RED signal is displayed. At Tacoma yard office and Tacoma no clearance required.

Derail Switches are located as follows, and must be kept set in derailing position when not in use: Harrison Bros. Spur and Keystone Lumber Co. Spur.

Freight trains leaving Tacoma yard, or switch engine taking transfer to South Tacoma, will not pass cross-over track above 15th Street leading from passenger yard to outgoing track without signal from switch tender, who will not allow trains or transfers to pass this cross-over when any passenger train is backing out of or waiting in the passenger station. East bound trains will be under absolute control approaching Pacific Avenue at Tacoma and will not pass Pacific Avenue crossing without signal from switch tender, indicating control approaching Facine Avenue at Facoma and will not pass Facine Avenue crossing without signal from switch tender, indicating that cross-overs at Pacific Avenue are clear. All trains which will use the Draw Bridge Line at Tacoma without entering passenger station will stop above Pacific Avenue and not proceed beyond there until engineer is furnished with a bridge card and an understanding established with tower man covering movement of train over Draw Bridge Line. If it is found that freight trains cannot use Draw Bridge Line and passenger train will be delayed on this account, conductor will arrange to enter Half Moon Yard and be handled via freight tracks to Tidewater.

Maximum Grades.—Tacoma Yard Office to two and one-half miles west. Speed of trains over cross-over switches at Tidewater and over 15th Street Bridge, entering Tacoma Passenger Yard, must not exceed ten (10) miles per hour, and five (5) miles per hour over switches at north end of passenger yard.

No engine heavier than N. P. class "W," loaded weight of which is as follows-weight on drivers, 207,000 lbs.; weight of engine and tender, 456,800 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. Engineers will not use sand over derail switches and rail locks east and west end of Bridge 254, Tacoma draw span.

J. S. DEAN.

Train Master, Tacoma

J. F. ALSIP, Chief Dispatcher, Tacoma