NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TABLE

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

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

SUNDAY, November 12th, 1911.

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

H. C. NUTT, General Manager. I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. C. ALBEE,
Superintendent

T. E. COYLE,
Assistant Superintendent.

C. E. McMULLIN,

Superintendent Tacoma Terminals.

J. C. ROTH,

Assistant Superintendent of Transportation.

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THIRD	CLASS TI	RAINS.		SECOND	CLASS		د	Time Table 35A			* . · · · .						FIRST	CLASS T	RAINS.				1			
· · · · · · · · · · · · · · · · · · ·		997	965	691	679	al, bies,	ımpeı	Succeeding No. 35 November 12, 1911.	3.	55	363	301	389	361	321	307	357	391	311	369	333	365	359	313	323	3
EX. SUN.		DAILY		DAILY	DAILY	yes Ta	Z	STATIONS.	B DA		DAILY OW. R.	DAILY Nor. Pac.	DAILY Nor. Pac.	DAILY OW. R.	DAILY Nor. Pac.	DAILY Nor. Pac.	DAILY	DAILY Nor. Pac.	DAILY OW. R.	DAILY OW. R.	DAILY Nor. Pac.	DAILY Nor. Pac.		DAILY Nor. Pac.	DAILY Nor. Pac.	No
Way	Nor. Pac. Way	Way	Nor. Pac. Way	& N.	Nor. Pac. Freight	ater cales nd W	tatio	Telegraph Offices and	Gt.	Nor.	& N. Portland	Portland	Yacolt Passenger	& N. Portland Passenger	Grays Harbor	Portland Passenger		South Bend Passenger		& N. Ore-Wash Express		Grays Harbor Passenger	Gt. Nor.	Portland Special	Grays Harbor Express	Li
Freight	Way Freight	Freight	Freight 5.10AM	Freight							Express			Passenger	Limited			Passeligei	Emired	Lapress	Limited	rassenger			6,00	-
	7.00Am	4.50AM	1 (1	9.30PM	3.00 (iii	Τ̈́Ϋ́		TACOMA WHARF 0		3.01AM	12.45AM	1.40AM		8.55AM	9.00AM	9.45AM	11.30AM		12.50PM	1.10PM	1.40PM	1.50PM	5.05PM	5 3 OPM		-1'
	7.45				9.45	ws	1981	SU.SOUTH TACOMA.N 3.7	5.9 * 12	3.15	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	5.58	-
	7.20	5 15 364 302	5.50 364-302 -360	10.00 334-356	334-356	T	1 1			1					* 0.00		964		* 10	362	362	0.150	* 5.25	* # # # 0	6 0 1 N	
	8.00	5 30 5 35	6.10AM	10.15	10.00			VALAKEVIEWN		i						* 10.07	300		* 1.10 362		* 2.05	358	* 5.32	i	6.01PM See page 3	
	8.15		See page 3	10.85	10.15			HIHILLHURSTN 14	1.	- 1					See page 3	f 10.16	308		* 1.17			See page 3	* 5.42		See page a	-
	8.85	6.15		10.55	10.88	W	1996	RY ROY N 20	0.6 1 12	3.45	1.80	2.21 680		9.33 964		10.29 964	12.15		* 1.25 998	1. 49 998	2.80		3.42	0.00		
	8.55 964	6.30		11.15	10.44		2002	YAYELMN 20	6.1 f 12	3.55 f	1.40 680	f 2.31		9.48		10.39	12.25 998		* 1.33	f 1.58	f 2.40		* 5.50	* 6.12		
	9.25	6.50		11.35	11.05	 	2007	RARAINIERN 3	1.5 f 1	1.05 f	1.50	f 2.41		9.54	<u> </u>	10.50	f 12.36		* 1.42	f 2.10	f 2.50		* 5.58	* 6.20		-
ļ		7.05			11.19	_w		JSMcINTOSHD	1	.680				f 10.02		f 10.58	362		* 1.48		* 2.56		* 6.03			-
998	9.54 11.40 361 307 308	,						4.6 T	ı		692			963		963									i	.
	11.59AM 362 358			680	11.81		1	NOTENINON 4	- 1	692	•			10.09		11.09 998 308	12.57 358		* 1.56	2.27	8.08			* 6.85	ļ	-
	12.30PM				11.41			BBUCODAN 4		1.80	2.13	1 8.00		f 10.14		11.15	f 1.05		* 2.01	1 %.88 *	8.10		8 .14	* 6.40		-
	e green of the sales						1 .	WABASH 4		ا • حال برسم ةِ	*	*		10.00		11.85	1.23	12.05PM	2.15	2.48	8.25		6.27	7.00		-
5.30AM	1.00PM	8.20 9.00		12.30 1.00		$\mathbf{S} \mathbf{Y}$. İ	CNCENTRALIAN 5			2.80	3.15		10.29			1.35	12.25	2.15		3.35	Balling and a second	6.37	7.15		
6.00		9.30		1.15	12.45	1	1	CH. CHEHALISN 5		2.00	2.40	3.25	-	*		* 11.00Am	*	* 12.30PM		*	*			*	ļ	- -
	-			1.55	77.4748			CHEHALIS JCTT 5		0.00	8.00	8.45	:	11.00		12 1 OPM	f 1.55			8.16	8.55	1	* 6.40 394 6.55	7.35	·	Sec
7.00		10.10		1.55	1.15		2038	NANAPAVINEN 6	2.5	2.20	8.00	6.±0	-	11.00	-	10.10	1.00	See page o	2.10	0.10	0.00		0.00			_
8.00		10.40	-	2.10	1.30	w	2044	WIWINLOCKN 6	8.5	2.85	8.15	4.00		11.18		12.25	2.08		* 2.55	8.28	4.07		f 7.06	7.45		
8,30		11.02		2.25	1.43 364	-w	2050	PNSOPENAHN 7	75.0 f	2.52	* 8.81	* 4.14	_	11.26 362-974		12.40	f 2.20		* 8.05	3.38	4.20 370		f 7.17	* 7.57		-
998		11.02 362 974 11.10	ļ	2.25 364 302 2.35 2.40	364 1.55 2.00	┨		2.4 OLEQUA 7		360		1 .		362-974 f 11.88			f 2.26		* 3.10	f 8.45	* 4.25		* 7.25 356			-
				360	302	<u> </u>	-		i				-	* 11 07					* 9 19	* 2.40	* 4 20		* 7.29			-
9.10 308 362 974	1	11.16 358 314		2.47	2.04 360		_	COWLITZN 7	79.4	8.04				* 11.37 314 358		* 12.51	* 2.30 370 2.40		370 * 3.21	* 3.49 370312334 4.00	* 4.29 312 334 4.37		7.40	* 8.07 680		-
10.15		11.35A 12.15P	A	3.04 4.58 355 363 303	2.20	W	2060	CA. CASTLE ROCKN	35.1	3.20 691	3 55 691	4.35 691		11.48AM 997		1.07	2.40		6.21	4.00	4.07					
10.85		12.30		5.15	2.42	1	2066	OSTRANDER	91.6 f	8.37	f 4.12	* 4.49		f 12.03PM		f 1.22	f 2.52		* 8.82	f 4.16	* 4.48		* 7.55	* 8.28		
11.30		1.00		5.25	8.00		2071	KSKELSON	95.3	8.45	4.21	4.58		12.15		1.31	8.00		* 8.88	4.26	4.56		f 8.08	8.34		
11.45		1.15	64.	5.40	8.15		2077	CXCARROLLSN	01.0 f	4.00	* 4.37	* 5.10		f 12.80		f 1.45	f 8.12		* 3.45	f 4.36	* 5.05		* 8.15	* 8.45		
19 11 55AN 8 12 45PM		1.30 2.00	-	5.55	8.85	W		KAKALAMAN		- 1	4.50			12.42 973		1. 55	8.20		* 3.55	4.50	5.15		8.25			_
1.00		2.15		6.06	4.00	1	Cx 4	MARTIN'S BLUFF 10	09.8	4.25	* 5.01	* 5.31		f 12.52			* 3.28		* 4.08	1 4.58			* 8.85			_
1.25		2.40		6.20	4.15			WDWOODLANDN		4.86	5.11	5.44		1.02			f 3.38		* 4.18	5.08	5.33		<u> </u>	* 9.14		_
1.50		3.05		6.35	4.81			RGRIDGEFIELDN		4.49	5.26		_	1.16		_	f 8.49			f 5.22	5.45		_	* 9.25		-
2.10		3.25		6.50				1KNAPPS 12 2.3		.				f 1.80	-	_	f 8.59	<u> </u>			* 5.55		_	* 9.37		-
2.25		8.85		6.56	4.52		_	3FELIDAT 12 2 .8					See page a		-		f 4.04	-		f 5.40			_	* 9.42		-
2.35		3.45		7.05	5.00		l.	VANCOUVER JCTT	1					* 1.42			* 4.08			* 5.45		_	_	* 9.48 9.55		-
2.50PM		4.00P	M	7.15	5.15 5.4535		Cx 29	MX.VANCOUVERN		5 25AM 679		_		1.52 * 2.00P		3.00 3.08	***************************************		4.54 * 5.009	5.53 * 6.00Ph	6.15		_	* 10.03		A 2000
		THE REAL PROPERTY AND ADDRESS.		7.30	_		-	No. Portland Junction N 13			* 6.10A			a.uup		f 8.11			J. OUR	J. 00Fi	f 6.26			* 10.05		-
_			_		6.00	1		ST. JOHNSN 13				f 6.41 * 6.46	_	-	-	* 3.16		<u> </u>	-		* 6.31	_	-	* 10.08		-
_	ļ		_		6.15			BA 0.5 N BEATTY				* 6.47		-		* 3.17			1		* 6.32	_	-	* 10.10		-
_			_	_	6.26	_	_	2.9 CCITY LIMITSN				* 6.53	_	-	<u></u>	* 3.23					* 6.38	-	-	* 10.18		-
				:		1		1.1 VCPORTLANDN			·	7.00		-		3.30P				-	6.45PW		Ξ	10.30PM		- TOES
_						ST			_									D	DATE			_	DAUV			-
	EX. SUN.	DAILY	EX. SUN	-	DAILY		-	Time Over District	_D	5.24	DAILY 5.25	DAILY 5.20		DAILY 5.05	DAILY .20	DAILY 5.45	DAILY 4.45	DAILY .25	4.10	DAILY 4.50	DAILY 5.05	DAILY .25	DAILY 4.30	DAILY 5.00	DAILY	-
9.20	6.00	11.10	1.00	10.00	9.45		1	Time Over District	- 1	υ.Z4	0.25	0.20	19	0.00	1 .20	0.40	1 7.40	.20	110	1.00	0.00		2.00	3.00		_

SEE SPECIAL RULES, PAGES 6, 9, 10 AND BACK COVER.

	<i></i>			<u> </u>		/	<i>y</i>		/	ý			MAIN	LINE.	r Tegit a s						a fine tant e de komen		East	Boun	d.
					1	/	FIRST	CLASS '	TRAINS.			/		/	//			Time Table 35A		SECOND	CLASS TRAINS.	TH	IRD CLAS	S TRAI!	NS.
356	322	390	334	394	312	370	324	314	358	362	308	366	392	360	302	364	from	Succeeding No. 35 November 12, 1911.	facks	680	692	964	966	998	974
DAILY	DAILY Nor. Pac.	DAILY	DAILY Nor. Pac.	DAILY Nor. Pac.	DAILY O.=W. R.	DAILY	DAILY Nor. Pac.	DAILY	DAILY	DAILY OW. R.	DAILY	DAILY	DAILY Nor. Pac.	DAILY	DAILY	DAILY OW. R.	ince f	STATIONS.	city on T	DAILY	DAILY	-	EX. SUN.	DAILY	EX. MON.
Gt. Nor.	Grays	Nor. Pac. Yacolt Passenger	Evergreen	South Bend Limited	& N.	& N. Ore-Wash Express	Grays Harbor	Nor. Pac. Seattle Special	Gt. Nor.	& N.	Seattle	Grays	South	Gt. Nor.	Nor. Pac. Seattle Express	& N. Seattle Express	Dista Porti	Telegraph Offices and	Capa Passi	Nor. Pac. Freight	OW. R. & N. Freight	Nor. Pac. Way Freight	Way	Way	Nor. Pac. Way Freight
	Limited			Zimed		Lapicss	Lapress		·				I moserige				144.4	TACOMA WHARF		3.30AM		12.15PM	3.55PM		
10.00PM	8.15PM		8.50PM		7.40PM 7.85	7.05PM 7.00	4.25PM	3.25PM	2.55PM	1.40PM 1.35	12.40PM	12.30PM		6.05AM 6.00	5.00AM	4.45AM 4.40	143.0	QTACOMAN	·i		4.00AM			3.15PM	
* 9.45 691-679	* 8.01		* 8.35 679-691		* 7.20	* 6.45	4.05	* 3.10	* 2.40	* 1.20 333-369	12.25	12.10		* 5.45 965	* 4.45 965 997	* 4.25 965 997	138.5	SU.SOUTH TACOMA.N	70	8.00	3.40	11.40AM 357	3.30	2.55	
* 9.87	* 7.55PM		* 8.26		* 7.18	f 6.87	3.55PM	* 3.04 966	* 2.30	f 1.10	f 12.16	12.01PM 357		f 5.35	* 4.32	* 4.16	134.8	VALAKEVIEWN	.60	2.50	8.25	11.25	3.20PM	2.45 324	·
	See page 4		* 8.17		* 7.03		See page 4	* 2.58	* 2.17 998 333		f 12.05PM	See page 4		5.25	f 4.25	f 4.09	129.8	HIHILLHURSTN	60	2.35	3.10	11.00	See page 4	332.30 582.07	
* 9.20			8.07		* 6.53	6.22		f 2.48	f 2.07	12.55 998	11.54AM			f 5.08	4.15	8.57	123.8	RYROYN	110	3012.05	2.50	10.29 9.28 361 307	8	1 49 12 45 62 311 369	
* 9.10			7.57		* 6.44	f 6.12		* 2.40 333	* 1.58 369	12.45	11.48			f 4.53	4.05	f 3.47	118.3	YAYELMN 5.4 T	70	1.40 1.35	2.31 2.26 301	8.55		12 25 12 15PM 357	
* 9.01			f 7.49		* 6.34	f 5.58		* 2.27	* 1.42 311	12.36 357	11.81		, , , , , , , , , , , , , , , , , , , ,	f 4.37	f 8.55	f 8.85	112.9	RARAINIERN	120	1.05 3551.00	2.10	8.10		11.55AM	
* 8.53	-		* 7.41	-	* 6.27	f 5.48		* 2.18 369		f 12.27	f 11.21 963			f 4.26	* 3.47	* 3.27	108.6	JSMcINTOSHD 4.6 T	70	12.40	1.58	7.45		11.40	
8.48			7.88		* 6.16	5.88		2.10 311	f 1.27 357-963	12.18 963	11.11 307 998			f 4.18	3.88	8.17	104.0	NOTENINON	140	12.25 691	1.23 355	7.20	361 308 30	11.25	:
* 8.87			7.26		* 6.11	5.32			* 1.21		11.00			f 4.04	* 8.80	* 8.11	100.7	BBUCODAN 5.2 T	65	12.01AM		6.30		10.20	
*			*		*	*		*	*	*	*		10.021	*	*	*	95.5	WABASH	100	11.400			•	1000	0.00%
8.25			7.15	6.55PM 6.45	6.00	5.20		1.50	1.10		10.45 10.30 10.15		9.50	3.45 3.35	3.15	2.55	93.7 89.6	CNCENTRALIAN 4.1 CHCHEHALISN		11.40PM 11.05 10.50		6.00AM		10.00 9.25 9.10	3.00PM 2.45
*	-		*	* 6.40 PM		*		*	*	*	*		* 9.40AM		*	*	88.6	1.0 CHEHALIS JCTT	<u> </u>		12.05AM 11.55PM				
8.00			6.45	See page 6		4.48		1.18	*12.46	11.80	9.55		See page 6	f 3.18	2.45	2.20	82.1	NANAPAVINEN	140	10.27	11.85		-	8.35	2.00
7.45			6.25		* 5.27	4.82		1.06	12.33 974	11.15	9.43		-	8.02	2.25	2.00	75.9	WIWINLOCKN	70	10.07	11.08			8.00	1 30
7 20		<u> </u>	6.09		* 5.15	4 10 100		1		11.02	9.29		-	f 2 47	* 2 07	* 1 40	69.4	PNSOPENAHN	60	9.47	10.48			7 25	1.30 12.05PM 358-314 11.45AM
7. 30	·	: :				4.19 333			* 12.21 307	11.02 361-974 997				f 2.47		* 1.40 679 691		2.4							11.45AM 10.30 362 361 307
* 7.25 * 7.20	ļ		* 6.02	-	* 5.10	f 4:18		f 12.47	* 12.15		f 9.23			f 2.40 691	* 2.00 * 1.55	* 1.80 * 1.25	67.0 65.0	OLEQUA	40	9.40	10.38			6.55	10.15
7.20		<u>:</u>	* 5.55 333 369 5.45		* 5.06 333 369 * 4.58	* 4.09 311 357 369 3.58		* 12.42 361 997 12.32	* 12.11 973 361 997 12.01PM	973	* 9.18 973 9.08		-	* 2.35 679 2.25	1.40	1.15	59.3	5.7 T CA.CASTLE ROCKN	100	313	10.18	* * * * * * * * * * * * * * * * * * * *	-	6.40	973 9.45
f 6.55			* 5.80	_	* 4.45	f 8.45			* 11.50AM		f 8.52			t 0.08	* 1.23	*10 50	52.8	6.5OSTRANDER		8.55	9.58			6.10	9.20
6.50			5.22	-	* 4.40	3.39			f 11.42		8.45 974			2.00		12.48	49.1	3.7 KSKELSON	70	·	9.50				3089.08 8.15
f 6.87			* 5.10		* 4.80			i	* 11.32	i	974 f 8.88			f 1.48	i	* 12.38	43.4	CXCARROLLSN		8.80	9.40			5.40	7.45
6.30			5.00		* 4.23	3.19		11.50	11.25	9.59	8.25			1.40	12.49	12.30	38.9	KAKALAMAN	140	8.20	9.80			5.30	7.30 6.30
* 6.20			* 4.50		* 4.15	f 8.10			*11.15		f 8.16				* 12.81		34.6	MARTINS B'FF 4.8		8.10	9.28			5.10	6.15
f 6.11			4.40		* 4.08	8.01		11.80	11.05	9.41	8.08			f 1.19	12.21	12.10AM		WDWOODLANDN 6.0 RGRIDGEFIELDN	140	7.58	9.15			5.00 4.40	6.00 5.45
f 6.00 f 5.50	-		4.27 * 4.16		* 3.49	f 2.51			10.55 * 10.45	9.81 f 9.22	7.58 f 7.48			1.07 f 12.56	f 11.59PM		18.2	5.6 KNAPPS	140	7.45	9.00 8.52			4.20	5.27
f 5.46		G. D.	* 4.12		* 3.45				* 10.40		7.44				f 11.55		15.9	FELIDAT		7.80	8.46			4.15	5.20
* 5.42		See Page 5 * 4.50PM	* 4.06		* 3.42	* 2.81		* 11.00	* 10.85	* 9.13	* 7.40		-	* 12.46	* 11.50	* 11.40	13.1	VANCOUVER JCTT	-	7.28	8.39			4.10	5.10
5.85P		4.40PM	4.00		3.36	2.25			10.30AM	1	7.85			12.40A	11.45		10.0	MXVANCOUVERN		7.05	8.30			4.00AM	5.00A
			1 8.47		* 3.30P	* 2.18PW		* 10.47		* 9.00AN						* 11.30PM	7.7	North Portland Junc. N 0.6	ŀ	6.55	8.15PM				
	-	:	f 8.45 * 3.40	_				* 10.45			f 7.25 * 7.20				f 11.81 * 11.26		7.1 4.5	BAWILLBRIDGEN		6.50					
			* 8.89		A 15 8 M			* 10.39			* 7.19	l			* 11.25		4.0	0.5 BEATTY			-				:
	-		* 8.85	-	page 2-7-11-12 No. 10-10-1	·		* 10.35		·	* 7.15		-	-	*11.20		1.1	CCITY LIMITSN		6.25				•	
- 200		- 10 m - 10 m	3.30Pl		Service management			10.80AM			7.10A			:	11.15PM		0.0	VCPORTLANDN	1000	6.15P		1			
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	-	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					DAILY	DAILY		EX. SUN.		EX. MON
30.1	24.6	18.6	5.20 26.8	20.4	32.4	28.8	16.4	4.55 29.1	4.25 30.1	4.35	26.0	16.9	12.2	5.20 25.0	24.7	5.10 26.2		Average Speed per Hour	-	9.15 15.5	7.45	6.15 8.1	14.0	11.45	8.03
							-5.1															· ·		10 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	
		· · · · · · · · · · · · · · · · · · ·				1			<u> </u>			1	<u> </u>				<u> </u>	.	<u> </u>	<u> </u>		<u></u>			
											SEE SPE	ECIAL RUI	LES PAGE	S 6, 9, 10	AND BACI	COVER.									

ers	Time Table No. 35A	l s		FIR	ST CLAS	S TRAII	NS.	ŀ	SECONI	CLASS.				-		TUI	DD CLA	SS TRA	INC	7			
Station Number Distance from Lakeview	Succeeding No. 35	of	321	FIR 371 O-WRR&N Passenger DAILY	365	323	379	585		695	ļ	965	977	967		101	RD CLA	SS IRA	 		<u> </u>	ī ·	
on N	November 12, 1911	city ng T	Nor. Pac.	O-WRR&N	Nor. Pac.	Nor. Pac.	C.M.& P.S.		_	O-WRR&N Freight		i	C.M.& P.S. Way Frt.						-				- -
Station Distance Lakevier	STATIONS Telegraph Offices and Calls	apa	Passenger DAILY	DAILY	DAILY	Passenger DAILY	Passenger		Freight EX. MON.				Way Frt. EX. SUN.							-	-	.	
	VAD	100	* 9.20AH			6.01PM			211.140111			6.10AM		EA. SUN.					_				- -
				f	2.20	f 6.05			-													<u></u>	_ _
	COUNTRY CLUB							<u> </u>										-					
	AMERICAN LAKE				2.21	• 6.06						6.20	_										
CK 4.3	COSGROVE	35	* 9.27	f	2.25	f 6.09						6.25											
CK 8.0	D DU PONTD	35 [* 9.82		2.35 966	6.16						7.00					-						- -
	SHERLOCK				2.47	6.28	-		_			7.20							-			<u> </u>	- -
1 1	UNION MILL	1			8.00	6.43			_			7.45							-		· · ·		_
					2.05	6.46			_		-:											İ	_
	LACEY T				3.05 324			<u> </u>	-			7.55										Ĺ	
	OY OLYMPIA D 0.7	110	10.10		8.20	2.00 2.10 322	<i>x</i>	·				8.15AN 366											
25.2	PT. TOWNSEND SOUTHERN C'G. 4.7 (Track Connection)					-																	
CK 29.9	BELMORE T	40	* 10.28	f	3.88	7.22					 						· · · · · · · · · · · · · · · · · · ·						- -
	RK LITTLE ROCKD				3.47	7.88			_										-		i	İ——	_ _
								This train			· 	:							:			i	
	BORDEAUX JUNCTION					* 7.40		No. 586 Aberdeen				- 200					-						
1 1	MIMA		. 1	f	8.58	f 7.47		Junction to Moclips		-			-	See page 5									
CK 43.7	HKD GATED	50	11.00 11.15		4.10 4.15	8.00 8.10	2.15	Widelips	8.004					12.05PM									1
CM 48.6	OXD OAKVILLED	90	11.25		4.26	8.21		-	8.20					12.30									-
					4.40						· · · · · ·			12.30 1.45 324-968									
. 1	LYTLE				4.49				3.45					2.25			•						
13	ORD PORTERD				4.45	8.89			3.50					2, 35									
C M 63.1	EFD	120	11.53 968		5.02	8.55 694			4.20			:		8.10									1
65.6	MACKS		* 11.56	f	5.07	9.00			4.25					8.20	-					-			-
	SPD	37	11.59AM		5.11	9.05			4.30					8.50						-		l	-
23 C M 72.4	5.6 MO MONTESANOD	70:	12.09PM		5.25 322	9.20		···	4.55					4.25					-				_
29	8.6					* 9.48		See page 7.45	5														_ _
37 81.0 C M 84 1	ABERDEEN JCT T 3.1 SA ABERDEEN D	50:	324	2.15PH	i	_	10.25PM			6.25AM			9 9 A DN	5.00 5.07									
40 C M 87 6	HO HOOMAM D	150		2.15PM 586 2.30PM		10:00 ๆ.45 10:30	i	997.55 998.05 998.15	6.80AM					5.55PM						:			_ _
C M 00 0	GRAYS HARROR CITY	No	586	T I	6. 30 6.40	10,00		8.40	-				322						-			·	_ _
CM 95.6	GRAY GABLES	No		f	6.55			8.50												ļ		· 	- -
CM 97.0	CHENOIS CREEK	No		f	7.01			8.55	_										-	[-
CM 100.2	TULIPS T	40		f	7.09			9.10						<u></u>					-			· ·	- -
CM 103.4	COPALIS CROSSING	Spur		f	7.20			9.25											-				- -
CM 106.1	KUHN			f	7.27			9.40						-									-
63	McGLAUFLIN	Sdo		f	7.80			9.45						•									-
04 107.7	ONSLOW	30 N-		f	7.34		·	9.50															
66 111 4	1.8 STEARNSVILLE 1.9	Spur	-	t	7.45			10.00	-									٠					
7 M 119 9	ALOHA 3.8 PACIFIC	Gnun -			7.50			10.10					·		_			-					
69 CM 114.6	1.4	7 No Sdg.		f	7.55			10.18		i	·	·							-				
71 2 M 115.6	1.0 MCD	8dg. 40			8.00PM			10.804	4			 						-	-				
	Time Over District		3.35	.15	5.45	4.19	.15	2.45	3.30	.25		2.05	.30	5.50					-			ļ 	-
	Average Speed per Hour		24.4	14.0	20.1	20.2	14.0	18.6	12.4	8.4		11.8	7.0	7.5							<i></i>		_ _

East Bound									GRAY'S	HARBOR	LINE.			•					
Time Table No. 35A	E		FII	RST CLA	SS TRAI	NS.		SECONI	D CLASS.					THIRD C	LASS TRA	INS.			
Succeeding No. 35.	2	372	366	380	324	322	586	694	696		968	ĺ			:	-			
STATIONS.	tanc	O-WRR&N Passenger	Nor. Pac. Passenger	C.M.& P.S. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger DAILY	Nor. Pac. Mixed	Nor. Pac. Freight	O-WRR&N Way Frt.	C.M.& P.S. Freight	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.							
Telegraph Offices and Calls	Dis	DAILY	DAILY	DAILY	DAILY	DAILY		EX. SUN.			EX MON.		-						
A LAKEVIEWD	115.6	-	12.01PM		8.55PM	* 7.55PM						3.20PM	M						
COUNTRY CLUB	113.3		f 11.54AM		f 3.47	* 7.50							-						
AMERICAN LAKE	112.7		* 11.58		* 3.46	* 7.49	:					8.10					-		
COSGROVE	111.3		f 11.51		f 3.43	* 7.46						8.00							
3.7 DU PONT	1	l	11.46		3.35	f 7.89						2.35 2.00			4	_	-		
4.5 SHERLOCK			11.82		8.22	* 7.26		·				1.26	-		-	_	-		
5.4								<u> </u>			<u> </u>	ļ	-						
UNION MILL			11.20			* 7.15					·	12.46				_			
LACEY T			11.17			* 7.12						12.26							
YOLYMPIAD 0.7	91.1		11.05		2.50 2.45	7.00 6.50						12.01PM 366	4						
r. townsend southern c'g.	90.4		909			020		-		-						_	-		
4.7 (Track Connection)							, con												
BELMORE T	85.7		f 10.47			* 6.40													
LITTLE ROCKD	79.2		10.35 321		2.20	* 6.28						A. C. C. C. C. C. C. C. C. C. C. C. C. C.							
BORDEAUX JUNCTION			* 10.28		* 2.17	* 6.26													
MIMA			f 10.25		* 2.14	* 6.23		See page 5			See page 5					-			
KD 4.9			10.15 10.10		2.05	6.15 6.10		10.10PM			1.30PM				-	_			
4.9 X OAKVILLE			10.10		1.45	6.10		9.52			1.15					-			
6.9					967						1.15 1.00 967		TO STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE ST						
LYTLE	60.1		* 9.42		* 1.27	* 5.52		9.24			12.25								İ
R PORTER D 6.5	59.0		9.39		1.25	f 5.50		9.21			12.20PM								
ELMAD	52.5		9.22		1.09	5.41		8.55 8.50			17.53AM								
MACKS	50.0		f 9.14		f 1.01	* 5.87		8.38			11.00								
1.2 P SATSOP D	48.8		9.10		12.58	f 5.85		8.85			10.50					-		-	
5.6 O MONTESANOD	43 2		8.55		12.45			8.20			10.80								
8.6 ABERDEEN JCT T			* 8.35			5.25 365	See page 5 2.15PM				·								
ABERDEEN JCI		11.000	8,25	8.50AM	321 12.15	5.07 967 5.00		7.30	7.55AM 585	6.50AM	9.40			: .'		-	-		
3.5 O HOQUIAM			8.10		9.0	4.45PM 997	1.40 1.40 1.30 1.15		585 7.80AM	<u>, in the state of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the</u>	8.45AM 366.380 585								
GRAYS HARBOR CITY	24.7	366	372 f 7.47	585		997	° 1.1 5 12.55	305			366 380 585					_			
4.7 GRAY GABLES	20.0		f 7.84				12.85	-											
CHENOIS CREEK			f 7.26		-		12.28												
TULIPS T			f 7.20				12.18												
COPALIS CROSSING 2.7 KUHN	1		f 7.08 f 7.01				12.01PM						1						
0.4 McGLAUFLIN	-		f 6.59	:			11.54					-	-			_		**	
1.2 ONSLOW		<u> </u>	f 6.55	-			11.50					·	-		_	_	-		
1.8 STEARNSVILLE	6.1		f 6.50				11.42						-						
ALOHA	4.2		f 6.42				11.84												
PACIFIC	1		6.86				11.28												
SUNSET BEACH	1	l ·	f 6.88		-		11.20												
C MOCLIPS D	is 1. 5.	(36) 30 a con (36)	6.30AM		9 10	2 20	11.15	9 10	95		F 10	2.10				_			
Time Over District Average Speed per Hour	1 1 1 1 1	.15 14.0	5.31 20.9	.15	$\frac{3.10}{27.7}$	3.20	3.00 12.4	3.10	8.3		5.10 8.5	7.3	-			-			

		West I	Bound.						GATE LINE.					East	Bound	•	
THIRD CLASS.	SECOND CLASS.		FIRST	CLASS.	-	iles,	9		Time Table No. 35A	Gate			FIRST	CLASS.		SECOND CLASS.	THIRD CLASS.
967	693	387	385	383	381	al, Scales, d Wyes	Numbers	from	Succeeding No. 35 November 12, 1911.	from C	Capacity of Passing Tracks	382	384	386	388	694	968
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	r, Coal		Distance f Centralia	STATIONS.	ance	city ing T	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight
EXCEPT SUNDAY	DAILY EX. MON.	DAILY	DAILY	DAILY	DAILY	Water, Tables	Station	Dista	Telegraph Offices and Calls	Dista	Capa Passi	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	EXCEPT MONDAY
9.15AM 381	1.00AM	7.25PM 386	3.30PM	10.45AM	9.00AM	W C Y S	2027	0.0	CNCENTRALIAN	13.0	170	11.0 0 AM	3.00PM 385	6.55PM 387	8.55PM	11.30PM	2.30PM
								1.5	oW. R. & N. CO. CROSSING No Track Connection .1	11.5							
9.80	2.00	* 7.84	* 8.84	* 10.48	* 9.04			1.6	BLAKESLEE4.2	11.4		* 10.48	* 2.51	* 6.48	* 8.50	11.15	2.20
9.55	2.15	7.45	3.45	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
10.16 11.15 383 382	2.40	7.55	8.55	11. 05 967	f 9.88	TO STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STORE STO	C K 47	10.0	RHROCHESTER	3.0	75	10.30 967	2.27	6.25	8.31	10.45	1.45
								10.5	C. M. & P. S. CROSSING No Track Connection 2.5	2.5							
11.45AM	3.00AM	8.05PM 388	4.10PM 386	11.15AM 384	9.45AN	WY	C K 44	13.0	HKGATE	0.0	50	10.20AM	2.15PM	6.15PM 385	8.20PH 387	10.30PM	1.30PM
EXCEPT SUNDAY	DAILY EX. MON.	DAILY	DAILY	DAILY	DAILY	N.C.O.V.						DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	EXCEPT MONDAY
2.30	1.20	.40	.40	.30	.45				Time Over District	-		.40	.40	.40	.35	.55	1.00
5,2	9.7	19.5	19.5	26.0	17.3	600			Average Speed per Hour			19.5	19.5	19.5	22.3	14.1	13.0

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 Junction, Aberdeen, Hoquiam and Moclips.

Clearance will not be required to consult 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.

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

Bulletin 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 at Malone on flag.

No. 321 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 Little Rock on Saturdays, only, to take on passengers, and will stop on flag at Union Mills Saturdays only.

No. 323 and No. 366 will stop on flag at Overon, three miles east of Little Rock.

When No. 324 meets No. 321 at Aberdeen Junction No. 324 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. 382. No 383 has right over No. 384. No. 385 has right over No. 386, and No. 387 has right over No. 388 between Centralia and Gate.

No. 965 has right over No. 966, Lakeview to Olympia.

No. 381 will turn on wye on arrival at Gate.

Yard limits at Centralia extends to a point 2200

No. 951 has right over No. 966, 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.

Telegraphones are located in Section House at Sherlock, in Depot at Lacey, and in Section House at Belmore, and are connected with telegraph office at Olympia, and may be used by train crews in emergency.

Class S or \$4 engines will not exceed 8 miles per hour over Satsop river bridge
All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed: Wishka River, ¼ mile east of Aberdeen; Hoquiam River, ¾ mile east of Hoquiam Vance's Spur, at Macks spur, and at Java spur west of Elma, at east end of Satsog Siding, and at Port Townsend Southern Known and Satsog Siding, and at Java spur west of Elma, at east end of Satsog Siding, and at 1917 Townsend Southern trains from transfer track near Port Townsend Southern crossing to Northern Pacific depot to transfer track, will be protected by flag. All Northern Pacific trains will approach these points with train under control, expecting to be flagged by flagman of Port Townsend Southern Pacific trains will approach these points with train under control, expecting to be flagged by flagman of Port Townsend Southern Pacific trains will approach these points with train under control, expecting to be flagged by flagman of Port Townsend Southern train.

Normal position of crossing gates at Olympia where Northern Pacific tracks. All Northern Pacific tracks Danger signal will be maintained day and night on gates, which will consist of switch light at night. All Northern Pacific tracks. Danger signal will be maintained day and night on gates, which will consist of switch light at night. All Northern Pacific tracks Danger signal will be maintained day and night on gates, which will consist of switch light at night. All Northern Pacific tracks and position.

The tunnel district at Olympia

SECOND CLASS SECOND CLASS Time Table No. 35A Numbers Succeeding No. 35 582 584 581 583 November 12, 1911. STATIONS. Mixed Mixed Mixed Mixed er, Telegraph Offices and EX.SUN. Wed., Sat Wed., Sat. EX. SUN 0.0ABERDEEN JCT..... 18.7 42 7.45AM 2.15P CM 37 7.87 0.8JUNCTION CITY..... 17.9 2.18 2.20 1.4COSMOPOLIS JCT..... 17.3 No 7.35 4.35P ..D 15.7 7.30AM 2.35PM 2.30PM ÇG 3.0 MP......COSMOPOLIS..

4.6COSMOPOLIS JCT.....

5.7SOUTH ABERDEEN.....

8.0WEST ABERDEEN....

14.7 SOUTH ARBOR

16.2MARKHAM......

18.7 OCOSTA.....

OCOSTA BRANCH.

East Bound.

4.32

4.29

4.25

8.56

3.55

3.45P

.50

EX. SUN. Wed., Sat .15

12.0

14.1 No Sdg

13.0 90

10.7 No

4.0 No Sdg

0.0 75

2.5

Time Over District 1.00 12.0 Average Speed per Hour

CR 3

 $_{5}^{\mathrm{CR}}$

CR 13

WC CR T 16

West Bound.

* 2.40 f 2.48

f 2.58

f 3.21

f 3.28

3.35PM

Wed., Sat. EX. SUN

Registering Stations—Aberdeen Junction, Cosmopolis and Ocosta.

Builetin Station—Cosmopolis.

No. 583 has right over No. 584, Cosmopolis to Ocosta.
583 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 n South Aberdeen and Cosmopolis.

West	Boune	d.		Y	ACOLT BRANCH.		E	ast Bound
FIRST	CLASS.	l, Scales, Wyes	rs		Time Table No. 35A			FIRST CLAS
	389	Coal, Scand Wye	Station Numbers	from	Succeeding No 35 November 12, 1911.	Distance from Vancouver Jct.	Capacity of Passing Tracks	390
	Passenger	er, Co	N noi	Distance from Yacolt	STATIONS.	ance	acity ing T	Passenger
	DAILY	Water, Tables	Stati	Dista	Telegraph Offices and Calls	Dist	Cap	DAILY
	7.20AM	WY	C Y 27	0.0	YCD	27.2	35	6.20PM
	f 7.37		C Y 20	6.6	WALL	20.6	No Sdg.	f 6.00
	7.48		C Y 19	8.0	HEISON	19.2	25	5.55
	7.50		C Y 17	9.8	CRAWFORD	17.4	No Sdg.	5.48
	8.05	w	C 14	12.8	BABATTLE GROUNDD	14.4	20	5.88
	8.20		C Y 10	17.0	BRUSH PRAIRIE	10.2	25	5.28
	f 8.24		C _Y	18.6	LAURIN	8.6	50 Spur	f 5.22
	f 8.27		C _Y	20.1	HOMAN	7.1	Spur	f 5.18
	f 8.32		C _Y	21.1	BARBERTON	6.1	4 Spur	f 5.12
-	f 8.37		C _Y	24.1	HIDDEN	3.1	No Sdg.	f 5.02
	8.47AM	Y	C X 25	27.2	VANCOUVER JCT	0.0	No Sdg.	4.50PM
	DAILY							DAILY
	1.27				Time Over District			1.30
	18.5				Average Speed per Hour			18.1

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

SPECIAL RULES FOR MAIN LINE.

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

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

Chehalis is registering station for South Bend Branch Trains.

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

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

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 Cowlitz, Tenino or South Tacoma, unless red signal is layed.

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 Cowlitz, Tenino or South Tacoma, unless red signal is displayed.

All eastbound trains will procure 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.

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

Standard Clocks—Tacoma, Centralia, Vancouver and Portland.

Standard Clocks—Tacoma, Centralia, Vancouver and Portland.

Line Standard Clocks—Tacoma, Centralia, 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 proceed until a flagman has been sent ahead to flag the crossing.

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

Conductors and engineers will provide themselves with current time table of Northern Pacific Terminal Co. and will be governed by Special Rules thereon while in Portland Yard. Also provide themselves with current time table of Northern Pacific Terminal Co. and will be governed by Special Rules thereon while in Portland Yard. Also provide themselves with current time table of Northern Pacific Avenue are lear. All trains

use Draw Bridge Line and passenger train with the delayed on valid deceased.

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.

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 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.

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 enou hears must be used so that engines will not need to go on this track.

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

Derail Switches are located as follows and must be kept set in derailing position when not in use: Tacoma (Harrison Bros. spur); Tacoma (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); Wacoma Yard extends to a point 250 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 to let off passengers from points south of Lakeview. No. 307 will stop at Lakeview to let off passengers from points south of Lakeview. No. 307 will stop at Lakeview to let off passengers from points south of Lakeview.

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.

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 east 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 Conductors and Engineers must supply themselves with conv of Block Signal Pulsa received.

proceeding.

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

Between Centralia and Wabash, the third, or extreme right hand track going east, will be used as a switching lead for the east end of Centralia Yard, as far as the yard limit board; outside of yard limits any trains using this track will obtain train order authority from dispatcher at Tacoma by the use of telephone, which is located in the building formerly used for telegraph office. Communication with the Dispatcher can be had by use of telephone located on the dispatcher's wire, in accordance with the instructions which will be found posted beside the telephone. Under such authority the third track will be used by trains to or from the Centralia Eastern Railway and the 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.

(1) Double track extends from a point 400 feet west of depot at Te nino to a point 75 feet west of passenger depot at Sopenah and from Cowlitz 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, % of a mile east of Hoquiam, except single track across Lewis Bridge, 3.0 miles east of Ridgefield, and

Cowlitz 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, ¾ of a mile east of Hoquiam, except single track across Lewis Bridge, ¾ of alles east of Ridgefield, and single track from west end of passenger station platform at Centralia to a point 1,700 feet west thereof.

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

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

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

(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 sagainst the current 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 of discharging passengers, full

44.0	st Bou	ınd.			S	OUTH BEND BRANG	CH.		E	ast Bo	und.
THIRD CLASS.	FIRST	CLASS.	es,			Time Table No. 35A			FIRST	CLASS.	THIRD CLASS.
969	393	391	Coal, Scales, and Wyes	Station Numbers	from Junction	Succeeding No. 85 November 12, 1911.	E	cks	392	394	970
Freight	Passenger	Passenger	Coal	Z	e fre	STATIONS.	Distance from South Bend	Capacity of Passing Tracks	Passenger	Passenger	Freight
See page 1	See page 1	See page 1	er,	tion	anc		anc th B	acit	See page 2	See page 2	See page 2
EXCEPT SUNDAY	DAILY	DAILY	Water, Tables	Stai	Distance Chehalis	Telegraph Offices and Calls	Dist	Cap	DAILY	DAILY	EXCEPT SUNDAY
6.45AM	7.50PM	12.30PM	Y	2032	0.0	CHEHALIS JCT	56.5	Y	9.40AM	6.40PM	3.85P
7.05	8.00	12.40		C W	3.4	AD	53.1	5	9.26	6.30	3.10
7.15	8.03	12.44		CW 5	4.7	ADNA	51.8	37	9.21	6.25	2.25
7.55	f 8.19	12.58	W 2.4 m West	10	10.1	CERES	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 8.50 392	8.85	1.1 5 970	September 1	C W 16	16.3	DRDRYADD	40.2	90	8.50 969	5.55	1:15
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	1.35	W	C W 22	22.3	PLD 1.4	34.2	75	8.35	5.85	12.30
					23.7	McCORMICK R. R. CROSSING 0.6 Track Connection	32.8				
10.35	9.02	f 1.41	w	C W 24	24.3	McCORMICK	32.2	Spur	f 8.21	5.27	12.10PM
11.00	9.10	f 1.50		C W 26	26.1	WALVILLE	30.4	Spur	f. 8.16	5.24	11.55AM
					27.3	.WALVILLE R. R. CROSSING 1.6 No Track Connection	29.2				
11.40AM 970	f 9.25	2.00	Т	C,W 29	28.9	PLUVIUS 6.4	27.6	36	f 8.07	f 5.17	11.40 969
12.15PM	9.45	2.25	W	C W 35	35.3	FRFRANCESD	21.2	35	7.45	4.55	10.20
12.25	f 9.49	2.80		C W 37	36.6	GLOBE	19.9	Spur	f 7.89	f 4.50	9.40
12.35	9.58	2.34		C W 38	38.0	BMD 4.3	18.5	14	7.86	4.47	9.80
1.10	10.03	2.45		C W 42	42.3	HOLCOMB	14.2	30	7.24	4.35	9.00
1.30	10.18	2.58		C W 46	46.5	MENLO	10.0	9	7.18	4.25	8.35
2.00	10.28	8.10	s	C W 50	50.5	WILLAPA	6.0	16	7.02	4.15	8.10
9 .80	10.35	8.20		C W 53	53.1	NDRAYMONDD	3.4	4 5	6.57	4.10	8.00
3.00PM 394	10.45PM	3.30PM 394	W C T	C W 57	56.5	SBD	0.0	150	6.45AM	4.00PM 969-391	7.30AM
EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	EXCEPT SUNDAY
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	6.9

CALITU DENIS DESIGNA

Registering Stations—Chehalis and South Bend.

Standard Clock—Centralia. Bulletin Station—South Bend.

Wast Daums

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. nus and re Em. All trains will stop 400 feet from draw span over South Fork Willapa River, three miles east of South Bend, and will not proceed

All trains will stop 400 feet from draw span over South Fork whapa faver, three mines east of South Bend, and will not proceed until draw is known to be closed.

Chehalis Yard includes west "Wye" switch at Chehalis Junction.

Maximum grades between Pe Ell and Frances.

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

Derail Switches are located as follows and must be kept in derailing position when not in use: Lebam Mill Spur, Trap Creek Spur, Cram Spur and Wheaton.

Trains from South Bend Branch must ascertain Main Line rights by telephone before occupying Main Line at Chehalis Junction.

Nos. 391 and 392 will stop on flag at Trap Creek.

Trap Creek is flag stop for train 393.

West Bou	nd.						BUCKLEY LIN	E.					E	ast Bound.	West Bound. GREEN RIVER BRANCH	. E	ast Boun	d.
THIRD CLASS	. FIRST	CLASS T	RAINS.	cales,	'n		Time Table No. 35A			FI	RST CL	ASS.		THIRD CLASS.	FIRST CLASS.		FIRST CL	ASS.
971	397	367	395	Coal, Sca and Wye	Numbers	rom	Succeeding No. 35 November 12, 1911	from	of	368	396	398		972	Passenger DAILY PASS. Passenger DAILY PASS. Passenger DAILY Passenger DAILY Passenger DAILY DAILY Time Table No. 35A Succeeding No. 35 November 12, 1911. STATIONS. Telegraph Offices and Calls	Distance from Kanaskat Capacity of Passing Tracks	398	
Way Freight	Passenger	Passenger	Passenger	er, Co	N uoi	Distance from Kanaskat	STATIONS.	Distance Tacoma	acity sing T	Passenger	Passenge	Passenger		Way Freight	Passenger A T A T A T A T A T A T A T A T A T A	itance fro naskat pacity of ssing Trae	Passenger	
EXCEPT SUNDAY	DAILY	DAILY	DAILY	Water, Tables	Station	1			200 (000)	DAILY	DAILY	DAILY		EXCEPT SUNDAY			DAILY	
6.30AM	5.10PM	9.40AN	7.00AM		A1	0.0	KANASKAT	45.9	140	9.05	10.204	M 7.05 ™ 7.40		1.30%	15 7.6	17.9	8.40PM	
6.45	5.15	* 9.45	7.04	Page Aug	1932	1.2	JCPALMER JCTN	44.7	70	9.00	* 10.10	7.00		1.00	7 0.8	10.3 30	8.05	
6.50	5.16	* 9.47	7.06	w	1933	2.1		43.8	30	f 8.58	* 10.08	6.55		12.45	2.1	9.5 Spur 30	7.55	
7.00	5.19	f 9.51	7.10		1934	3.4	BAYNE	42.5	Spur	f 8.56	* 10.05	6.51		12.30	5.50 12.5KANGLEY JCT	5.4 62	7.35	
7.05	f 5.22	* 9.55	7.14		1936	4.7	CUMBERLAND	41.2	No Sdg.	f 8.54	* 10.02	6.46		12.01PM	6.00 14.0 SELLICK 0.1	3.9	7.25	
7.10 395 7.45	* 5.24	* 10.00	* 7.16 971		1937	5.8	NAVY	40.4	60	f 8.53	* 10.00 367	* 6.43		11.50AM	14.1 C. M. & P. S. R. R. CROSSING No track connection 1.4	3.8		• . •
8.20 9.00	5.87	10.13	7.28		1942	10.9	CWENUMCLAWD	35.0	105	8.43 971	9.50	6.80	, .	11.20		2.4	7.15	
9·25 10·45 367 972 396	5.50	10.21 971 972	7.88		1945	14.8	BKBUCKLEYD	31.6	100	8.88	9.43 971 972	6.18		10.21 9.00 367 971 398	6.20 AM W Y A 1 17.9 GVKANASKATN	0.0 75	7.10PM	
11.00	* 6.00	*10.30	* 7.48		1949	18.6	CASCADE JCT	27.3	No Sdg.	* 8.20	* 9.32	* 6.00		8.30				
11.10AM 12.15PM	6.03	10.33	8.00 972	w _C C	1950	19.7	SOSOUTH PRAIRIED	26.2	135	8.18 972	* 9.30	5.50		8 28 7 55 368-395	DAILY		DAILY	
12.35	f 6 11	* 10.40	8.05	ء م	1954	22 !	ARLINE	23.4	Spur	£ 8.10	* 9.23	5.33		368-395 7.35	1.10 Time Over District		1.30	
12.40		* 10.42	f 8.08				1.7 CROCKER			. [* 9.21	_		7.80	15.3 Average Speed per Hour		11.1	
		-	8.18	т			2.7 7 OGORTINGD		.	395 8.01	* 9.17		· ·	7.10	Registering Station.—Kanaskat.			
1.10		f 10.50					3.4		.					6.50	Engineers will not be required to consult register except at it. Derailing switches west of main line log landings will be set	for derai	1.	
1.24	6.88	* 10.58	8.27				3McMILLIN	.	Spur	f 7.54	* 9.10	_			Trains will look out for engines of Logging Co. using trac located 1,100 feet west of Spur No. 1 at Kerriston.			
1.80	6.88	* 11.02	8.37		1963	32.4	ALDERTON	13.5	25	f 7.51	* 9.07	5.06		6.35	Tains will look out for engines of Cascade Timber Co. their siding and Kangley.	handling	logs between	
1.40	* 6.43	* 11.07	* 8.40	Y W	1966	34.8	MEEKER	11.1	70	* 7.48	* 9.04	* 5.00		6.20	Maximum grade. s Derailing switch is located 250 feet east of Kangley Jct., on	Kangley	Line.	
2.00	6.53	11.15	8.55 396		1967	36.	PYPUYALLUPN	9.8	70	7.45	9.00	4.55		6.10	See special rules, page 10.			
	7.108	11.80A	9.154			44.	6 QTACOMAN	1.3	2500	7.30A	8.45	at commence						
2.45PM				2000	1976	45.	TACOMA WHARF	0.0						5.80A				
EXCEPT SUNDAY	DAILY	DAILY	DAILY			-				DAILY	DAILY	DAILY		EXCEPT SUNDAY				•
8.15	2.00	1.50	2.15				Time Over District			1.35	1.35	_		8.00	A CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR			
5.5	22.3	24.4	18.0				Average Speed per Hour			28.1	28.1	17.3		5.7		nedia/ 1986 history William Individual	Minima de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya	

Speed of trains over crossover switches at Tidewater and Puyallup and over 15th Street Bridge, entering Tacoma passenger yard, must not exceed ten

(10) miles per hour.

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 Trains entering 1 acoma or one of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state

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.

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

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

At Tacoma Wharf and Tacoma no clearance required.

No. 396 will register by ticket and need not obtain clearance at South Prairie, unless red signal is displayed.

Eulletin Stations.—Tacoma Wharf, Tacoma. South Prairie.

Bulletin Stations.—Tacoma Wharf, Tacoma, South Prairie.

Standard Clock.-Tacoma.

Standard Clock.—Tacoma.
South Prairie Yard extends to Cascade Junction.
Trains will approach Cascade Junction under full control, looking out for branch line trains.
Speed of passenger trains must not exceed thirty miles per hour, and speed of freight trains twenty miles per hour, from Buckley to Cascade Junction.
Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Orting, Buckley and Enumclaw.
Buckley Line extends to Puyallup, and the new or extreme left hand track coming west between Meeker and Puyallup is main track for Buckley Line, and also is passing track and operated under yard limit rules. Puyallup yard limits extend from Meeker to Puyallup. Buckley Line trains in either direction will use East bound main track of Seattle Line in running around water tank at Meeker. All trains must approach this point under full control and be sure track is clear before proceeding. Buckley Line trains will protect by flag when using this gauntlet.

In order to fully safeguard operation of the track known as the Buckley Line between Meeker and Puyallup and which track is also used as a passing track for main line trains, and for safeguarding the gauntlet in front of the tank in which Buckley Line trains use the east bound line, following will govern during foggy weather:

Conductors and engineers of trains from Buckley Line, before leaving Meeker, will obtain from operator at Puyallup by telephone, block, indicating position of trains on east bound track between Puyallup and Meeker, and, in addition to this, before using gauntlet, will fully protect by flag. Will also ascertain from operator the position of trains on Buckley Line 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 accid

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" loaved 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.

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.

Line.

NOTE.—No. 398 will wait at Puyallup for connection with No. 323. No. 396 will connect with No. No. 321 at Puyallup.

NO. 398 will connect with Seattle Division No. 280, at Kanaskat.

No. 367 will connect with Seattle Division No. 280, at Kanaskat.

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

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

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

No. 367 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 Enumclaw, 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 Office), East D Street (near Round House) and South Twenty-first Street (entering Passenger Station), under full control and will not proceed until tracks are known to be clear and signal is received from Switch Tender.

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

Conductors of trains carrying logs, before using double tracks, will carefully inspect loading; and, if insecure, will obtain orders insuring that other trains will not 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 single arm semaphore pattern located near junction of temporary line leading to passenger station and the draw bridge line or Tacoma Division Main Line well enter passenger station when signal at 15th Street is at "Dan

THIS TIME CARD CONFERS NO RIGHTS ON TACOMA DIVISION TRAINS BETWEEN PALMER JUNCTION AND KANASKAT. No. 395, 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.

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West Bound.	BURNETT BRANCH.	East Bound.	West Bound. WILKESON BRANCH. East Bound.	West Bound. ELMA BRANCH. East Bound.
FIRST CLASS. 373 375 Passenger DAILY DAILY DAILY DAILY DAILY DAILY DAILY DAILY DAILY DAILY DAILY	Tolographi Offices and Carls	- DAILI	FIRST CLASS. 377 Passenger Table No. 35 November 12, 1911 Passenger Table No. 35 November 12, 1911 Passenger Table No. 35 November 12, 1911 Passenger Table No. 35 November 12, 1911 Passenger Table No. 35 November 12, 1911 Passenger Table No. 35 November 12, 1911 Passenger DAILY Passenger DAILY	Time Table No. 35A Succeeding No. 35 November 12, 1911 STATIONS. Page 1
6.21PM 7.26AM C 4 6.26 7.34 S C 2 6.31PM * 7.89AM 194	2.1	.0 No * 7.10AM * 6.10PM	6.10AM T CB 15 0.0 FXFAIRFAX	C H 0.0
DAILY DAILY .10 .13 20.4 15.6	Time Over District Average Speed per Hour	Sdg. DAILY DAILY .15 .10 13.6 20.4	6.85 CB 8 6.8 CBCARBONADOD 8.7 5 7.15 6.55 ST CB 10.6 WXWILKESOND 4.9 90 6.55 6.45	CH 7½ 2.3
required to consult regi will be set to protect ca not exceed 20 miles per Speed must not ex	lors.—Burnett and Cascade Junction. Ester except at initial or starting point. Swirs at quarries by derail. Speed of trains withour ceed six miles per hour within the corporate station platform at Spiketon must be set a	itches above Burnett hen backing up must	* 7.10AM 1949 15.5CASCADE JCT 0.0 No Sdg. * 6.81PM Sdg. * 6.81PM DAILY DAILY 1.00 Time Over District 1.04	C H 6.0
Coal, cs less less less less less less less l	ORTING BRANCH. Time Table No. 35A Succeeding No. 35	East Bound.	15.5 Average Speed per Hour 15.4	Engineers will not be required to consult register except at initial or starting point Kraft, 2.0 miles west of Elma, is spur for carload shipments. Note.—All trains will run slow between Simpson and Hillgrove account light rails Switch in main track just above switch leading to Siding at Simpson must be left to act as derail. See Special Rules, page 10.
Water, Scales, and Wy	Time Table No. 35A Succeeding No. 35 November 12, 1911 STATIONS. Telegraph Offices and Calls 0.0END OF TRACK	7	Maximum Grades. Registering Stations.—Fairfax and Cascade Junction. Engineers will not be required to consult register except at initial or starting point. Derailing switch located 200 feet east of east switch at Montezuma will be kept set and locked for derail. Carbonado Junction switch at Wilkeson and Fairfax Junction switch at Carbonado will be set for Fairfax Line. Speed of trains when backing up must not exceed 20 miles per hour. Trains will stop at railroad crossing near Fairfax Junction, between Carbonado and Fairfax.	West Bound. CROCKER BRANCH. East Bound. Time Table No. 35A Sugrey November 12, 1911 STATIONS. Telegraph Offices and Calls Telegraph Offices and Calls

Registering Station.—Orting.

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

Maximum grades on St. Paul & Tacoma Lumber Co.'s line east of Puyallup River. See special rules, page 10.

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

Derail at Fisks must be left set for derail.

W T 1958 10.0 OG......D 0.0 200

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

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

Trains between Fairfax and Montezuma will look out for logging train of Washington Manufacturing Company, switching at Montezuma.

No. 377 has right over No. 378 Fairfax to Cascade Junction.

1955 5.2CROCKER.....

WS CD

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

5.2 140

0.0 100

to act as derail. Engineers will not be required to consult register except at initial or starting point. Derailing switches at Crocker and in main track 550 feet west of depot at Wingate, must be left set for derail. See special rules, page 10.

Maximum grades.

COMMERCIAL SPURS.

MAIN LINE. DISTANCE FROM TACOMA.	MAIN LINE—Cont.		BUCKLEY LINE.	GATE LINE—Cont.		GRAY'S HARBOR
	Byckford	/ 	DISTANCE FROM PALMER JCT.	Foran. 3.0 Duby. 12.0	BRANCH—Cont.	LINE.
Stone		Veneer	Occidental	SOUTH BEND	Trap Creek	DISTANCE FROM LAKEVIEW. Molberg
Mentzer 38.3	Evaline)	Nolte 1.8 Rosemar 4.0	DILATION.	Shore	Standard Oil Co. 92 4
Tenino Stone Co 39.5	Capital Milla	Dempsey Lumber Co 8.3	Blackburn		Mayfair	
Biumauer 40.5	Metcelf 04.4	Electron Rock Crusher 8.6	Valley Mill	Meskill	YACOLT BRANCH.	Overton 33.4 Ames 45.6
Great Western Coal Co 41.3	Hermione 109 1	WILKESON BRANCH.		Mays. 13.0 Onn. 16.9	McCutcheon0.9	Bagshaw 50.5
Martin Lbr. Co		DISTANCE FROM CASCADE JCT.		Cases	Dole	Malone
Salzer 51.4	CROCKER BRANCH. DISTANCE FROM CROCKER.	Brierhill Coal & Coke Co 4.5			Lucia 4.9 Daley 7.9	Vance
Carlisle		*****	- Ingall 1.5	Guerrier 35.0	Smith	Weatherwax 73.9
			Dianesiee. 1.0	Soule	Tenny	Ninemire & 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.

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

	4,			. 1	BUCKLI	EY LIN	E-EAST	F BOUN	iD.			-						
A	Cla	ss Z	Clas	s W	Class	Y-5	Class	Y-2	Class	s F-1	Clas	ss S	Class	s E- 4	Class		Clas	ss C-6
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Tacoma to South Prairie			1150	38	1100	37.	950	32	900	30	800	27	500	17	475	16	350	12
South Prairie to Buckley			600	20	625	21	500	17	450	15	400	14	250	9	235	8	175	6
Buckley to Palmer Jct			1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Tacoma to South Prairie		• • • • • •	Maxi 80 (mum Cars	Maxi 80 (mum Cars	Maxi 80 (mum Cars	Maxi 60 (mum Cars	Maxi 80 C			mum Cars	Maxi 60 (mum Cars		imum Cars
		1			DUALL	rv i in	F WEG	T DAII	ND.				1				-	

BUCKLEY LINE-WEST BOUND.

Palmer to Tacoma	Maximum 80 Cars	Maximum 80 Cars	Maximum 80 Cars	Maximum 80 Cars	Maximum 80 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	

MAIN LINE-WEST BOUND.

	Cla	ss W	Class	Y-2	Class	s F-1	Clas	ss S	Clas	ss P	Class	E-4	Class	E-3	Class	D- 3	Clas	s 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	2 8	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
				1	MAIN	LINE	EAST	BOUND).	'								

MAIN LINE—EAST BOUND.																		
Portland to Winlock	1750	58	1550	52	1400	47	1350	45	1250	41	1050	35	1025	34	1025	34	900	30
Winlock to Napavine	1260	42	1110	37	1010	33	960	32	860	29 ·	660	22	635	21	635	21	510	17
Napavine to Rainier	1500	50	1250	41	1100	36	1050	35	950	31	750	25	725	24	725	24	600	20
Rainier to Tacoma		60	1900	63	1750	58	1700	57	1500	50	1300	43	1275	42	1275	42	1150	38

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

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

the rating for each car in excess of the normal. Maximum eighty cars between Tacoma and Portland.

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

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

Wilkeson to Carbonado.—No engine heavier than S.
Carbonado to Fairfax.—No engine heavier than F-1.
Burnett Branch.—All classes except Q. T., W X Y and Z.
Crocker Branch.—No engine heavier than F-1.

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

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

Main Line.—All classes except engines heavier than S must not go beyond house track switch leading from log dump track at Felida.

1

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

No engine heavier than S-4. No engine must be run double header over Satsop river bridge No. 29, and over all Howe truss bridges on Grays Harbor Branch no engines heavier than Class S-4 should be double headed and speed limit of engine's run double header must not exceed eight miles per hour over Howe truss bridges.

Grays Harbor Line, Hoquiam to Moclips.-No engine

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

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

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

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

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

Tacoma Drawbridge 254.

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

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

hour over this bridge.

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

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

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

Rating of Locomotives in Tons of 2000 Pounds

	•			E	AST BOUL	ND .		· · · · · · · · · · · · · · · · · · ·			WEST 1	BOUND		
CLASSIFICATION	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	to	So. Tacoma to Centralia	Centralia to Napavine	Napavine to Portland
T-63 $\frac{20}{24}$ 113	. 136–146	1580	1200	990	720	790	1120	1280	1280	655	315	900	655	1580
	. 170–207	1900	1440	1190	870	960	1310	1540	1540	800	370	1080	800	1900
T-69 $\frac{22}{28}$ 159		2200	1680	1380	1000	1110	1560	1790	1790	900	440	1250	900	2200
C-57 $\frac{15\frac{1}{2}x26}{30}$ 176.	. 330–349	2335	1790	1475	1075	1190	1680	1900	1900	985	500	1335	985	2335
C-57 $\frac{22}{30}$ 187		2940	2250	1860	1360	1490	2120	2380	2380	1220	560	1680	1220	2940
Mik-57 $\frac{23\frac{3}{4}}{30}$ 208	. 500–540	3100	2340	1930	1400	1550	2200	2490	2490	1250	580	1700	1250	3100
$M-63 \frac{20}{28} 147.$. C. R. Y. y P. 504–526.	2050	1550	1300	940	1035	1500	1710	1710	840	400	1150	840	2050
T-57 $\frac{20}{26}$ 132.	. 720–727				-									
P-77 $\frac{25}{28}$ 170.	. 208–209	2500	1900	1550	1160	1280	1800	2000	2000	1050	500	1420	1050	2500
S-55 $\frac{19}{26}$ 130.	. 39–42										380			
	1	11	1	1		11			11	1		1	I	1

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

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

CLASS

--Eight Wheelers -Atlantic Type -Pacific Type -Ten Wheelers "T" "M" -Moguls "Mik"—Mikado -Consolidation Engines "TW" -Twelve Wheelers

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

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

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

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

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

First semaphore on East bound main line is located about 1,500 feet east of passenger station, South Tacoma; the last semaphore before reaching Half Moon Yard, Tacoma, located just east of 15th Street viaduct, and governs the use of track between that point and the overhead bridge at 9th Street; the first semaphore on West bound main line located about 2,000 feet west of the overhead bridge at 11th Street; the last one is located one-half mile east of South Tacoma Station, and governs the use of the track to the South Tacoma Station. The semaphore shows three indications, as follows:

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

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

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

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

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

All main line switches and both ends of crossover switches within automatic block limits are provided with switch instruments on and the switches and both ends of crossover switches within automate 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 indicator at horizontal or Danger position; in case indicator does not go to Danger when switch points are opened, it is an indication that the signals governing the block have not gone to Danger and that signals are out of order. In such cases movement must be made under protection of flag. Trainmen or yard crews desiring to occupy main line, or to move from West bound track to East bound track, must not open switch leading to that track when indicators show Danger, but must wait until the approaching train shall have passed the switch and out of the block.

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

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

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

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

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

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

1 Indications, automatic signals:

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

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

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

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

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

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

Normal position of indicators is "Stop."

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

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

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

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

Switch instruments are connected to main line switches and both end of cross-over switches within automatic signal limit. The opening of any switch will set and hold signal of that block at "Stop" until switch is again closed. The opening of any switch signal of that block at "Stop" until switch is again closed. The opening of any switch at either end of main track cross-over will hold signals on both tracks at "Stop." If either end of a siding cross-over is opened, it will set and hold the signal at "stop" that controls block on main track to which it leads. Neither switch or cross-over must, therefore, be opened until movement of train is to be made and must be closed immediately after movement has been made and switches locked. When it is necessary to stop at any signal, stop must be made thirty feet before reaching signal in order not to foul track circuits. Cars and engine on side tracks must stand back of insulated joints in order that signals will not be held at "stop." Whenever a train is mentioned in these rules, the term "train" applies to either a road or switch engine, with or without cars. The practice of dumping cinders from engines within Automatic Block Limits, is prohibited, as it interferes with operation of signals.

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

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

EAST-BOUND FROM VANCOUVER:

NOT DOUGH THOME THE TOTAL	
133.8—1500 feet east of Mile Post No. 134	119.2—4700 feet east of Mile Post No. 120
133.2—4500 feet east of Mile Post No. 134	117.8— 400 feet east of Mile Post No. 118
132.6—2300 feet east of Mile Post No. 133	115.8— 900 feet east of Mile Post No. 116
131.4—4800 feet east of Mile Post No. 132	114.6—1600 feet east of Mile Post No. 115
129.8 — 600 feet east of Mile Post No. 129	113.6—1800 feet east of Mile Post No. 114
127.2—3700 feet east of Mile Post No. 128	112.4—3200 feet east of Mile Post No. 113
125.6 —2700 feet east of Mile Post No. 126	110.2 —2700 feet east of Mile Post No. 111
123.8— 400 feet east of Mile Post No. 124	108.6 —2280 feet east of Mile Post No. 109
122.2 —4200 feet east of Mile Post No. 123	107.0—4700 feet east of Mile Post No. 108
120.6 —2800 feet east of Mile Post No. 121	105.8 —2200 feet east of Mile Post No. 106

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

WEST-BOUND FROM KALAMA:

105.7—3400 feet west of Mile Post No. 105	120.7—3200 feet west of Mile Post No. 120
107.1 — 500 feet west of Mile Post No. 107	122. 5—2000 feet west of Mile Post No. 122
108.5—3000 feet west of Mile Post No. 108	123.9—4800 feet west of Mile Post No. 123
110.3— 800 feet west of Mile Post No. 110	125.5—2600 feet west of Mile Post No. 125
111.9—3600 feet west of Mile Post No. 111	127.3 —1600 feet west of Mile Post No. 127
113.7—3400 feet west of Mile Post No. 113	129.1 — 400 feet west of Mile Post No. 129
114.7—3600 feet west of Mile Post No. 114	130.7—3800 feet west of Mile Post No. 130
115.9—4400 feet west of Mile Post No. 115	132.3—1800 feet west of Mile Post No. 132
117.9—4800 feet west of Mile Post No. 117	133.3— 900 feet west of Mile Post No. 133
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, ston.

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 ssing bridge, or, slow speed movements with traffic, when for any reason the proper indication cannot be given with the upper arm, in which case position of lower arm will govern. Lower arm has two positions only: Horizontal, stop; 45 degrees upward, caution.

Trains will not run against traffic even though proper signal to do so is received, without regular train order authority. Under these instructions vertical indication will not be given with both arms of the semaphore at the same time, but engineers

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

Dwarf Signals, arm horizontal, stop; 45 degrees upward, proceed with caution. These dwarf signals have only two positions and govern back up movements with or against traffic and govern trains moving against traffic to the double track switch.

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

Derails are located 55 feet beyond signals and are open when signals are at danger. Trains must come to a full stop at least

thirty feet in advance of signal and wait until either "proceed" or "caution" signal is displayed.

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

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

SPECIAL RULES REGARDING USE OF STAFF ON BRANCH LINES.

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

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

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.

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

Dr. Chas. James, District Surgeon, 304 Ber-

District between Auburn and 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.

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

CASTLE ROCK-

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

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

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

VANCOUVER-

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

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

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

Dr. Geo. Ainslie, Consulting Oculist and Aurist.

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

AUTHORIZED SURGEONS, N. P. RY. CO.

Location of Stretchers (S).

DR. S. W. Mowers, Chief Surgeon, Dr. W. B. Penny, Wilkeson, Wn. Orting (S). Western Div., Tacoma.

Dr. J. H. Sheets, Buckley (S). P. B. SWELT, Kangley, Wn.

Puyallup (S). Tacoma Hospital (S). Tacoma Round House (S). Tacoma Moon Yard Office, (S) Head-of-Bay Yard Office, (S)

Tacoma Baggage Room (S). Tacoma Wharf (S). Tacoma (Toolcar) (S). Dr. P. B. SWEARINGEN, So. Tacoma(S)

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

Dr. H. C. Watkins, Hoquiam. DR. PAUL SMITS. Aberdeen. Dr. A. B. MacLean, Pe Ell. Dr. W. Gruwell, So. Bend (S). DR. I. A. WEICHBROD, Winlock.

Dr. T. C. CAMPBELL, Castle Rock. Dr. C. A. MACCALLUM, Kalama (S). DR. J. McCHESNEY, St. John's. DR. J. T. GUERIN, Vancouver (S) Dr. Andrew C. Smith, Portland (S). Dr. P. B. Wing, Oculist, Tacoma. Dr. W. G. CAMERON, Specialist, Tacoma. Dr. J. F. Dickson, Oculist, Portland Dr. A. W. Stevenson, Yacolt (S).

Note.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the ar-

rival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

AUTHORIZED SURGEONS. G. N. RY. CO.

Dr. J. A. La Gasa, Tacoma

TACOMA TERMINAL DIVISION

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.

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 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 vard.

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.

Trains will keep to the right on double track between Tidewater and Tacoma Wharf and between Tacoma and 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.

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

Distance Signal located on drawbridge line 1500 feet east of home signal just east of Tacoma draw span, bridge 254, has been made 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.

Trains will approach cross-over switches on double track between Tidewater and Tacoma Wharf located at East L Street (near Head of Bay Yard Office), East D Street (near Round House) and South Twenty-first Street (entering Passenger Station) under full control, and will not proceed until tracks are known to be clear and signal is received from switch tender.

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 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.'

Trains entering passenger station via Head of Bay will use extreme care and not exceed eight (8) miles per hour around curves at 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.

1st: Engineers will refrain from dumping ash pans on tracks in new passenger station, Tacoma.

2nd: Engineers will reduce exhaust of engine to lowest possible point while passing under concourse Tacoma Union

3rd: Test inspection and understanding as required by Rule 515, Book of Rules of the Operating Department, will be had at South Tacoma, east bound on all freight trains. Conductors will fill out card, form 3632, and deliver same to the Operator at South Tacoma, who will complete and mail to Terminal Superintendent each day. Retainers will be turned up on all cars before descending Tacoma Hill.

4th: Tell-Tales have been placed on train sheds at north and south end of concourse, new passenger Station, Tacoma.

J. S. DEAN. Train Master. Tacoma J. F. ALSIP,

Chief Dispatcher, Tacoma