NORTHERN PAGIFIC RAILWAY COMPANY.

TACOMA DIVISION

OO TABLE

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

SUNDAY, September 8, 1912.

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

E. C. BLANCHARD, General Manager. I. B. RICHARDS,

General Superintendent.

P. H. McCAULEY,

Superintendent of Transportation.

W. C. ALBEE,
Superintendent.

T. E. COYLE,
Assistant Superintendent.

Westward.

FIRST SUBDIVISION MAIN LINE

	THIRD	CLASS.		SEC	OND CL	ASS	oles		Time Table 36C								FI	RST CLA	ASS.							
973	963	997	965	589	691	679	l, Tal	0	Succeeding No. 36B September 8, 1912.	355	363	301	389	361	321	307	357	391	311	369	333	365	359	313	323	393
XCEPT UNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	Fue Tur	N	STATIONS.	DAILY	DAILY	DAILY	DAILY		DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY
Way	Nor. Pac. Way Freight	Way	Way	Nor. Pac. Mixed	OW. R. & N. Freight	Nor. Pac. Freight	Water, Scales, and W	Station	Telegraph Offices and Calls	Gt. Nor.	& N.	Nor. Pac. Portland Express	Yacolt	& N.	Grays Harbor	Portland	Gt. Nor.	South Bend	0.=W. R. & N. Shasta Limited	OW. R. & N. Ore-Wash Express	Evergreen State	Grays Harbor		Nor. Pac. Portland Special	Nor. Pac. Grays Harbor Express	South Bend
1078110	L 5.00AM		L 7.00AM		11018110	L 9.00PM	wcs	-	TACOMA WHARF 0.	_	188							- weedinger		2491000		- dosenger				
		L 4.50AM		- 32	L 9.30PM		TY	1977	1.4 QTACOMA DN 1.	4 L12.01A	L12.45AM	L 1.40AM	-	L 8.55AM	L 9.00A	L 9.45AM	L11.30AN		L12.50P	L 1.10PM	L 1.40PM	L 1.50PM	L 5.05PM	L 5.45PM	L 6.00PM	W
	5 45 360	5.15	7.45		10.00	9.45 356	WS	1981	SU .SOUTH TACOMA 5.	9 12.15	1.00	1.55		9.09	9.15	s 10.00	11.44 964		1.04	1.24 362	f 1.55	s 2.05	5.19	5.59	s 6.15	
•	6.00	09 5.30 5.35	A 8.00AM		10.15	10.00		1985	VALAKEVIEWD 9.	6 f 12.23	1.07	F 2.03		f 9.14	A 9.20A	f 10.10	f 11.50		1.10	1.30	f 2.05	A 2.15PM	5.25	6.04	A 6.23PM	M
	6.15		See page 3	Secure designations	10.35	10.15		1990	HIHILLHURSTD 14.	6 f 12.32	1.16	1 2.10		f 9.22	See page 3	f 10.20	f 11.57AM			1.38		See page 3	5 32	6.11	See page 3	
	7.00	6.15			10.55	10.33	W	1996	RY ROY DN 20.	6 f 12.45	s 1.30	f 2.21		s 9.33		s 10 33	s 12.15PM		1.25	s 1.49			5.42	s 6.20		-
	7.25	6.30			11.15	10.44		2002	YAYELMD 26.	1 12.55	f 1.40	1 2.31		s 9.43		s 10.44	s 12.25		1.33	i 1.58	f 2.40		5.50	f 6.29		
	8.10 964	6.50			11.35	11.05		2007	RARAINIERDN 31.	5 f 1.05	f 1.50			s 9.54		s 10.57	f 12.36		1.42	f 2.10	f 2.50		5.58	6.40 312		-
	964	7.05	-			11.19	_w		4.3 JSMcINTOSHD 35.	680		f 2.48		f 10.02		f 11.09	302		308		f 2.56		6.03	6.50		
			PERSONAL RESPONSE				HERENAN	ant pleasant.	4.6		092					308										
******	9.00	7.20 7.45 8.00			680	11.31	svence.		NOTENINODN 40.	692	1			s 10.09		s 11.20 998		2000	314	s 2.27	-	-	s 6.09	7.00	-	
	9.20	8.00			12.10	11.41PM		1	BBUCODADN 43. 5.1WABASHP 48		1 2.13	1 8.00	-	f 10.14		s 11.26	1 1.05		2.01	1 2.33	s 3.10		6.14	7.08		
5.30AM	A10.00AM	8.20 9.00	***************************************		12.30	12.05AM	WC		CNCENTRALIA DN 50		s 2.30	s 3.15	-	s 10.29		s 11.40	s 1.23	L12.05PM	s 2.15	s 2.48	s 3.25		s 6.27	s 7.30		L 7.4
6.00	-	9.30	PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS	-	1.00	12.30		2031	CHCHEHALIS DN 54	8 2.00	s 2.40	s 3.25		s 10.40		s 12.05PM	s 1.35	s 12.25	s 2.25	s 3.00	s 3.35		s 6.37	s 7.40		s 7.5
			-		***************************************		Y	2032	CHEHALIS JCT 55	.8								A12.30PM					6.40 394			A 7.5
7.00		10.10			1.55	1.15		2038	6. 4 NANAPAVINEDN 62.	2 f 2.20	s 3.00	s 8.45		s 11.00		s 12.25	f 1.55	See page 6	2.45	s 3.20	s 3.55	AND CONTRACT STREET, ST.		s 7.55		See pag
8.00	-	10.40	-		2.10	1.30	w	2044	WIWINLOCKDN 68	.5 s 2.35	s 3.15	s 4.00		s 11.13		s 12.37	s 2.08		2.55	s 3.33	s 4.07		f 7.06	s 8.05		
8.30		11.02 362 974			2.25 302	1.43	W	2050	PNSOPENAHDN 74	9 f 2.52	f 3.81	f 4.14		s 11.26 362-974		s 12.50	f 2.20		8.05	s 3.45	s 4.20		f 7.17	f 8.15	FA. 1	
9.00	-	11.10			2.35 2.40 360	1.55 2.00		2053	OLEQUAP 77	.3 f 8.00	8.87	f 4.20		f 11.38		f 12.57	f 2.26			f 3.50			7.25 356	8.19		
9.10		11.16			2.47	2.08			COWLITZDN 80	3.04	3.41	4.24		11.37		1.02	2.30		3.15	3.56	4.29		7.29	8.24		
10.15		11.35A 12.15PM 361	M		3.04 4.58 355 363 301	2.20	W	2060	CACASTLE ROCK DN 84	7 s 3.20	s 3.55 691	s 4.35 691		s 11.48AM 997		s 1.11	s 2.40		3.25	s 4.08	s 4.37		s 7.40	s 8.32		
10.35		12.30			5.15	2.42	1-	2066	OSTRANDER 91	.0 f 3.37	f 4.12	f 4.49		f 12.01PM		f 1.22	f 2.52		8.36	i 4.20	f 4.48		7.55	8.42		
11.30		1.00			5.25	8.00		2071	KSKELSO DN 94	.7 s 3.45	s 4.21	s 4.58		s 12.09	-	s 1.31	s 8.00		3.43	s 4.30	s 4.56		f 8.03	s 8.48		
11.45		1.15			5.40	3.15		2077	CARROLLS 100	4 f 4.00	4.87	f 5.10		f 12.19		f 1.45	f 3.12		3.50	f 4.40	f 5.05		8.15	8.56		
11.55A 12.45P	M M	1.30 2.00			5.55	3.35	w		KAKALAMADN 104		1	1		s 12.30		s 1.55	s 3.20			s 4.55		1	s 8.25	s 9.04		
1.00		2.15			6.06	4.00		Cx 4	MARTIN'S BLUFF 109	.1 4.25	5.01	5.81		f 12.39		f 2.04	8.28		4.08	f 5.05	f 5.23	1	8.35	9.13		
1.25		2.40			6.20	4.15			WDWOODLANDD 113					s 12.49		s 2.14	f 3.38			s 5.16			8.45	9.22		
1.50		3.05	-		6.35	4.81	W		RGRIDGEFIELDD					s 1.00			f 3.49			f 5.28			8.58	9.32		
2.10		3.25			6.50	4.46			KNAPPS 125					1 1.10			f 3.59			f 5.40			9.12	9.41		
2.25		8.35	Tomas and the		6.56	4.52			FELIDAP 127			f 6.13	See page 5	f 1.15			f 4.04	·		f 5.45		AND DESCRIPTIONS	9.17	9.45		
2.85	9	3.45		L 3.35P		5.00			VANCOUVER JCTP 130	1	5.50	6.20	L 7.10%	1.20		2.50				5.50	6.05		9.25	9.50		
2.50	X	A 4.00P	M	A 3.50P		5.15 5.45355	CY	Cx 29	MX .VANCOUVER . DN 133	s 679			A 7.25A				A 4.15PM			s 5.58			A 9.35PM s	10.03		
		-	-		A 7.80M				No. Portland Junction 136		A 6.10A	s 6.38		A 1.35PM		s 3.08			A 5.05h	A 6.05PM	f 6.26			10.05		
_	-					6.00	-	9117	ST. JOHNSN 136	.0		f 6.41				f 3.11				-	6.31		BIC SHAMMES PROCESSION	10.08	-	
	×) Table 1	-		-	6.16	- 1		BA 0.5 DN 139BEATTY 139			6.46				8.16				LANGUAGE CONTRACTOR	6.32		art. Transcription out	10.10		Description of the last of the
						6.26			2.9 CCITY LIMITS. DN 142		-	6.53				3.23					6.38			10.18		
				<u>·</u>		***	W.C.		1.1	_	-							-			A 6.45PM			A10.30PM		-
						A 6.45AM	ST	2121	VCPORTLANDDN 143			A 7.00AM				A 8.30PM		-			A 0.45PM			AIU.OUM		
UNDAY	EXCEPT	DAILY	SUNDAY		-	DAILY				DAILY	DAILY	DAILY			DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAIL
9.20	5.00	11.10	1.00	.15	10.00	9.45	1		Time Over Subdivision	5.24	5.25	5.20	.13	4.40	.20	5.45	4.45	.25	4.15	4.55	5.05	.25	4.30	4.45	.26	.15

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

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

Trains using track between Vancouver and Portland will provide themselves with current time table of S. P. S. Ry, and be governed by instructions issued Double track between Tenino and Sopenah and from Cowlitz to Vancouver, except single track from the west end of station platform at Centralia by Superintendept of S. P. & S. Ry, at Vancouver. Trains will provide themselves with current time table of the Northern Pacific Terminal Co. and be governed by special rules therein while in Portland yard. Trains using track between Vancouver. Trains will provide themselves with current time table of the Northern Pacific Terminal Co. and be governed by special rules therein while in Portland yard. Trains using track between Vancouver. Trains will provide themselves with current time table of S. P. S. Ry, and be governed by instructions issued to a point a point of the Northern Pacific Terminal Co. and be governed by special rules therein while in Portland yard. Trains using track between Vancouver. Trains will provide themselves with current time table of S. P. S. Ry, at Vancouver. Trains will provide themselves with current time table of S. P. S. Ry, and be governed by superintendept of S. P. & S. Ry, at Vancouver. Trains using track between Vancouver. Trains using track between Vancouver and Portland will provide themselves with current time table of S. P. S. Ry, and be governed by Superintendept of S. P. & S. Ry, at Vancouver. Trains using track between Vancouver.

												FIR		BDIVI	SION.									E	Eastwar	rd.
							FI	RST CLA	SS.								1	Time Table 36C		SEC	OND CL	ASS.		THIRD	CLASS.	
356 DAILY	322 DAILY	390	334 DAILY	394 DAILY	312	370	324 DAILY	314 DAILY	358	362 DAILY	366	308 DAILY	392	360	302	364 DAILY	from	Succeeding No. 86B September 8, 1912.	acity o	680	692	590 EXCEPT	964 EXCEPT	966 EXCEPT	998 DAILY	974 EXCEPT
Gt. Nor.	Nor. Pac. Grays	Nor. Pac.	Nor. Pac. Evergreen	Nor. Pac.		0.=W. R. & N.	Nor. Pac. Grays	Nor. Pac. Seattle	Gt. Nor.	0.=W. R. & N.	Nor. Pac. Grays Harbor	Nor. Pac. Seattle	Nor. Pac. South	Gt. Nor.	Nor. Pac. Seattle	O.=W. R. & N. Seattle	Distance Portland	STATIONS. Telegraph Offices and	Car Cap Sidings		O.=W. R. & N. Freight	SUNDAY	MONDAY Nor. Pac. Way	Nor. Pac. Way	Gt. Nor. Way	Nor. Pac. Way
	Harbor Limited	Passenger	State Limited	Limited	Limited	Ore-Wash Express	Harbor Express	Special		Seattle Passenger	Passenger	Passenger	Passenger		Express	Express	143.7	CallsTACOMA WHARF		A 3.30AM			Freight A12.15PM	Freight A 2.50PM	Freight	Freight
A10.00PM	A 8.15PM		A 9.10PM			L 7.05PM A 7.00		A 3.25PM	A 2.55PM	L 1.40PM A 1.35	A12.15PM	A12.25PM				L 4.45M A 4.40	142.3	QTACOMADN			A 4.00AM				A 3.15PM	
9.45 691-679	8.01		8.55		7.20	6.45	s 4.05	3.10	2.40	1.20 369	s 11.59AM	s 12.11		5.45 963	4.45	4.25	137.8	SU.SOUTH TACOMA.N 3.7 D	70	3.00	3.40		s 11.39AM	s 2.30	2.55	
9.37	L 7.55PM		i 8.45		7.14	6.37	L 3.55PM	3.04	2.30 966 365	f 1.10	L11.51AM s 357	f 12.05PM		f 5.35	1 4.32	4.16	134.1	VALAKEVIEWD	60	2.50	3.25		11.25	L 2.15PM s 358-365-333	1 2.45	BIAN TO THE REAL PROPERTY OF THE PERTY OF TH
9.30	See page 4		f 8.35		7.07	f 6.30	See page 4	2.58	2.17 998 333		See page 4			s 5.25	f 4.25	f 4.09	129.1	HIHILLHURSTD	60	2.35	3.10			See page 4	3332.30 i 3582.07	BILL OF THE STATE
9.20			s 8.25		6.58	s 6.20		i 2.48	f 2.07	s 12.55		s 11.42		f 5.08	s 4.15	s 3.57	123.1	RYBOY DN 5.5	110	301 2 .05	2.50		s 10.33 9.28 361 307		s 1.49 12.45 362 311 369	
9.10			s 8.13		6.48	f 6.08		2.40 333	1.58 369	s 12.45		s 11.30		f 4.53	s 4.05	f 3.47	117.6	YAYELMD	70	1.40 1.35 363	2.31 2.26 301		s 8.55		12.25 s 12.15PM 357	
9.01			f 8.05		6.40	f 5.58		2.27	1.42	s 12.36	-	s 11.19		f 4.37	f 3.55	f 3.35	112.2	RARAINIERDN	120	1.05 3551.00	2.10		s 8 .10		s 11.55AM	
8.58			f 7.55		6.30	f 5.48		2.18 369	1.35	f 12.27		f 11.09		f 4.26	f 3.47	3.27	107.9	JSMcINTOSHD	70	12.40	1.58		f 7.45		f 11.40	
s 8.43	***************************************		s 7.45		6.20	s 5.38		s 2.10	f 1.27	s 12.18		s 11.00 998	-	f 4.13	s 3.38	s 3.17	103.3	NOTENINODN	140	12.25	1.23		s 7.20	308 3	s 11.25 0710.35	Total Annie de La Constantina
8.87			s 7.38		0.70	s 5.32		2.02	1.21	s 12.11PM		s 10.51		f 4.04	3.30	i 3.11	99.9	BBUCODADN 5.1 WABASHP	65	12.01AM	12.53		s 6.30		s 10.20	TOTAL STREET COMME
0.05		NOVEMBER LANGER	2 7 95	A 7.10PM	s 6 00	s 5.20		s 1.50	. 1 10	s 11.584		10.40	A10 054	s 3.45	s 3:15	e 2 55	94.8	1.8 CNCENTRALIA DN	120	11.40PM	12.30		L 6.00AM		s 10.00 9.25	A 3.00P#
s 8.25 s 8.15				s 7.00								s 10.30		s 3.35			88.9	4.1 CHCHEHALISDN	110	10.50	12.05AN 11.55PA		200000000000000000000000000000000000000	EL-SUSSIER DE LOS GENERALES DE LOS GENER	9.25 s 9.10	
	-	Ann. 100 Mar. 100 Mar		L 6.52PM		-			***************************************				L 9.40A				87.9	CHEHALIS JCTP	Y		11.00%			MINISTER STATE OF THE PARTY OF	***************************************	THE STREET, ST
s 8.00			s 7.00	See page 6	and the same of th	s 4.48		s 1.18	12.46	s 11.30	-	s 9.55	See page 6	f 3.18	s 2.45	s 2.20	81.5	NANAPAVINEDN 6.3	140	10.27	11.35		-		s 8.35	s 2.00
s 7.45			s 6.40		5.27	s 4.32		s 1.05	s 12.33	s 11.15	- ,	s 9.43		s 8.02	s 2.25	s 2.00	75.2	WIWINLOCKDN	70	10.07	11.08			100	s 8.00	1.30 s 12.05PM 358-314
s 7.30			s 6.24		5.15	s 4.19		s 12.50	12.21	s 11.02 361-974 997		s 9.29		f 2.47 355	f 2.07	f 1.40 679	68.8	PNSOPENAHDN	60	9.47	10.48					11.45AM s 10.30 361 362 997
7.25 359			f 6.18		5.10	f 4.13		f 12.45	12.15	f 10.56		f 9.23		f 2.40	f 2.00 679	1.30	66.4	OLEQUA P	40	I	10.38					f 10.15
7.20			6.12		5.06	4.09 369		12.40	12.11	10.51		9.18 973	* 34	2.35	1.55	1.25	63.6	COWLITZ DN		9.35	10.33					f 10.00 s 9.45
s 7.10			6.03		4.58	s 3.58		s 12.32	s 12.01P	s 10.40		s 9.08		s 2.25	s 1.40	s 1.15	59.0	CA.CASTLE ROCKDN	140	9.20	10.18					
f 6.55			f 5.50		4.45	f 3.45		12.15	11.50A	f 10.25		1 8.52		f 2.06	i 1.23	12.55	52.7	OSTRANDER		8.55	9.58					f 9.20
s 6.50			s 5.42		4.40	s 3.37			111.42			s 8.45 974		s 2.00	s 1.15	s 12.45	49.0	KSKELSODN	70	8.45	9.50					3089.08 s 8.15 f 7.45
f 6.37			f 5.30		4.30				11.32		5	f 8.88			f 12.59		43.3	KAKALAMADN	140	8.30	9.40				s 5.30	
s 6.80			s 5.20		4.23	-		11.40	s 11.25			s 8.25 f 8.16			s 12.49		38.9	4.3 MARTINS BLUFF	140	8.10	9.23					s 6.30 f 6.15
6.20			f 5.05		4.08				11.15 s 11.05	7.5	-	s 8.08				s 12.084	1.	WDWOODLANDD		7.58	9.15				s 5.00	
f 6.11	ļ		s 4.44	_	3.57			s 11.19	s 10.55			s 7.58	-		35	s 11.57Pl		RGRIDGEFIELD. D		1	9.00	-			s 4.40	
f 5.50			f 4.32	-	8.47			11.08		f 9.18		1 7.48		-	f 11.59P		18.2	5.6 KNAPPS		7.34	8.52				f 4.20	f 5.27
1 5.46			f 4.27	-	-	f 2.28		11.04	1 2 2	f 9.13	-	s 7.44		-	f 11.55		15.9	2.3 FELIDAP		7.80	8.46				f 4.15	f 5.20
5.42		See Page 5	4.21	-	3.37	2.28		11.00	10.35	9.08		7.40	:	12.46	11.50	11.37	13.1	2.8 VANCOUVER JCTP	-	7.23	8.89	A 8.10AV		-	4.10	
L 5.85P	-	L 5.30PM	s 4.15		s 3.32	s 2.17		s 10.55	L10.30A	s 9.03		s 7.35		L12.40A	s 11.45	s 11.32	10.0	MXVANCOUVERDN	1000	7.15 7.05	8.30	L 8.00A			L 4.00AM	M L 5.00A
3			f 4.02		L 3.25P	L 2.10P	1	10.47	8	L 8.55A		s 7.27			11.33	L11.25P	7.7	North Portland Junc. N 0.6 D	Management	6.55	L 8.15P	4				
			1 4.00		Washington, and the same			10.45	4 4 4			f 7.25	1		111.31		7.1	ST. JOHNS		6.50				-		
			3.55					10.40				7.20	1,000		11.26		4.5	BAWILLBRIDGEDN	DOMESTIC	6.35		· ·	VICTOR AND			
			8.54	•				10.39	i o			7.19	1		11.25		4.0	BEATTY	30	6.34						-
- 15)			3.50					10.35	. //			7.15			11.20		1.1	CCITY LIMITSDN	1	6.25			-		-	at Commence of the last
			L 3.45P					L10.80A	M			L 7.10A			L11.15P		0.0	VCPORTLANDDN	1000	L 8.15P						

Average Speed per Hour EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

DAILY

5.20

25.0

DAILY

26.0 12.2

.25

DAILY

5.30

32.4

DAILY

4.10

DAILY

4.25

DAILY

.20

DAILY

.10

30.1 24.6 18.6 26.8 20.5

DAILY

5.25

DAILY

.18

Automatic Block.—Between Half Moon Yard, Tacoma and South Tacoma, and between Kalama and Vancouver.

Manual Block.—Between South Tacoma and Kalama.

Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A," from the Operator upon entering double track. Operators must secure authority from Dispatcher before issuing clearance.

It is possible for a light engine using cross over in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed. Light engines using cross overs in automatic signal territory must have at least one switch open while engine is on any part of the cross over.

DAILY

4.50

28.8

DAILY

16.4

.30

DAILY

4.55

29.1 30.1

DAILY

4.25

DAILY

4.40

29.5

DAILY

.22

16.9

Registering Stations.—Tacoma Yard Office, Tacoma Union Station, South Tacoma, Tenino, Centralia, Sopenah, Cowlitz, Vancouver and Portland. Chehalis is registering station for South Bend Branch trains only.

Bulletin Stations.—Tacoma Yard Office, Tacoma Union Station, Centralia, Vancouver, Portland.

Time Over Subdivision

DAILY

9.15

15.5

EXCEPT SUNDAY

.10

18.6

DAILY

7.45

17.3

EXCEPT EXCEPT MONDAY

6.15

.35

8.1 18.0 11.2

EXCEPT MONDAY

8.03

10.0

DAILY

11.45

SEE SPECIAL RULES PAGES 6, 9, AND 10.

DAILY

5.15

26.2

DAILY

5.45

24.7

Wes	stward				401	elyidi	ener T	EHE		COND GRAY'S I			N										
bles	Time Table No. 36C				FIR	ST CLAS	ss.				SECOND	CLASS.				Annual accuracy of		TH	IRD CL	ASS.			
Water, Fuel, Scales, Turntables and Wyes Station Numbers Distance from	Succeeding No. 36B	ity	351										695			977							
wyes Tunce	September 8, 1912 STATIONS	Car Capacity of Sidings	Nor. Pac. Passenger	C.M. & P.S. Passenger	Nor. Pac. Passenger	O-WRR&N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M.& P.S. Passenger			Nor. Pac. Freight				C.M.& P.S. Way Frt.		A. a.d.	- 11111				
Wate Scale and Stati	Telegraph Offices and Calls	Car of Sie	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	44 AU	d.vr				
1985 0.	VA LAKEVIEW DN	100			L 9.20AM		L 2.15PM s 966	L 6.23PM				Lalasaga	Express	alengal.	L 8.00AM		terminal to	400					
	3 COUNTRY CLUB		1 10 101	Park A. S	9.23	F Same	i 2.20	f 6.27	#31 W.71		was c a	35 5 A	MKC P A	988 T	135 5 0		01.0						
	9 AMERICAN LAKE		-		9.24	28.3	2.21	6.28	34 18 E		PIR		- 40 b		f 8.10		, 7 F				1		
	3 COSGROVE				9.27		f 2.25	f 6.31		7	TOE'S		MARK T		f 8.15								-
	0 D DU PONTD				f 9.32		s 2.35	s 6.38			777			No. 961	s 8.30								
7	5 UN SHERLOCK D				f 9.42		s 2.47	s 6.50						has right.	17s 9.15 9.52		33 8 9	***************************************		-			
	9 UNION MILL				965		s 3.00	s 7.08				- OE E		Olympia	s 10.15					-	-		
					s 9 55		s 3.05	s 7.07	-						s 10.25								
	5 LACEY P 5.0 5 OY OLYMPIA D				s 9 55 966		324 s 3.20							L 6.00AM	966 A10 55AM								
25	OLYMPIA				s 10.15 10.25		3 0.20	7.20				11 3 7			366								
	(Track Connection)							77.07			7-7-4												
C K 29.	9 BELMORE P	40			10.40 366		f 3.33	f 7.37						f 7.00	and application of								
C K 36.	RK LITTLE ROCKD	43			i 10.53		s 3.47	s 7.50						s 7.50	-10 %								
37.	BORDEAUX JUNCTION	-			10.56		3.49	7.52						f 8.10									
C K 39.	6 MIMA	13			10.59		f 3.53	7.56			No. 587 has right	See page 5		f 8.20			See page 5						
WY CK 43.	7 HK GATED	50			s 11.05%		s 4.10 4.15	s 8.05 8.15			No. 588 Hoquiam	L 3.00AM		A 8.35AM			L 9.00AM						
G M 48.	4.9 OX OAKVILLED	90			s 11.25		s 4.26				to Moclips	3.15					s 9.20 10.00						
5	6.9							11.5															
	LYTLE			_	11.38	-3-	4.42	8.86		per pre-	FIRE	3.40		E/ 2			f 10.20						
	.6 OR PORTER	_	See page 5		f 11.40		s 4.45			1= 03	11 11	8.45					s 10.45						
C M 63.	.1 EF ELMA	120	L 7.20AM		s 11.53 352 968 967		s 5.02	s 8.55 694				4.10					s 11.15AM 12.15PM 352 321 968						
65.	MACKS	-	f 7.25		11.56		f 5.07	8.59				4.17			-		f 12.20						
	.8 SP SATSOP D		s 7.33		s 11.59AM		s 5.11	s 9.02				4.21					s 12.25%				-		
23	5.6 4 MO MONTESANOD				s 12.09M		s 5.25	s 9.10				4.55					s 2.00						
29	8.6 .0 ABERDEEN JCT P	220					-	s 9.30		See page 5 L 7.45AM 351		5.80					s 2.30			-	-		
37	3.1 1 SA ABERDEEND			L12.30PM	12.25 s 12.40	L 2.15PM	1		L 9.35PM	351 A 7.55AM	L 8.15AM		L 5.50AM		100000000000000000000000000000000000000	L 6.40AM	s 3.15	-		-	-	 	
40	3.5 HO HOQUIAMD		A 8.40AM 968	321 A12.45PM	A12.55PM	A 2.30PM	756.20 6.30	A10.00PM	A 9.50PM		s 8.45	A 6.30AM	A 6.10AM			A 7.00AM	A 3.30PM						
CM 90.	GRAYS HARBOR CITY	No Sdg.					6.40				î 8.55		·										
52	GRAY GABLES	No Sdg.		1	105700		6.55	712.6			f 9.05 f 9.10					•							
	.0 CHENOIS CREEK 3.2 2 TULIPS P 3.2						f 7.01	73/79			f 9.25								-	-			
C M 103.	4 COPALIS CROSSING						f 7.20	778.0			f 9.40	- /											
	2.7 KUHN						f 7.27				f 9.55										1		
63	0.4 McGLAUFLIN	No Sdg.			-, -, -		i 7.80				f 10.00												
C M 107.	.7 ONSLOW	30					1 7.84				f 10.05									1			
66	5 STEARNSVILLE	Sdg.					f 7.39				f 10.15 f 10.26												
W 68 111.	ALOHA 1.8 2 PACIFIC	Spur Spur					s 7.40				f 10.33											 	
C M 114.	PACIFIC 1.4 SUNSET BEACH	7 No Sdg.					f 7.55				f 10.40												
71	6 MCD	8dg. 40					A 8.00PM				A10.45AM						7 18 1					 	
	Time Over Subdivision Average Speed per Hour		1.05	15. 14.0	3.35	.15	5.45	3.37	.15	20.0	2.30	3.30	.25 8.4	2.35 7.3	2.55	.20 8.0	6.30						

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

Double Track.—Between Aberdeen and Hoquiam, except single track between the passenger station at Hoquiam, and the double track switch located just east of Hoquiam River draw bridge, three-quarters (¾) of a mile east of Hoquiam. See page 6 for Special Rules governing.

See page 6 for Special Rules governing.

Eastward											SUBDIV HARBOR		1							•				
Time Table No. 36C			FI	IRST CLAS	SS		7		SECON	D CLASS.	/= }					9		THIR	D CLASS			*		
Succeeding No. 36B. September 8, 1912	372	366		352		300	322	_			696	978	968	962	966	1	T	1		1		T -	T	T
95.8	O-WRR&N	Nor. Pac.	_			c. C.M. & P.S. er Passenger					O-WRR&N Way Frt.		_				-	-	_	_			-	-
STATIONS.									EXCEPT SUNDAY					EXCEPT SUNDAY			-	-	_					_
Telegraph Offices and Calls	THE RESIDENCE OF THE PARTY OF T	DAILY A11.51AM	DAILY	DAILY	DAILY A 3.55PM	THE RESIDENCE OF THE PARTY OF T	A 7.55PM		SUNDAY	SUNDAY	SUNDAY	SUNDAY	MONDAY		THE RESIDENCE OF THE PERSON NAMED IN	Con a la con	-	ACTOR DESCRIPTION		-	ACCORDANGE MACCOCONDINATES			
2.3 COUNTRY CLUB		f 11.48		-	S				-	·		1	A		A 2.00PM s 365	_	-	-				,		Allen Lawrence
0.0			- '		f 3.47		7.51			<u>'</u>	,	1										,		
AMERICAN LAKE 112.7		11.47]	3.46		7.50		J	<u>·</u> '				_	f 1.50	_i							1330	e e
COSGROVE 111.3	' '	f 11.45	1	J	f 3.43)	7.45	,	,	,	,		,	No. 961 has right	f 1.45									
D DU PONT D 107.6	1	s 11.41			s 3.35	,	f 7.37	,	,	,			,	No. 962	1.30 s 12.10PM	PM						-	1	-
SHERLOCK 103.1	1	s11.27			s 3.22	1	7.21	1	([(· · · · · · · ·	_ Olympia to Gate	s 11.37AM 11.10	A	-						-	-
UNION MILL 97.7		s 11.15		1	s 3.09		7.10		1	· [1	1	 '		s 10.45		-				_		-	-
1.6 LACEY P 96.1		s 11.12	-	-			7.07	<u> </u>		1		1	.['	_			-						-	
5.0 OY D 91.1		s 11.00			s 3.05 s 2.50	THE PERSON NAMED IN	323 s 6.55	4	4	4	-	4	4 (THE RESERVE AND PERSONS IN	s 10.25 9.50 3		-		ARM PERMISSION	-				A. C.
0.7 g1.1	1	965	!]	S 20.00	1	s 0.00	'	1		1	1	1	A 1.50m	L 9.00mm	1						1		
PT. TOWNSEND SOUTHERN C'G. 90.4 4.7 (Track Connection)	4		,			,							The state of the s	,					ACA PROCESSOR OF THE			-		A CONSTRUCTION
(Track Connection)BELMORE P 85.7		f 10 40	.		f 2.34		6.40	_ '		-[]		1	.[1.00							-		-	
6.5		f 10.40 321	.				1		<u>-</u> '	-	<u> </u>	1'	-['					_	_					
RK LITTLE ROCK D 79.2		s 10.28	-['		s 2.20	_	f 6.28			_		1		12.30					SE .				,	
BORDEAUX JUNCTION 77.9		10.24			2.17		6.26	'	1	1	1	(1	12.05PM	ſ′	/								
		f 10.22			2.14		6.23			See page 5		1	See page 5	11.25AM	1								1	
HK GATE 71.9	1	10.15 s 10.10	,		2.05 s 2.00		6.15 s 6.10		-	A10.10PM	-	-	9,	M L11.05AM	4				-		-			1
OX OAKVILLE D 67.0	CONTRACTOR OF THE PARTY OF THE	s 10.00		-	s 1.45	-	s 6.03		1	9.52		-	s 1.15			1	-	-				4		
			.	-	1.00		1 70	1				/ '	-	-	<u> </u>								1	
LYTLE 60.1		9.46	'		1.27		5.52	No. 587		9.24	200		f 12.25	18 - 1			1 4 7 7		# -				1	
OR PORTER D 59.0	1	s 9.44		See Page 5	s 1.25		f 5.50	No. 588		9.21			s 12.20PM		'	,								
EFD 52.5 2.5		s 9.27		A11.45AM s 321 968	s 1.09	1	s 5.41	Hoquiam to Moclips	1	8.55 8.50	20,20	1	11.53AM 311.15 321352967	,	1	,							1	-
MACKS 50.0	1	9.19		f 11.35		1	5.37			8.88	,		f 11.00									*	1	PROPERTY AND ADDRESS OF
SP SATSOP D 48.8	4	s 9.16		s 11.32	s 12.58	-	f 5.35		()	8.85		1	s 10.50									-	1	1
MO MONTESANOD 43.2	2	s 9.02	-	s 11.20			s 5.25			8.20		('	s 10.30				1					-		-
8.6 ABERDEEN JCT P 34.6		8.43			12.25		365		A 1.15PM				s 9.40			-	-	-					4	-
3.1 SA		1	L 8.50AM	s 10.55	321 s 12.15	A 4.85PV		8 1		1	A 7.35PM					-	4	-	AND SEPTEMBER SHAREST		,		4	AND DESCRIPTION
3.5 HOD 28.0	L 7.50AM	s 8.25	L 8.35AM	L10.45AM	L12.01PV	1 L 14.20PM	L 4.45PW	s 1.45	321		M L 7.15PM			4				-	and manufacturers	_	-	-		A MINISTER
GRAYS HARBOR CITY 24.7		t 8.02	351 300 00.		-			f 1.10		1			380 301				-	-	-			<i>*</i>	-	4 Companies
GRAY GABLES 20.0		f 7.49						1 12.50				1									<u></u>	-	1	1
CHENOIS CREEK 18.6		f 7.41						f 12.43				(1
TULIPS P 15.4 3.2 COPALIS CROSSING 12.2		f 7.35			'			i 12.33					-	-	1								1	4
COPALIS CROSSING 12.2 2.7 KUHN 9.5		f 7.28	.[]					f 12.15 f 12.11		1		1	.[]					_					-	4
0.4 McGLAUFLIN 9.1	1	f 7.14			<u>'</u>	-	1 9	f 12.11	1	-	-	1			(· · · · · · · · · · · · · · · · · · ·	'	-						4	4
1.2 ONSLOW 7.9	9	f 7.10		-		-		f 12.05PM		[]		(¹	[I			·['	-	-			4	-	4	-
1.8 STEARNSVILLE 6.1		f 7.05		-	· · · · · ·	· [f 11.58AM				()	[]			1	-	-	_			-		-
1.9 ALOHA		f 6.57		-				f 11.49	-			1			 	1		-	-	_	- '	-[-
PACIFIC 2.4	4	s 6.51	[[f 11.43				1	[-		-			-	-		1
SUNSET BEACH 1.0	0	f 6.48						f 11.35				()												
MC MOCLIPS 0.0		L 6.45AM						L11.30AM				(-									4			
Time Over Subdivision Average Speed per Hour	14.0	22.6	14.0	1.00	3.10	15.	3.20	2.00	12.04	3.10	8.3	10.5	5.10 8.5	2.25			-	-					-	_

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

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

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

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

		Westw	ard.						THIRD SUBDIVISIO (GATE LINE)	N				Ea	stward	d.	To the street of
THIRD CLASS.	SECOND CLASS.	e pare	FIRST	CLASS.		lles,	99		Time Table No. 36C	Gate			FIRST	CLASS.		SECOND CLASS.	THIRD CLASS.
967	693	387	385	383	381	el, Scales, s & Wyes	Numbers	from	Succeeding No. 36B September 8, 1912.	from C	ity	382	384	386	388	694	968
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	1 44		Distance for Centralia	STATIONS.	nce	Car Capacity of Sidings	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight
EXCEPT SUNDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	Wate	Station	Dista	Telegraph Offices and Calls	Dista	Car of Si	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY
L 6.30AM	L 1.00AM	L 7.30PM	L 3.30PM 384	L10.45M	L 9.00M	WCYS	2027	0.0	CNCENTRALIADN	13.0	170	A11.00AM	A 3.00PM	A 6.55PM 387	A 8.55PM	A11.30PW	A 2.30M
								1.5	oW. R. & N. CO. CROSSING No Track Connection	11.5			A 64-1				
s 7.30	2.00	7.88	8.34	10.48	9.04			1.6	BLAKESLEE	11.4		10.48	2.51	6.43	8.47	11.05	s 2.20
s 7.55	2.15	s 7.45	s 3.45	s 10.55	f 9.20		C K 51	5.8	GRAND MOUND	7.2	90	s 10.40	s 2.41	s 6.35	s 8.38	10.55	s 2.05
s 8.20	2.40	s 7.55	s 8.55	s 11.05	f 9.33		C K	10.0	RHROCHESTERD	3.0	75	s 10.30	s 2.27	s 6.25	s 8.80	10.40	s 1.45
								10.5	C. M. & P. S. CROSSING No Track Connection 2.5	2.5							
A 8.35AM	A 3.00AM	A 8.05PM	A 4.10PM	A11.15M	A 9.45A	WY	C K	13.0	HKD	0.0	50	L10.20AM	A 2.15PM	L 6.15PM	L 8.20PM 387	L10.30PM	L 1.30P
EXCEPT SUNDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY
2.05	1.20	.40	.40	.30	.45				Time Over Subdivision.			.40	.40	.40	.35	.55	1.00
5.0	9.7	19.5	19.5	26.0	17.3				Average Speed per Hour	-		19.5	19.5	19.5	22.3	14.1	13.0

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

Registering Stations.—Centralia and Gate.
Bulletin Stations.—Centralia.
Standard Clock.—Centralia.
Standard Clock.—Centralia and Blakeslee. Yard limits at Centralia extend to a point 3,800 feet west of the west switch at Blakeslee.
When No. 382 and 383 meet at Blakeslee, No. 382 will take siding.
No. 381 has right over No. 382. No. 383 has right over No. 384. No. 385 has right over No. 386. No. 387 has right over No. 388, Centralia to Gate.
No. 381 will turn on the Wye on arrival at Gate.
The maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Westward.						F	OURTH SUBDIVISION (ELMA BRANCH)	N				31		Eastward
FI	RST CLASS			es	ers		Time Table No. 36C					FIRST CLA	SS	
		353	351	Fuel, Turn- nd Wyes	Numbers	e from	Succeeding No. 36B September 8, 1912	Distance from Elma	Capacity	352	354			
	I	Passenger	Passenger		Station	Distance	STATIONS.	stanc	r Cal	Passenger	Passenger			
		DAILY	DAILY	Wa Sca tab	Sta	Dis	Telegraph Offices and Calls	Eli	Car of Si	DAILY	DAILY			
					C H 10	0.0	SIMPSON	11.6	7 Spur			\$20	= 1	
					C _H	1.2	KRAFT	10.4	4 Spur					
					C H 71/2	2.3	HILLGROVE	9.3	4 Spur					
					CH 7	2.5	McCLEARY JUNCTION	9.1				TE STORY		
		L 4.20PM	L 6.45AM	Т	CH 8	3.3	McCLEARY	8.3	15 Spur	A12.30PM	A 6.20PM			
		4.25	6.50		CH 7	4.1	McCLEARY JUNCTION	7.5		12.25	6.15			
	s	4.35	s 7.00		C H	6.7	RAYVILLE	4.9	4 Spur	s 12.17	s 6.07			
	s	4.38	s 7.03		CH 4	7.6	WHITE'S	4.0	5 Spur	s 12.12PM	8 6.02			
		A 4.50PM	A 7.15AM	Т	C M 19	11.6	EFD	0.0	60	L11.59AM s	L 5.50			
		DAILY	DAILY							DAILY	DAILY			
		.30	.30				Time Over Subdivision			.31	.30			
		16.6	16.6				Average Speed per Hour			16.5	16.6			

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

Registering Stations.—Elma and McCleary.
Bulletin Station.—Elma.
Switch in main track just above head switch leading to Siding at Simpson, must be set to act as derail.
Trains will not exceed thirty miles per hour on Fourth Subdivision.
No. 352 will connect with No. 321 at Elma.
Trains from Fourth Subdivision will ascertain Second Subdivision main line rights before occupying main line at Elma.

V	/es	tward.			F	(OCOSTA BRANCH)			East	ward.
SEC	ND	CLASS	iles,	80		Time Table No. 36C			SECOND	CLASS.
58	3	581	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Aberdeen Jct., via Cosmopolis	Succeeding No. 36B September 8, 1912.	Distance from Bay City, via Cosmopolis	ity	582	584
Mix	ed	Mixed	r, Fu	N noi	deen deen	STATIONS.	City,	Capacity	Mixed	Mixed
Wedne		EXCEPT SUNDAY	Wate	Stat	Dista Aber	Telegraph Offices and Calls	Dista Bay Cosn	Car of Si	EXCEPT SUNDAY	Wednesday Saturday
		L 1.15PM	Y	CM 37	0.0	ABERDEEN JCT	21.7	42	A 7.45AM	
		s 1.18			0.8	JUNCTION CITY	20.9		s 7.37	
		1.20		CR 1	1.4	COSMOPOLIS JCT	20.3	No Sdg.	7.35	
L 1.	35PM	A 1.30PM	W	CG 2	3.0	MPD	18.7	90	L 7.30AM	A 3.55PM
1.4	40			CR 1	4.6	COSMOPOLIS JCT	17.1	No Sdg.		f 3.52
f 1.	48			CR 3	5.7	SOUTH ABERDEEN	16.0	90		f 3.49
1 2.	88			CR 13	16.2	MARKHAM	5.5	10	11	f 3.15
s 2.	35		т	CR 16	18.7	OCOSTAP	3.0	10		f 3.05
A 2.	15PM			CR 19	21.7	BAY CITY	0.0			L 2.55PM
Wedne		EXCEPT SUNDAY							EXCEPT SUNDAY	Wednesday Saturday
1.	10	.15				Time Over Subdivision			.15	1.00
15.	7	12.0				Average Speed per Hour			12.0	18.8

Average Speed per Hour 1 12.0 18.8

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

Registering Stations.—Aberdeen Junction and Cosmopolis.

Bulletin Station.—Cosmopolis. No. 583 has right over No. 584. Cosmopolis to Bay City

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 Bay City.

Trains will come to full stop before passing over grade crossings of O-.W. R. & N. Co. at various industry tracks in South Aberdeen and Cosmopolis. See Special Rules, page 10

West	ward.			SI	(TH SUBDIVISION (YACOLT BRANCH)			East	ward.
SECOND	FIRST	cales, Wyes	8.1		Time Table No. 36C			FIRST	SECONE
589	389	W, 100	Numbers	from	Succeeding No 36B September 8, 1912.	Distance from Vancouver Jct.	sity	390	590
Mixed	Passenger	Water, Fuel, Turntables		Distance Yacolt	STATIONS.	ouve	Car Capacity of Sidings	Passenger	Mixed
EXCEPT SUNDAY	DAILY	Wat	Station	Dist	Telegraph Offices and Calls	Dist	Car of Si	DAILY	EXCEP
L12.30PM	L 6.00AN	WY	C Y 27	0.0	YCD	27.2	35	A 7.10PM	A11.00
f 1.00	6.14		C Y 20	6.6	WALL	20.6	No Sdg.	f 6.48	f 10.30
s 1.20	s 6.19	700	C Y 19	8.0	HEISON	19.2	25	s 6.43	s 10.20
s 1.40	s 6.24		C Y 17	9.8	CRAWFORD	17.4	No Sdg.	s 6.36	s 9.50
s 2.10	s 6.35	W	C 14	12.8	BABATTLE GROUNDD	14.4	20	s 6.26	s 9.30
s 2.40	s 6.50		C Y 10	17.0	BRUSH PRAIRIE	10.2	25	s 6.16	s 8.50
f 2.45	f 6.54		C Y	18.6	LAURIN	8.6	50 Spur	f 6.10	f 8.3
f 2.50	f 6.57		CY 7	20.1	HOMAN	7.1	Spur	f 6.06	f 8.3
f 3.00	f 7.00		C Y	21.1	BARBERTON	6.1	Spur	f 6.00	î 8.30
f 3.20	f 7.05		C Y	24.1	HIDDEN	3.1	No Sdg.	f 5.52	f 8.20
	A 7.10AM	Y	C X 25	27.2	VANCOUVER JCT	0.0	No Sdg.	L 5.40PW	
EX. SUN.								DAILY	EX. SU
2.05	1.10				Time Over Subdivision			1.30	1.50
9.0	18.5	Ħ	1	I	Average Speed per Hour	l	1	18.1	9.00

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Stations—Yacolt and Vancouver Junction.
Builetin Stations—Vancouver and Yacolt.
Standard Clocks—Vancouver.
Yard Limit Sign.—Yacolt.
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.

SPECIAL RULES FIRST SUBDIVISION.

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

Nos. 679, 680, 691, 692 and 680, will register by ticket at Tonino, Sopenah and Cowlitz.

Clearance will not be issued to Westward trains at Sopenah and to Eastward trains at Cowlitz, Tenino or South Tacoma, unless Stop or Caution signal is displayed. All Eastward trains will procure clearance at Kalama.

At Tacoma and Tacoma Wharf, no clearance required.

Standard Clocks.—Tacoma, Centralia, Vancouver and Portland.

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

Junction 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 the engines using track leading to the wharf at Vancouver, will come to a full stop before crossing S. P. & S. tracks, and must be under full control before passing station, expecting to find main line occupied.

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

All trains must not exceed ten miles per hour, through the corporate limits of Roy, Centralia, Chehalis, Winlock and Bucoda, and fifteen miles per hour through the corporate limits of Ridgefield.

Paralling S w Cleaks.—Rained of the House track; west end of Flour Mill track; Napavino (Summerville's Spur and Pitcher's Spur); Winlock, west end of House track, Carrolis House track, Knapps House track.

Yard Limit Signs.—Tacoma, Centralia, Chehalis, Kalama, Vancouver and Portland. Chehalis yard extends to the west wye switch at Chehalis Pavaline is a "Flag" stop for trains Nos. 337, 208, 369, 370, 361 and 362.

No. 314 will stop a 58. John's on fing for passengers for points north of Kalama.

Passing and Solvilla stop on fing at any station between Tacoma and Portland to receive or discharge passengers holding Great Northern tickets read in

will run under full control on the single track between the depot and the double track switch.

Between Centralia and Bucoda, when a clear block is given trains, it indicates that the block is clear between east double track switch located about one thousand feet east of depot at Centralia and Bucoda.

Trains will be governed by Special Rules of Tacoma Terminal between Tidewater and a point two and one-half (2½) miles west of South Tacoma. See page 10 for special rules governing.

Rule 316 is modified as follows: "Where the telephone is used, signal men will transmit the words represented by the figures".

Interlocking Switches.

Govern movement over Lewis River Bridge, three miles east of Ridgefield.

Special Rules for Movement of Trains on Double Track.

On double track, as indicated by division time table, Rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.

In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open

block office.

In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.

To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.

Event as modified shows the Transportation Pulsa course.

Except as modified above, the Transportation Rules govern.

Special Rules Second Subdivision (Gray's Harbor Line).

Clearance will not be issued at Olympia, Gate, Elma and Aberdeen Jct... unless Stop signal is displayed.
Trains will register by ticket at Lakeview; will not be required to procure clearance unless Stop or Caution signal is displayed.
Trains from Second Subdivision must ascertain First Subdivision rights before occupying main line at Lakeview.
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 between Olympia and one mile east of Belmore, must not exceed 30 miles per hour.
Speed of trains between Olympia and one mile east of Belmore, must not exceed 30 miles per hour.
Junction switches will be set for line Olympia to Moclips.
No. 365 and 366 will stop on flag at Burrows, 2.0 miles west of Chenois Creek, and at Bale, 0.9 miles west of Copalis Crossing. Malone ,5 miles east of Elma.
No. 365 will stop on flag at Wilderness, 1.8 miles west of Tulips.
No. 323 and No. 324 will stop at Malone on flag.
No. 323 and No. 324 will stop at Malone on flag.
No. 325 will stop on flag at Union Mills Saturdays only.
No. 322 will stop on flag at Malone on Sunday when there are ten or more passengers.
No. 322 will stop on flag at Malone on Sunday when there are ten or more passengers.
No. 351 and No. 352 will make regular stop at Woods Crossing, 2 miles west of Satsop.
No. 363 and No. 366 will stop on flag at Overton, three miles east of Little Rock.
When Nos. 352 and 321 meet at Elma, No. 323 will head in on Elma Branch at junction switch just east of depot.
When Nos. 324 will stop at meets No. 321 at Aberdeen Junction, No. 324 will stop on west leg of wye.
No. 321 will wait at Gate for connection with No. 383.
Trains will encrease Gate looking out for trains to and from Third Subdivision turning on wes.

No. 321 will wait at Gate for connection with No. 323.

Trains will approach Gate looking out for trains to and from Third Subdivision turning on wye.

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

Northern Pacific engines must not run on trestles Vance Lumber Co. tracks at Malone. In doing work a sufficient number of cars should be used so that it

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

Northern Pacific engines must not run on trestles. Vance Lumber Co. tracks at Malone. In doing work a sufficient number of cars should be used so that it will not be necessary for engines to run on trestle.

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 S4 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.

Derail Switches.—At east end of house track at Elma, at Vance's Spur, at Mack's Spur, at east end of Satsop Siding, and at Ninemire & Morgan's Spur, two miles west of Aberdeen.

The movement of Port Townsend Southern trains from transfer track near Port Townsend Southern crossing to Northern Pacific depot, and from Northern Pacific depot to transfer track, will be protected as per rule 99. All Northern Pacific trains will approach these points with train under control, expecting to be flagged by flagman of Port Townsend Southern train.

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

The tunned district of station, to S0 signals before the S0 signals before a consistency of the S0 signals before a consistency of the S0 signals before the S0 signal section of the S0 signals before the S0 signal section on

We	stward	•			SE	VENTH SUBDIVISION SOUTH BEND BRANCH.	ON.				-	Eastw	ard.
THIRD CLASS.	FIRST	CLASS.	es,		а	Time Table No. 36C				FIRST	CI	LASS.	THIRD CLASS.
969	393	391	Fuel, Scales, and Wyes	Station Numbers	from	Succeeding No. 36B September 8, 1912.	E	Jo	4	392	4	394	970
Freight	Passenger	Passenger	Fuel,	Nun	e fro	STATIONS.	Distance from South Bend	Car Capacity Sidings	Pa	assenger	Pa	assenger	Freight
See page 1	See page 1	See page 1	les a	ion	anc		ance	Cap	Se	e page 2	Se	e page 2	See page 2
EXCEPT SUNDAY	DAILY	DAILY	Water, Tables	Stat	Distance f Chehalis	Telegraph Offices and Cails	Dist	Car	1	DAILY	1	DAILY	EXCEPT SUNDAY
L 6.45AM	L 7.55PM	L12.30PM	Y	2032	0.0	CHEHALIS JCT	56.5	Y	А	9.40AM	A	6.52PM	A 8.35FM
s 7.05	s 8.05	s 12.40		C W	3.4	AD	53.1	20	s	9.26	S	6.44	s 3.10
s 7.15	s 8.08	s 12.44		C W	4.7	ADNA	51.8	37	s	9.21	s	6.40	s 2.25
s 7.55	f 8.24	s 12.58	W 2.4 m West	10	10.1	CERES	46.4	35	s	9.06	1	6.27	s 1.55
			West		16.2	LUEDINGHAUS R. R. CROSSING 0.1 Track Connection	40.3						
s 8.45 8.50 392	s 8.40	s 1.15 970		C W 16	16.3	DRDRYADD	40.2	35	s	8.50 969	s	6.12	s 1.15 391
s 9.05	s 8.45	s 1.19		C W	17.6	DODOTYD	38.9	Spur	s	8.45	s	6.08	s 1.00
s 10.15 11.30	s 9.00	s 1.35	W	C W 22	22.3	PLDE ELLD	34.2	50	s	8.85	s	5.55	s 12.30PM 11.30AM 969
					23.7	McCORMICK R. R. CROSSING 0.6 Track Connection	32.8						
s 12.05PM	s 9.07	f 1.41	W	C W 24	24.3	McCORMICK	32.2	Spur	P	8.21	s	5.48	s 11.10
s 12.30	s 9.15	1 1.48		C W 26	26.1	WALVILLE	30.4	Spur	f	8.16	s	5.42	10.40
					27.3	.WALVILLE R. R. CROSSING 1.6 No Track Connection	29.2						
f 12.50	f 9.25	s 2.00	T	C W 29	28.9	PLUVIUS	27.6	36	f	8.07	f	5.35	f 10.10
s 1.25	s 9.45	s 2.20	W	C W 35	35.3	FRFRANCESD	21.2	35	s	7.45	s	5.13	s 9.30
f 1.35	i 9.49	s 2.24		C W 37	36.6	GLOBE	19.9	Spur	î	7.39	f	5.08	s 8.40
s 1.45	s 9.53	s 2.28		C W	38.0	BMD	18.5	14	s	7.86	s	5.05	s 8.30
f 2.05	s 10.03	s 2.38		CW 42	42.3	HOLCOMB	14.2	30	s	7.24	s	4.55	f 8.05
f 2.25	s 10.13	s 2.48		C W	46.5		10.0	9	s	7.18	s	4.45	f 7.50
f 2.45	s 10.23	s 2.58	S	CW 50	50.5	WILLAPA	6.0	16	s	7.02	s	4.35	f 7.40
s 2.55168 3.308	s 10.35	s 3.05		C W	53.1	NDRAYMONDD	3.4	45	s	6.57	s	4.30	s 7.30
A 3.45PM	A10.45P%		WC	C W	56.5	SBD	0.0	150	L	6.45AM	L	4.20PM	L 7.00AM
EXCEPT	DAILY	DAILY							1	DAILY	1	DAILY	EXCEPT SUNDAY
									1-		-		

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

Time Over Subdivision

Average Speed per Hour

2.55

19.3

2.40

21.2

8.05

6.9

Register Station .- Chehalis and South Bend

2.45

20.5

Standard Clock.-Centralia.

2.50

19.4

9.00

6.8

Bulletin Stations .- South Bend.

Derailing Switches.-Meskill (East end), Lebam (mill spur), Nallpee (log spur), Green Creek Spur and Wheaton.

Yard Limit Sign .- Chehalis Junction, Raymond and South Bend.

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

Maximum Grade.—Between Frances and Pe Ell.

Helper District.—Between Frances and Pe Ell.

Trains will stop 400 feet from draw span over South Fork of Willapa River, three miles east of South Bend. Will not ceed until draw is known to be closed. No. 391, No. 392, No. 393 and No. 394, will stop on flag at Nallpee.

Westward.				_	45	7 77	EIGHTH SUBDIV (BUCKLEY LINE		ON		.H(Diengr	1802 2282	Eastwa	ard.	Wes	tward	•			ITH SUBDIVISION GREEN RIVER BRANCH)		E	astw	ard.
THIRD CLASS.	FII	RST CLA	ss.	ales,	92		Time Table No. 36C			F	RST CLA	SS.	1 12 8.78 1 12 8.38 1 1 12 8.78	THIRD (CLASS.	SECOND CLASS.		ales,	1 20		Time Table No. 36C				SECONI CLASS.
971	397	367	395	iel, Sca	umbe	from	Succeeding No. 36B September 8, 1912	from	city	368	396	398			972	579		- 500 =	Numbers	from	Succeeding No. 36B September 8, 1912	rom	.	398	580
Way Freight	Passenger	Passenge	Passenger	er, Fu	N moi	Distance Kanaskat	STATIONS.	Distance	Capacity	Passenge	Passenger	Passenger			Way Freight	Mixed	Passenge	er, Fu	lon N	Distance from Kerriston	STATIONS.	Distance from Kanaskat	Capa dings	ssenger	Mixed
EXCEPT	DAILY	DAILY	DAILY	Wate Turi Wye	Stati	Dist	Telegraph Offices and Calls	Dist	Car of Si	DAILY	DAILY	DAILY			EXCEPT	EXCEPT SUNDAY	DAILY	Wat	Station	Dist	Telegraph Offices and Calls	Dist	Car of Si	AILY	EXCEPT SUNDAD
6.80AM	L 5.05PM	L 9.40A	L 7.00AM		A1	0.0	KANASKAT	45.9	140	A 9.05A	A10.20A	A 7.40PM		A	A 1.30PM	L 2.00PM	L 5.00	M	C J 15	0.0	KERRISTON	17.9	A	9.20PM	A 1.50PM
6.35	s 5.10	9.45	s 7.04		1932	1.2	JCPALMER JCT DN	44.7	70	s 9.00	10.10	s 7.30		f	1.00	s 2.25	s 5.20	W	C J	7.6	HEMLOCK	10.3	30 s	8.45	s 1.10
6.50	s 5.11	9.47	s 7.06	w	1933	2.1		43.8	30	i 8.58	10.08	s 7.25		f	12.45	s 2.35	s 5.25	-	C _J	8.4	BARNESTON	9.5	Spur f	8.85	s 1.00PM
7.00	s 5.14	f 9.51	s 7.10		1934	3.4	BAYNE	42.5	Spur	f 8.56	10.05	s 7.21		f	12.30	No. 579 does not run be-	s 5.40			12.5	KANGLEY JCT	5.4	62 s	8.15	s 11.40A
7.05	f 5.17	9.55	s 7.14		1936	4.7	CUMBERLAND	41.2	No Sdg.	8.54	10.02	s 7.16		f	12.01PM	tween Kang- ley Jct. and Selleck.	s 5.50			14.0	SELLECK 0.1	3.9	s	8.05	s 11.30
7.10 957.45	5.19	10.60	7.16 971		1937	5.5	NAVY	40.4	60	f 8.53	10.00	s 7.13		f	11.50AM			Course		14.1	C. M. & P. S. R. R. CROSSING No track connection	3.8			
7.50	f 5.24	10.03	7.19	CAT PERSON	1939	7.5	VEAZIE	38.4	Spur 10	f 8.48	9.54	7.05			11.25	s 3.00	s 6.00	_	CJ	15.5	1.4 KANGLEY JCT.	2.4	s	7.55	s 11.15
8.20 9.00	s 5.31	s 10.13	s 7.28	DES SENIOR CONTRACTOR	1942	10.9	CWENUMCLAWD	35.0	105	s 8.43 971	s 9.50	s 7.00		S	11.20	A 3.15PM	A 6.054	WY	A A	17.9	2.4 QVKANASKATN	0.0	75 L	7.50PM	L11.00A
9.25 9.50 972 396	s 5.45	s 10.21	s 7.38		1945	14.3	BKBUCKLEYD	31.6	100	s 8.33	s 9.43 971 972	s 6.45		s 36	10.21 9.00 67 971 396				1						
10.10	5.55	10.80	7.48		1949	18.6	CASCADE JCT	27.3	No Sdg.	8.20	9.32	6.28	aria Di Paris		8.80	EXCEPT SUNDAY	DAILY	or control of					D	AILY	EXCEPT SUNDAY
10.15 11.00	s 6.00	s 10 33	s 7.55 972	W C	1950	19.7	SOSOUTH PRAIRIED	26.2	135	s 8.18 972	9.30	s 6.25		s	8.28 7.50 368-395	1.15	1.05	- STOREGE TO			Time Over Subdivision			1.30	1.50
367 11.20	f 6.02	10.35	f 7.57		1951	20.7	BROOMFIELD	25.2	Spur	f 8.16	9.28	i 6.23			7.85	11.2	15.3	1	1	!	Average Speed per Hour			11.1	9.8
11.30AM	f 6.10	10.42	f 8.07		1955	24.2	3.5 CROCKER	21.7	100	î 8.07	9.21	f 6.10		f	7.30	EA	STWAR	TR	AINS		SUPERIOR TO TRAINS OF HE OPPOSITE DIRECTION	TH	E SAM	E CLA	SS
12.01PM	s 6.20	f 10.50	s 8.15	Т	1958	26.7	ogD	19.0	200	s 8.01	f 9.17	s 6.05		s	7.10						Kanaskat.				
12.15	s 6.30	10.58	s 8.24		1961	30.3	McMILLIN	15.6	8 Spur	i 7.54	9.10	s 5.52		s	6.50						angley to Kerriston. d ½ mile west of Selleck on K	Cangle	ey Line.		
12.25	s 6.35	11.02	s 8.34		1963	32.4	ALDERTON	13.5	-	f 7.51	9.07	s 5.46	a allelyine	s	6.35	t	Train				engines of Cascade Timber Co.	. hand	dling log	s betwe	een
12.40	6.40	11.07	8.40	Y	1966	34.8	MEEKER	11.1	70	7.48	9.04	5.40			6.20	1 10		pecia			ge 10.				
1.18	s 6.50	s 11.15	s 8.55		1967	36.1	PYPUYALLUPDN	9.8	70	s 7.45	s 9.00	s 5.85		s	6.10	No. of the last of		1.00							
	A 7.05PM	A11.30A	A 9.15AM			-	QTACOMADN	-	PRODUCTIONS.		L 8.45M	L 5.10PM				337 · · · · ·									
2.00PM				2703000	1976	45.9	TACOMA WHARF	0.0	maneronein					L	. 5.80AM										

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

DAILY

28.1

1.35

DAILY

1.35

28.1

DAILY

2.35

17.3

Double Track-Between South Prairie and Cascade Junction.

Registering Stations-Puyallup, South Prairie, Palmer Junction.

DAILY

24 4

1.50

Bulletin Stations-South Prairie.

Standard Clocks-Tacoma.

EXCEPT

7.30

6.5

Derail Switches—At Valley Mill Co.'s Spur, one mile west of Buckley, west end of passing track and at West End House 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.

Yard Limit Signs—Tacoma, Puyallup, Meeker, South Prairie and Cascade Junction.

Time Over Subdivision

Average Speed per Hour

Maximum Grades—Cascade Junction to Buckley.

Helper District-South Prairie to Buckley.

DAILY

22 3

2.00

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

Tacoma Division trains using track between Tidewater and Puyallup and Kanaska and Pallmer Junction, will provide themselves with copy of Seattle Division Time Table, and be governed by instructions issued by Superintendent Seattle Division.

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

Trains will approach Cascade Junction under full control looking out for Branch Line trains.

DAILY

2.15

18.0

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 Enumelaw.

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

No. 396 will register by ticker and need not obtain clearance at South Frairie, thress stop signal is displayed.

No. 398 will sait at Puyallup for connection with Seattle Division No. 323. No. 396 will connect with Seattle Division No. 321 at Puyallup. No. 368 will connect with Seattle Division No. 3, and No. 396 will connect with Seattle Division No. 4 at Kanaskat. No. 366 will stop on "Flag" at any station west of Palmer Junction, to let off passengers from Kanaskat, or beyond. Nos. 395 and 398 will stop at Boise Creek, 2.1 miles west of Enumelaw for passengers or express. 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 track, will carefully inspect loading, and if insecure, will obtain orders insuring that other trains will not be met while running.

Trains will not exceed twenty-five miles per hour around curves on Buckley Loop between Cascade Junction and Buckley.

EXCEPT

8.00

5.7

Engines of any class must not be double headed over Bridge No. 228, Buckley Loop, between Cascade Junction and Buckley.

At Puyallup, the upper semaphore arms govern movement of trains using double track; lower semaphore arms govern movement to and from Eighth Subdivision. Trains from Eighth Subdivision must ascertain main line rights, before occupying main line at Puyallup.

Eighth Subdivision extends to Puyallup, and the new, or extreme left hand track, coming west, between Mesker and Puyallup, is main line for Eighth Subdivision, and also is passing track, and operated under yard limit rules. Puyallup yard limits extend from Mesker to Puyallup. Eighth Subdivision trains, in either direction, will use eastward main track of double track, in running around water tank at Mesker. All trains must approach this point under full control and be sure track is clear before proceeding. Eighth Subdivision trains will protect by flag when using this gauntlet.

Conductors and engineers of trains, from Eighth Subdivision, before leaving Meeker, will obtain from operator at Puyallup, by telephone, block indicating position of trains, on eastward track, between Puyallup and Meeker, and in addition to this, before using gauntlet, will fully protect by flag. Will also obtain from operator, the position of train on Eighth Subdivision, between Puyallup and Meeker. No trains either main line or Eighth Subdivision, will use this portion of track during foggy weather, without obtaining block from operator at Puyallup, and fin addition to such precaution, will keep under full control moving at slow speed, taking such precautions, that in case track is occupied, there will be no possibility of accident.

Trains from Eighth Subdivision that have loads for Seattle Division, will leave them at Meeker, on siding, located between east and west legs of the wye. Any loads for the industries at Meeker, will be taken to Puyallup, and from there, handled to the industries by using westward main line, for passing track switch, just west of the Jurin Mills, under protection of flag while occupying main track. Block must be obtained, and the work handled in such a way, as to not delay passenger train.

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

This time card confers no rights on Tacoma Division trains between Palmer Junction and Kanaskat. No. 395, No. 396, No. 387, No. 388, No. 397, No. 398, No. 971 and No. 972, will be handled by train order, and run as Extras between Palmer Junction and Kanaskat.

Trains will be governed by Special Rules of Tacoma Terminal, between Tidewater, and a point 2½ miles west of South Tacoma. See page 10 for Special Rules.

															0		_			
West	tward			TE	NTH SUBDIVISION (BURNETT BRANCH)			Eastv	vard	Wes	tward.		E	LE	VENTH SUBDIVISIO	N.		Eastv	vard.	Westward. TWELFTH SUBDIVISION Eastward (ORTING BRANCH)
FIRST	CLASS.	V. ves	bers	E	Time Table No. 36C	8	2	FIRST	CLASS.	THIRD CLASS	FIRST CLASS.	l'yes	pers	E	Time Table No. 36C	E.	۸	F:RST CLASS	THIRD	Time Table No. 36C
373	375	Fuel Turr	n Nun	on to	Succeeding No. 36B September 8, 1912	ce fro	Capacity	374	376	981	377	Fuel and V	u Nun	x x	Succeeding No. 36B September 8, 1912	de Jet.	apacit	378	982	Time Table No. 36C Succeeding No. 36B September 8, 1912
Passenger	Passeng	ater ales	atio	Distar	STATIONS.	star	Sid	Passenger	Passenger	Way Freight	Passenger	ater	atio	star	STATIONS.	star	Sid	Passenger	Way Freight	STATIONS.
DAILY	DAILY	Se	St	Sp	Telegraph Offices and Calls	Can	చ్ది	DAILY	DAILY	EX. SUNDAY	DAILY	SSE	St	Di	Telegraph Offices and Calls	Cas	ರೆಕ	DAILY	EX. SUNDAY	Telegraph Offices and Calls 00 00
L 6.56PM	L 7.26	AM	C C	0.0	SPIKETON	3.4	45	A 7.25M	A 6.55PM	L 1.40PM	L 6.10A	T	C B 15	0.0	FXFAIRFAXD	15.5	5 Spur	L 8 05PI	A12.20PM	0.0END OF TRACK 10.0
s 7.01	s 7.84	S	CC	2.1	BNBURNETTD	1.3	45	s 7.15	s 6.45	s 2.10	s 6.17		C B 13	1.7	MELMONT	13.8	5 Spur	s 8 00	s 12.10PM	1.3 TACOMA & EASTERN CROSS'G 8.7
A 7.06PM	A 7.39	AM	1949	3-4	CASCADE JCT	0.0	No Sdg.	L 7.10AM	L 6.40PM					6.2	CARBON COAL CO. CROSSING	9.3				C E 2.7PUYALLUP RIVER 7.3 10
DAILY	DAILY							DAILY	DAILY	s 2.30	s 6.35		CB	6.8	CBCARBONADOD	8.7	5	s 7.45	s 11.40AM	W T 1958 10.0 OG ORTING
.10	.13				Time Over Subdivision			.15	.10	9 30	. A 55	S.T.	CB	10.6	WXD	4 0	90	s 7 30	s 11 00	
20.4	15.6				Average Speed per Hour			13.6	20.4	3 0.00	0.00		5	10.0	4.9	1.0		7.20	8.00	
		-	1			-	-			A 4.00PM	A 7.10A	4	1949	15.8	CASCADE JCT	0.0	No Sdg.	А 7.06№	7.15AM 377	EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE
	EASTW	ARD T	RAIN		E SUPERIOR TO TRAINS OF THE OPPOSITE DIRECTION.	F TH	E SAR	AE GLASS	5											SAME CLASS IN THE OPPOSITE DIRECTION
				on.—	Cascade Junction.					EX. SUNDAY	DAILY					-		DAILY	EX. SUNDAY	Registering Station.—Orting. Derail Switch—200 feet east of Junction Switch at Orting.
ne	Derai		n—Ea	st of	station platform at Spiketon mus	st be	set for	derail wh	en	2.20	1.00	-			Time Over Subdivision	-		1.04	5.05	Junction switch, one mile east of Orting station will be set for cross-
11	Swite	hes sho	ve Bur	nett	will be set to protect cars at qua	arries	by de	rail.		6.5	15.5			-	Average Speed per Hour			15.4	3.5	over, and track from cross-over to station will be used as a main line passing
	Speed of trains when backing up must not exceed 20 miles per hour. Speed must not exceed six miles per hour within the corporate limits of Burnett.										1 .5.0				The state of the s	1		1	1	Maximum grades on St. Paul & Tacoma Lumber Co.'s line east of

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

Helper District.-Wilkeson to Carbonado.

Maximum Grades.—Cascade Junction to Fairfax.

Registering Stations.—Fairfax and Cascade Junction.

Derail Switches-At west end of coal track, Melmont, and 200 feet east of Cascade Junction.

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

Carbonado Junction switch at Wilkeson and Fairfax Junction switch at Carbonado will be set for Fairfax Line. Trains will stop at railroad crossing near Fairfax Junction between Carbonado

Melmont. 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.

O TRAINS OF THE DIRECTION

Maximum grades on St. Paul & Tacoma Lumber Co.'s line east of Puyallup River.

See special rules, page 10.

r, Fuel, s, Turn s and Wyes	on Numbers	Distance from Wingate	Time Table No. 36C Succeeding No. 36B September 8, 1912	Distance from Crocker	Capacity	
Wate Scale table	Stati	ing	STATIONS.	ista	Car (
SS₹	S	۵۶	Telegraph Offices and Calls	20	00	
ws	C D 5	0.0	WINGATE	5.2	140	
	1955	5 2	CROCKER	0.0	100	

THIRTEENTH SUBDIVISION

(CROCKER BRANCH)

Westward.

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

Registering Station.—Crocker.

Derail Switches—At Crocker and 500 feet west of depot at Wingate.

See Special Rules Page 10.

Mountain Grades—Crocker to Wingate.

COMMERCIAL SPURS.

First Subdivision DISTANCE FROM TACOMA.	Second Subdivision DISTANCE FROM LAKEVIEW.	Fourth Subdivision distance from ELMA.	Seventh Subdivision DISTANCE FROM CHEHALIS JC.	Seventh Subdivision	Eighth Subdivision DISTANCE FROM PALMER JCT.	Eleventh Subdivision distance from Cascade JCT.
Scheel	Molberg. 16.0 Standard Oil Co. 23.4	Dickson & Toby's 8.00 Smith's 9.00	Harmons 6.4	DISTANCE FROM CHEHALIS JC. Guerrier	Big o 1.0 Occidental 1.8 Nolte 1.8 Fleet 3.4	Wilson's Mill 3.2 Twelfth Subdivision
Great Western Coal Co 41.3	Black Lake 28.2 Overton 33.4 Ames 45.2	Sixth Subdivision DISTANCE FROM YACOLT.	Angel. 7.2 Meskill. 12.5	Forrest	Rosemar 4.0 Myerson 5.8 Blackburn 11.1	Veneer 3.1 Renco 5.0
Newaukum .57.6 Evaline .65.0 Capitol Mills .69.7	Bagshaw 50.5 Malone 58.1 Vance 64.9	McCutcheon 0.9 Dole 2.4 Bouton Perkins 4.7	Mays	Green Creek	Webstone. 12 5 Valley Mill. 13.9 Greenover. 23.0	Electron Rock Crusher 8.6 Thirteenth Subdivision
Englands 105.6	Weatherwax 73.9 Stockwell 74.4 Ninemire & Morgan 86.4	Lucia 4.9 Smith 10.0 Tenny 13.2	Ashlock 28.1 Custer 34.6	Turney 54.0 Mayfair 55.5	Tenth Subdivision DISTANCE FROM CASCADE JCT. Black Carbon	DISTANCE FROM CROCKER. Alward.

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

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

Eastward.

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

OLYMPIA LOG TRAIN.—Between Olympia and Bordeaux.

	TO	NNA	GE R	ATIN	IGS—	FREI	GHT	ENG	INES-	-N. I	P. R.	R.	305				(10th		
				E	IGHTH	SUBDI	VSION-	EASTW	ARD.		and the						- 1		
	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6		
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	
Tacoma to South Prairie			1150	38	1100	37	950	32	900	30	800	27	500	17	475	16	350	12	
South Prairie to Buckley			600	20	625	21	500	17	450	15	400	14	250	9	235	8	175	6	
Buckley to Palmer Jct			1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12	
Tacoma to South Prairie			aximum Maximum 0 Cars 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars				
			2 -6	EI	GHTH S	UBDIV	ISION-	WEST	VARD.				i la i in						
Palmer to Tacoma			aximum Maximum 0 Cars 80 Cars					faximum Maximum 80 Cars 80 Cars			Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars				
					FIRST S	UBDIV	ISION—	WESTW	ARD.	4900.	6 A 7								
	Cla	ss W	Class Y-2		Class	Class F-1		Class S		Class P		Class E-4		Class E-3		Class D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	
South Tacoma to Rainier	1600	53	1350	45	1200	40	1150	38	1050	35	850	28	825	27	825	27	700	23	
Rainier to Chehalis		100		100		60		60		60		60		50		50		40	
Chehalis to Napavine	1200	38	1000	34	900	30	850	28	750	25	550	18	525	17	525	17	400	13	
Napavine to Portland		100		100	1500	50	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35	
					FIRST S	UBDIV	ISION-	EASTW	ARD.									7	
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	60	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 | the rating for each car in excess of the normal. 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

Maximum eighty cars between Tacoma and Portland.

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

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

Second Subdivision, Lakeview to Gate.-No engine heavier than P compound passenger engine and S at slow speed.

Second Subdivision, 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 D-3 should be double headed and speed limit of engine's run double header must not exceed eight miles per hour over Howe truss bridges.

Second Subdivision, Hoquiam to Moclips.—No engine

heavier than F-1.

Third Subdivision—No engine heavier than Class S-4
Double headers will not be run over the following bridges
when engines are heavier than Class D-3.

No. 2 and No. 13 between Centralia and Gate. Fourth Subdivision.—No engine heavier than F-1.
Fifth Subdivision, Aberdeen Jct. to Cosmopolis.—No

engine heavier than F-1.

Cosmopolis Jct. to Ocosta.—No engine heavier than D-3.

Sixth Subdivision.—No engine heavier than S-4.

Seventh Subdivision.—No engine heavier than Class S.

Eight Subdivision.—All classes except Class Z Mallet

Ninth Subdivision.—No engine heavier than F-1. Tenth Subdivision.—No engine heavier than F-1.
Tenth Subdivision.—No l classes except Q.T., W, X, Y, and Z.
Eleventh Subdivision.—No engine heavier than F-1.
Twelfth Subdivision.—No engine heavier than F-1.
Thirteenth Subdivision.—No engine heavier than F-1.

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

Rating of Locomotives In Tons of 2000 Pounds

				E	AST BOUL	WEST 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	to	So. Tacoma to Centralia	to	Napavine to Portland	
T-63 $\frac{20}{24}$ 113	136–146	1580	1200	990	720	790	1120	1280	1280	315	900	655	1580
	170–207	1900	1440	1190	870	960	1310	1540	1540	370	1080	800	1900
T-69 $\frac{22}{28}$ 159	250-305	2200	1680	1380	1000	1110	1560	1790	1790	440	1250	900	2200
$C-57\frac{15\frac{1}{2}x26}{30}176$	330-349	2335	1790	1475	1075	1190	1680	1900	1900	500	1335	985	2335
C-57 $\frac{22}{30}$ 187	350-400	2940	2250	1860	1360	1490	2120	2380	2380	560	1680	1220	2940
Mik-57 $\frac{23\frac{34}{30}}{30}$ 208	500-540	3100	2340	1930	1450	1550	2200	2490	2490	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	400	1150	840	2050
T-57 $\frac{20}{26}$ 132	720-727	}	2000	1000	010	2000	1000	2,20	1120	200	1100	010	2000
P-77 $\frac{25}{28}$ 170	208-209	2500	1900	1550	1160	1280	1800	2000	2000	500	1420	1050	2500
S-55 $\frac{19}{26}$ 130	39–42									380			••••••

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 "A" —Atlantic Type
"P" —Pacific Type
"T" —Ten Wheelers

"M" -Moguls

"Mik"—Mikado
"C" —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:

 $C-57 \frac{22}{20} 187$

TACOMA TERMINAL

TACOMA TERMINAL EMBRACES NORTHERN PACIFIC LINES FROM TIDEWATER AT THE WEST LINE OF EAST "Q" STREET TO MILE POST 8+942 FEET OR APPROXIMATELY 21/2 MILES WEST OF SOUTH TACOMA.

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

Eastward trains are superior to trains of the same class in the opposite direction.

Double track between Tidewater and Tacoma Wharf and Tacoma Yard Office and South Tacoma.

Automatic block between Tacoma Yard Office and South Tacoma.

Registering Stations.—Tacoma Yard Office, Tacoma Union Station and South Tacoma.

Bulletin Stations.—Tacoma Yard Office and Tacoma Union Station.

Standard Clock.—Tacoma Union Station.

Maximum Grade.—Tacoma Yard Office to 2½ miles west.

Derail switches are located as follows, and must be kept set in derailing position when not in use. Harrison Bros. Spur and Keystone Lumber Company's Spur.

Passenger trains will register by ticket at South Tacoma. Clearance will not be issued at South Tacoma to eastward trains unless Stop or Caution signal is displayed. At Tacoma Yard Office and Tacoma Union Station no clearance required.

Yard limit signs are located 2½ miles west of South Tacoma and at Reservation spur just east of Tidewater.

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

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

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

At Tacoma a signal of the single arm semaphore pattern located near junction of line leading to passenger station and the draw bridge line at Fifteenth street; another signal of the same pattern located at the north end of passenger yard. The two signals are controlled by switch tender at Fifteenth street and will govern single track passenger line between Fifteenth street and Tacoma passenger station. No train from the drawbridge line or eastward main line will enter passenger station when signal at Fifteenth street is at "Stop," and no train will proceed from passenger station to drawbridge line or westward main line when signal at the north end of yard is at "Stop." Push button operating signal to towerman is located on post under Concourse. Switch crew will operate for Portland bound trains and conductors attend to it for Seattle bound trains.

Between Tidewater and Tacoma enginemen will obtain card order at Tacoma or Tidewater as authority to use drawbridge line. Drawbridge card Form "A" will govern movement from Tidewater to Tacoma. Drawbridge card Form "B" will govern movement from Tacoma to Tidewater. This bridge card to be delivered to operator at Tidewater or to Chief Dispatcher at Tacoma. Westward trains that do not enter passenger station at Tacoma will leave drawbridge card with towerman at Fifteenth street for delivery to Chief

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

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

All movements are governed by DISTANT and HOME SIGNALS, located as follows:

"Distant Signals," 1300 feet WEST of Crossing, and 2000 feet EAST of Telegraph Office at Tidewater. "Home Signals," 500 feet from Crossing.

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

INDICATIONS:

90 degrees upward, Green Light, "Proceed."

45 degrees upward, Yellow Light, "Proceed under Control."

Horizontal, Red Light, "Stop."

Derailing switches, located 55 feet beyond Home and Dwarf Signals, and will be in derail position when signals are at "Stop" position.

Interlocking signals at east and west approach to Drawbridge control use of bridge and trains will not proceed unless home signal shows clear indication. Distant signal located at Drawbridge line 1,500 feet east of home signal just east of Tacoma draw span is semiautomatic. When home signal is clear, distant signal will be clear; when home signal shows stop position, distant signal will show stop position. Trains will observe automatic block rules.

Speed of trains over crossover switches at Tidewater and over Ffteenth Street bridge entering passenger yard, must not exceed

ten (10) miles per hour and five (5) miles per hour over switches at north end of passenger yard.

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

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

Enginemen will refrain from dumping ash pans on tracks in passenger station, Tacoma.

Enginemen will reduce exhaust on engine to the lowest possible point while passing under concourse, Tacoma Union Station.

Tell Tales have been placed on train sheds at north and south end of Concourse, Tacoma Union Station.

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

Enginemen on road engines of eastward trains before backing into the passenger station after stop has been made, will cut out air

brake valve and leave air applied, to be released by switch engine. Switch engine will control the air until stop is made at the passenger station, leaving brakes applied after making the stop.

Enginemen on road engine of westward trains, will, after terminal air test is made, apply air to the train and cut out air brake valve leaving the air applied to be released by switch engine when ready to depart. Switch engine will control the air while backing out of the station and make the stop before starting up the hill, leaving the air applied to be released by the road engine. The leading engine will control the air under all conditions.

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

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

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

SPECIAL INSTRUCTIONS REGARDING USE OF STAFF ON SUBDIVISIONS AND SPURS.

Dupont Spur on Second Sub-Division at Dupont. Hoquiam River Spur on Second Sub-Division at Hoquiam.

Cosmopolis Branch, on 5th Sub-Division.
Centralia Eastern Ry. at Wabash, on 1st Sub-Division main line.
Orting Branch, 12th Sub-Division.

Crocker Branch, 13th Sub-Division.

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 as per

For completion of Dispatcher's record of service, operator at Main Line Junction will telegraph copy of register, including mileage made, information to be shown on register by conductor.

If there is no operator at junction point, information will be telegraphed from first open telegraph station.

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

SEATTLE-

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

Cobb Bldg.

AUBURN-

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

Dr. Chas. James, District Surgeon, 304 Berlin Bldg. District between Auburn and Tenino.

TENINO-

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

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.

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

District between Vancouver and Portland

Dr. Curtis C. Holcomb, District Surgeon.

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. Western Div., Tacoma

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

Orting (S). 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. E. L. Carlsen, So, Tacoma (S)
Dr. F. L. Carr, Montesa

Dr. G. W. Kennicott, Chehalis. DR. J. W. MOWELL, Olympia (S). DR. J. H. DUMON, Centralia (S). DR. F. L. CARR, Montesano (S).

DR. H. C. WATKINS, Hoquiam. DR. PAUL SMITS, Aberdeen. DB. A. B. MACLEAN, Pe Ell. DR. W. GRUWELL, So. Bend (S) DR. N. C. McLAFFERTY, Winlock. Dr. C. 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. D. D. STONE, Yacolt (S).

Note.

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

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

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

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

AUTHORIZED SURGEONS, G. N. RY. CO.

DR. J. A. LA GASA, Tacoma

J. S. DEAN.

Train Master, Tacoma

J. F. ALSIP,

Chief Dispatcher, Tacoma

