

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 360 TABLE

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

SUNDAY, September 29th, 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

Table with columns for Third Class, Second Class, and First Class, listing train numbers (973, 963, 997, 965, 589, 691, 679, 355, 363, 301, 389, 361, 321, 307, 357, 391, 311, 369, 333, 365, 359, 313, 323, 393) and their respective schedules and times.

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 not be exceeded. Double track between Tenino and Sopenah and from Cowlitz to Vancouver, except single track from the west end of station platform at Centralia to a point 1,700 feet west thereof, and the single track across Lewis River Bridge, three miles east of Ridgefield. See page 6 for Special Rules governing...

FIRST SUBDIVISION. MAIN LINE.

Eastward.

Table with columns for train numbers (356-364), classes (First, Second, Third), times, and stations. Includes sub-headers like 'FIRST CLASS.', 'SECOND CLASS.', 'THIRD CLASS.' and 'STATIONS.'.

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

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.

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

Westward

SECOND SUBDIVISION (GRAY'S HARBOR LINE)

Table with columns for Station Numbers, Distance from Lakeview, STATIONS, Car Capacity of Sidings, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with various time and passenger details.

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 (3/4) of a mile east of Hoquiam. See page 6 for Special Rules governing. Automatic Signals.—Olympia Subway. See page 6 for Special Rules governing.

SEE SPECIAL RULES, PAGE 6.

Eastward

SECOND SUBDIVISION
GRAY'S HARBOR LINE

Time Table No. 36D
Succeeding No. 36C.
September 29, 1912

STATIONS. Telegraph Offices and Calls	Distance from Moclips	FIRST CLASS						SECOND CLASS.				THIRD CLASS				
		372	366	380	352	324	300	322	588	586	694	696	978	968	962	966
		O-WRR&N Passenger	Nor. Pac. Passenger	C.M.&P.S. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M.&P.S. Passenger	Nor. Pac. Passenger	Nor. Pac. Mixed	Nor. Pac. Mixed	Nor. Pac. Freight	O-WRR&N Way Frt.	C.M.&P.S. Freight	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.
VA..... LAKEVIEW DN	115.6		A 11.51AM				A 8.55PM	A 7.55PM							A 2.00PM	
..... COUNTRY CLUB	113.3		f 11.48				f 8.47	7.51								
..... AMERICAN LAKE	112.7		11.47				8.46	7.50							f 1.50	
..... COSGROVE	111.3		f 11.45				f 8.48	7.45							f 1.45	
D..... DU PONT D	107.6		s 11.41				s 8.35	f 7.37							1.80	
..... SHERLOCK	103.1		s 11.27				s 8.22	7.21							s 12.10PM	
..... UNION MILL	97.7		s 11.15				s 8.09	7.10							s 11.37AM	
..... LACEY	96.1		s 11.12				s 3.05	7.07							s 11.10	
OY..... OLYMPIA D	91.1		s 11.00				s 2.50	s 6.55							s 10.45	
PT. TOWNSEND SOUTHERN C'G. (Track Connection)	90.4															
..... BELMORE	85.7		f 10.40				f 2.84	6.40							1.00	
RK..... LITTLE ROCK D	79.2		s 10.28				s 2.20	f 6.28							12.30	
..... BORDEAUX JUNCTION	77.9		10.24				2.17	6.26							12.05PM	
..... MIMA	76.0		f 10.22				2.14	6.23							11.25AM	
HK..... GATE	71.9		10.15				2.05	6.15							See page 5	
OX..... OAKVILLE D	67.0		s 10.00				s 1.45	s 6.03							A 1.80PM	
..... LYTLE	60.1		9.46				1.27	5.52							s 1.15	
OR..... PORTER D	59.0		s 9.44				s 1.25	f 5.50							f 12.25	
EF..... ELMA D	52.5		s 9.27				s 1.09	s 5.41							s 12.20PM	
..... MACKS	50.0		9.19				f 11.35	1.01							11.53AM	
SP..... SATSOP D	48.8		s 9.16				s 11.32	s 12.58							s 11.15	
MO..... MONTESANO D	43.2		s 9.02				s 11.20	s 12.45							s 11.15	
..... ABERDEEN JCT P	34.6		8.48				11.04	12.25							s 11.15	
SA..... ABERDEEN D	31.5	A 8.05AM	s 8.35	L 8.50AM	s 10.55	s 12.15	A 4.35PM	s 5.00	A 2.00PM	L 1.00PM	7.80	A 7.35PM	A 7.50PM	s 9.10	s 11.15	
HO..... HOQUIAM D	28.0	L 7.50AM	s 8.25	L 8.35AM	L 10.45AM	L 12.01PM	L 4.20PM	L 4.45PM	s 1.45	L 7.00PM	L 7.15PM	L 7.30PM	L 8.45AM	s 9.10	s 11.15	
..... GRAYS HARBOR CITY	24.7		f 8.02	351 366 587											s 11.15	
..... GRAY GABLES	20.0		f 7.49												f 1.10	
..... CHENOIS CREEK	18.6		f 7.41												f 12.50	
..... TULIPS	15.4		f 7.35												f 12.48	
..... COPALIS CROSSING	12.2		f 7.23												f 12.33	
..... KUHN	9.5		f 7.16												f 12.15	
..... McGLAUFILIN	9.1		f 7.14												f 12.11	
..... ONSLOW	7.9		f 7.10												f 12.09	
..... STEARNSVILLE	6.1		f 7.05												f 12.05PM	
..... ALOHA	4.2		f 6.57												f 11.58AM	
..... PACIFIC	2.4		s 6.51												f 11.49	
..... SUNSET BEACH	1.0		f 6.48												f 11.48	
MC..... MOCLIPS D	0.0		L 6.45AM												f 11.35	
Time Over Subdivision		.15	5.06	.15	1.00	3.10	15.	3.20	2.00	.15	3.10	.25	.20	5.10	2.25	5.00
Average Speed per Hour		14.0	22.6	14.0	24.5	27.7	14.0	26.3	14.0	12.04	13.8	8.3	10.5	8.5	10.0	4.8

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SEE SPECIAL RULES, PAGE 6

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

Westward.

THIRD SUBDIVISION (GATE LINE)

Eastward.

Table for Third Subdivision (Gate Line) showing train schedules for Westward and Eastward directions. Includes columns for Class (Third, Second, First), Station Numbers, Time Table No. 36D, and various time slots.

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. Yard Limit Sign.—Centralia and Blakeslee. Yard limits at Centralia extend to a point 3,800 feet west of the west switch at Blakeslee.

Westward.

FIFTH SUBDIVISION (OCOSTA BRANCH)

Eastward.

Table for Fifth Subdivision (Ocosta Branch) showing train schedules for Westward and Eastward directions. Includes columns for Class (Second), Station Numbers, Time Table No. 36D, and various time slots.

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 transfer of passengers, baggage and express destined to and from Westport.

Westward.

FOURTH SUBDIVISION (ELMA BRANCH)

Eastward.

Table for Fourth Subdivision (Elma Branch) showing train schedules for Westward and Eastward directions. Includes columns for Class (First), Station Numbers, Time Table No. 36D, and various time slots.

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

Westward.

SIXTH SUBDIVISION (YACOLT BRANCH)

Eastward.

Table for Sixth Subdivision (Yacolt Branch) showing train schedules for Westward and Eastward directions. Includes columns for Class (Second, First), Station Numbers, Time Table No. 36D, and various time slots.

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

Registering Stations.—Yacolt and Vancouver Junction. Bulletin 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.

SPECIAL RULES FIRST SUBDIVISION.

Passenger trains will register by ticket at South Tacoma, Tenino, Sopenah and Cowlitz. Nos. 679, 680, 691, 692 and 690, will register by ticket at Tenino, 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.

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.

At Vancouver, westward trains will stop at passenger station before engine reaches point of clearance between N. P. and 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 in-line 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.

Derailing Switches.—Rainier (Lindstrom Handforth Lumber Co.'s Spur); Tenino (Mentzer Spur); Stone Quarry; Wabash. Interlocking deraill on O.-W. R. & N. connection; Chehalis, east end of the House track; west end of Flour Mill track; Napavine (Summerville's Spur and Pitcher's Spur); Winlock, west end of House track, Carrolls 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 Junction. Centralia yard extends to a point 2,500 feet east of Wabash.

Evaline is a "Flag" stop for trains Nos. 307, 308, 369, 370, 361 and 362. No. 314 will stop at St. John's on flag for passengers for points north of Kalama.

Nos. 358 and 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."

Lap Sidings.—Roy and Rainier. Trains taking sidings will head in at the lap. Telephones are located at Chehalis and Chehalis Junction. Trains from seventh sub-division, South Bend branch, before leaving Chehalis Junction, will ascertain by telephone, position of all main line trains, and secure train and block rights authorizing them to use tracks between Chehalis Junction and Chehalis before proceeding.

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 Martin's Mill; any train going beyond Martin's Mill 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 at Wabash.

Communication with Dispatcher can be had by the use of telephone located on the Dispatcher's wire, in accordance with instructions, which will be found posted in the telephone booth. 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 eastbound main line freight trains as may be designated by the yard master at Centralia.

No cars will be left on this third track either by train crew or yard crews, without train order authority. The single track between the depot and the east double track switch at Centralia, will be operated under yard limit rules. Before using single track trains must have time table, or train order rights, or be fully protected as per rule 99.

All trains will ascertain position of double track switch before using, and 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 (2 1/2) 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.

Except as modified above, the Transportation Rules govern.

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

Yard Limit Signs.—Olympia, Gate, Aberdeen Jet., Aberdeen, Hoquiam. Clearance will not be issued at Olympia, Gate, Elma and Aberdeen Jet., 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.—3 1/2 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.

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. 366 will make regular stop 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 on flag at Nisqually Gun Club, two miles east of Sherlock.

No. 322 will stop on flag at Union Mills Saturdays only. No. 322 will stop at Malone on Sunday when there are ten or more passengers. No. 322 will stop on flag at Malone on Saturday.

Malone is regular stop for No. 321. No. 351 and No. 352 will make regular stop at Woods Crossing, 2 miles west of Satsop. No. 365 and No. 366 will stop on flag at Overton, three miles east of Little Rock.

When Nos. 352 and 321 meet at Elma, No. 352 will head in on Elma Branch at junction switch just east of depot. When No. 324 meets No. 321 at Aberdeen Junction, No. 324 will take siding on west leg of wye.

No. 321 will wait at Gate for connection with No. 383. 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 will not be necessary for engines to run on trestle.

Telegraph offices 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, 1/4 mile east of Aberdeen; Hoquiam River, 3/4 mile east of Hoquiam.

Deraill 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 tunnel district at Olympia is protected by automatic electric disc signals located as follows: No. 1 (large disc) just west of passenger station; No. 2 (small disc) just east of passenger station; No. 3 (switch indicator) at east end of team track; No. 4 (large disc) just east of tunnel. INDICATIONS—"Clear" a clear disc by day and a green light by night. "Stop" a red banner by day and a red light by night. Train and engine men will be governed as follows: Eastward—Finding either signal 1 or 2 at Stop will protect against westward trains coming out of tunnel. A clear indication on signal No. 1 is authority to run only to signal No. 2, which must not be passed unless clear. Crews switching at east end of team track must get clear indication on No. 3 signal before throwing switch, which will set signals 1, 2, 3 and 4 at "Stop" and may continue to switch with switch indicator at stop, but when main line has been cleared and switch closed, switch indicator must show clear before switch is again thrown or main line obstructed. Trains or engines coming from Jefferson Street Line must get clear No. 4 signal before throwing main line switch. Train and engine men must observe position of signals before engine reaches them and finding any signal at "Stop" will not pass it, and will be governed by Rule No. 99. If apparatus fails, signal will indicate "Stop", and train will proceed through block under protection of flagman in advance, as per Rule No. 99.

No. 322 will slow up sufficiently at South Tacoma to allow Agent to throw on Railway Mail. Side track, length 2,000 feet, located on the Mason County Logging Co.'s road, 1,985 feet from main line switch at Bordeaux Junction. Mason County Logging Company will deliver loads to Northern Pacific Ry. Co. at this siding, and N. P. crews will leave empties for Logging Company at same location. N. P. train crews will not operate on Mason County Co.'s line, beyond siding.

The single track between the passenger station at Hoquiam and the double track switch located 500 feet east of the Hoquiam River draw bridge, Hoquiam, will be operated under yard limit rules. Before using single track, trains must have time table or train order rights, or be fully protected as per Rule 99. All trains will ascertain position of double track switches before using, and will be under full control on the single track at Hoquiam.

Westward.

SEVENTH SUBDIVISION.

Eastward.

SOUTH BEND BRANCH.

Table with columns for Class (Third, First), Station, Time Table No. 36D, and various train numbers (969, 393, 391, 392, 394, 970). Includes sub-sections for Westward and Eastward directions.

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

Register Station.—Chehalis and South Bend.

Standard Clock.—Centralia.

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 proceed until draw is known to be closed. No. 391, No. 392, No. 393 and No. 394, will stop on flag at Nallpee.

Westward.

EIGHTH SUBDIVISION (BUCKLEY LINE)

Eastward.

Westward.

NINTH SUBDIVISION (GREEN RIVER BRANCH)

Eastward.

Main time table grid with columns for Third Class, First Class, and Second Class for both subdivisions. Includes station names, times, and distances.

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

Registering Station—Kanasakat. Maximum Grade—Kangley to Kerriston. Derail Switch—Located 1/2 mile west of Selleck on Kangley Line. See Special Rules, page 10.

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

Double Track—Between South Prairie and Cascade Junction. Registering Stations—Puyallup, South Prairie, Palmer Junction. Bulletin Stations—South Prairie. Standard Clocks—Tacoma. 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. Maximum Grades—Cascade Junction to Buckley. Helper District—South Prairie to Buckley. 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 Kanaskat and Palmer 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. 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. No. 396 will register by ticket and need not obtain clearance at South Prairie, unless Stop signal is displayed. No. 398 will wait 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. 280, at Kanaskat. No. 367 will connect with Seattle Division No. 3, and No. 396 will connect with Seattle Division No. 4 at Kanaskat. No. 367 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 Enumclaw 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. 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 Meeker and Puyallup, is main line for Eighth Subdivision, and also is passing track, and operated under yard limit rules. Puyallup yard limits extend from Meeker to Puyallup. Eighth Subdivision trains in either direction, will use eastward main track of double track, in running around water tank at Meeker. 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 in 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. 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. Trains will be governed by Special Rules of Tacoma Terminal, between Tidewater, and a point 2 1/4 miles west of South Tacoma. See page 10 for Special Rules.

Westward		TENTH SUBDIVISION (BURNETT BRANCH)				Eastward	
FIRST CLASS.		Time Table No. 36D Succeeding No. 36C September 29, 1912				FIRST CLASS.	
373	375	Station Numbers	Distance from Spiketown	Distance from Cascade Jct.	Car Capacity of Sidings	374	376
Passenger	Passenger	Water, Fuel, Scales, Turn-tables and Wyes				Passenger	Passenger
DAILY	DAILY					DAILY	DAILY
L 6.56PM	L 7.26AM	CC 4	0.0	3.4	45	A 7.25AM	A 6.55PM
s 7.01	s 7.84	CC 2	2.1	1.3	45	s 7.15	s 6.45
A 7.06PM	A 7.39AM	1949	3.4	0.0	No Sdg.	L 7.10AM	L 6.40PM
DAILY	DAILY					DAILY	DAILY
.10	.13					.15	.10
20.4	15.6					13.6	20.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Station.—Cascade Junction.
Derail Switch.—East of station platform at Spiketown must be set for derail when not in use.
 Switches above Burnett will be set to protect cars at quarries by derail.
 Speed of trains when backing up must not exceed 20 miles per hour.
 Speed must not exceed six miles per hour within the corporate limits of Burnett.

Westward.		THIRTEENTH SUBDIVISION (CROCKER BRANCH)				Eastward.	
		Time Table No. 36D Succeeding No. 36C September 29, 1912					
		Station Numbers	Distance from Wingate	Distance from Crocker	Car Capacity of Switch		
		Water, Fuel, Scales, Turn-tables and Wyes					
		WS	CD 5	0.0	5.2	140	
			1955	5.2	0.0	100	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS 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.

Westward.		ELEVENTH SUBDIVISION. (WILKESON BRANCH)				Eastward.	
THIRD CLASS		Time Table No. 36D Succeeding No. 36C September 29, 1912				FIRST CLASS	
981	377	Station Numbers	Distance from Fairfax	Distance from Cascade Jct.	Car Capacity of Sidings	378	982
Way Freight	Passenger	Water, Fuel, Scales, Turn-tables and Wyes				Passenger	Way Freight
EX. SUNDAY	DAILY					DAILY	EX. SUNDAY
L 1.40PM	L 6.10AM	T	CB 15	0.0	15.5	L 8.05PM	A 12.20PM
s 2.10	s 6.17		CB 13	1.7	13.8	s 8.00	s 12.10PM
				6.2	9.3		
s 2.80	s 6.85		CB 8	6.8	8.7	s 7.45	s 11.40AM
s 3.80	s 6.55	ST	CB 5	10.6	4.9	s 7.30	s 11.00
A 4.00PM	A 7.10AM		1949	15.5	0.0	A 7.06PM	7.15AM
	982				No Sdg.		377
EX. SUNDAY	DAILY					DAILY	EX. SUNDAY
2.20	1.00					1.04	5.05
6.5	15.5					15.4	3.5

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 and 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.

Westward.		TWELFTH SUBDIVISION (ORTING BRANCH)				Eastward.	
		Time Table No. 36D Succeeding No. 36C September 29, 1912					
		Station Numbers	Distance from End of Track	Distance from Orting	Car Capacity of Sidings		
		Water, Fuel, Scales, Turn-tables and Wyes					
		CE 8	2.7	7.3	7.3	10	
		WT 1958	10.0	0.0	0.0	200	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Station.—Orting.
Derail Switch.—200 feet east of Junction Switch at Orting.
 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.

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 Continued DISTANCE FROM CHEHALIS JC.	Eighth Subdivision DISTANCE FROM PALMER JCT.	Eleventh Subdivision DISTANCE FROM CASCADE JCT.
Stone..... 37.4	Molberg..... 16.0	Dickson & Toby's..... 8.00	Harmos..... 6.4	Guerrier..... 35.0	Big 6..... 1.6	Wilson's Mill..... 3.2
Scheel..... 38.2	Standard Oil Co..... 23.4	Smith's..... 9.00	Angel..... 7.2	Forrest..... 36.3	Occidental..... 1.8	
Mentzer..... 38.3	Black Lake..... 28.2		Meskill..... 12.5	Nallpee..... 41.2	Nolte..... 1.8	
Great Western Coal Co..... 41.3	Overton..... 33.4		Mays..... 13.0	Green Creek..... 44.0	Fleet..... 3.4	
Newaukum..... 57.6	Ames..... 45.2		Onn..... 16.9	Wheaton..... 45.0	Rosemar..... 4.0	
Evaline..... 65.0	Bagshaw..... 50.5		Ashlock..... 28.1	Shore..... 52.0	Myerson..... 5.8	
Capitol Mills..... 69.7	Malone..... 58.1		Custer..... 34.6	Turney..... 54.0	Blackburn..... 11.1	
Englands..... 105.6	Vance..... 64.9			Mayfair..... 55.5	Webstone..... 12.5	
Hermione..... 109.1	Weatherwax..... 73.9				Valley Mill..... 13.9	
	Stockwell..... 74.4				Greenover..... 23.0	
	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 Twelfth Subdivision.

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

OLYMPIA LOG TRAIN.—Between Olympia and Bordeaux.

J. S. DEAN,

J. F. ALSIP,

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

EIGHTH SUBDIVISION—EASTWARD.

	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.....			Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars	

EIGHTH SUBDIVISION—WESTWARD.

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	
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FIRST SUBDIVISION—WESTWARD.

	Class W		Class Y-2		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 SUBDIVISION—EASTWARD.

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 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.

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 Moclipis.—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 Engines.

Ninth Subdivision.—No engine heavier than F-1.

Tenth Subdivision.—All 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

CLASSIFICATION	Engine Numbers	EAST BOUND							WEST BOUND				
		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 to So. Tacoma	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	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 $\frac{15\frac{1}{2} \times 26}{30}$ 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 $\frac{23\frac{3}{4}}{30}$ 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.....												
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

- "E" —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 $\frac{22}{30}$ 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 2½ 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 Key-stone 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 Dispatcher's office.

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 from Crossing.

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 semi-automatic. 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 Fifteenth 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 "White" light.

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 Rule 99.

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.	TACOMA— Dr. Chas. James, District Surgeon, 304 Ber- lin Bldg. District between Auburn and Tenino.	CENTRALIA— Dr. David Livingstone, District Surgeon. District between Winlock and Tenino, and Elma and Hannaford Creek Branch.	KALAMA— Dr. Luther M. Simms, District Surgeon. District between Vancouver and Kelso.	PORTLAND— Dr. Kenneth A. J. Mackenzie, Chief Sur- geon. Dr. Geo. Ainslie, Consulting Oculist and Aurist. Dr. Frank M. Taylor, Assistant Surgeon. Dr. D. H. Jessup, Assistant Surgeon.
AUBURN— Dr. F. D. Merritt, District Surgeon. District between Seattle and Tacoma.	TENINO— Dr. Chas. E. Robson, District Surgeon. District between Tacoma and Centralia.	CASTLE ROCK— Dr. T. C. Campbell, District Surgeon. District between Kelso and Winlock.	VANCOUVER— Dr. J. T. Guerin, District Surgeon. District between Kalama and Albina.	
	WINLOCK— Dr. Irvin W. Weichbrod, District Surgeon. District between Castle Rock and Centralia.	KELSO— Dr. C. W. Bales, District Surgeon. District between Kalama and Castle Rock.	ALBINA— Dr. Curtis C. Holcomb, District Surgeon. District between Vancouver and Portland.	

AUTHORIZED SURGEONS, N. P. RY. CO.**Location of Stretchers (S).**

DR. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.	DR. W. B. PENNY, Wilkeson, Wn. Orting (S).	Tacoma Baggage Room (S).	DR. G. W. KENNICOTT, Chehalis.	DR. H. C. WATKINS, Hoquiam.	DR. T. C. CAMPBELL, Castle Rock.	DR. P. B. WING, Oculist, Tacoma.
DR. J. H. SHEETS, Buckley (S).	Puyallup (S).	Tacoma Wharf (S).	DR. J. W. MOWELL, Olympia (S).	DR. PAUL SMITS, Aberdeen.	DR. C. A. MACCALLUM, Kalama (S).	DR. W. G. CAMERON, Specialist, Ta- coma.
P. B. SWEET, Kangley, Wn.	Tacoma Hospital (S).	Tacoma (Toolcar) (S).	DR. J. H. DUMON, Centralia (S).	DR. A. B. MACLEAN, Pe Ell.	DR. J. MCCHESNEY, St. John's.	DR. J. F. DICKSON, Oculist, Portland
	Tacoma Round House (S).	DR. P. B. SWEARINGEN, So. Tacoma (S).	DR. E. P. FRENCH, Elma.	DR. W. GRUWELL, So. Bend (S).	DR. J. T. GUERIN, Vancouver (S).	DR. D. D. STONE, Yaocolt (S).
	Tacoma Moon Yard Office, (S)	DR. E. L. CARLSEN, So, Tacoma (S).	DR. F. L. CABR, Montesano (S).	DR. N. C. McLAFFERTY, Winlock.	DR. ANDREW C. SMITH, Portland (S).	
	Head-of-Bay Yard Office, (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-

ival 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.

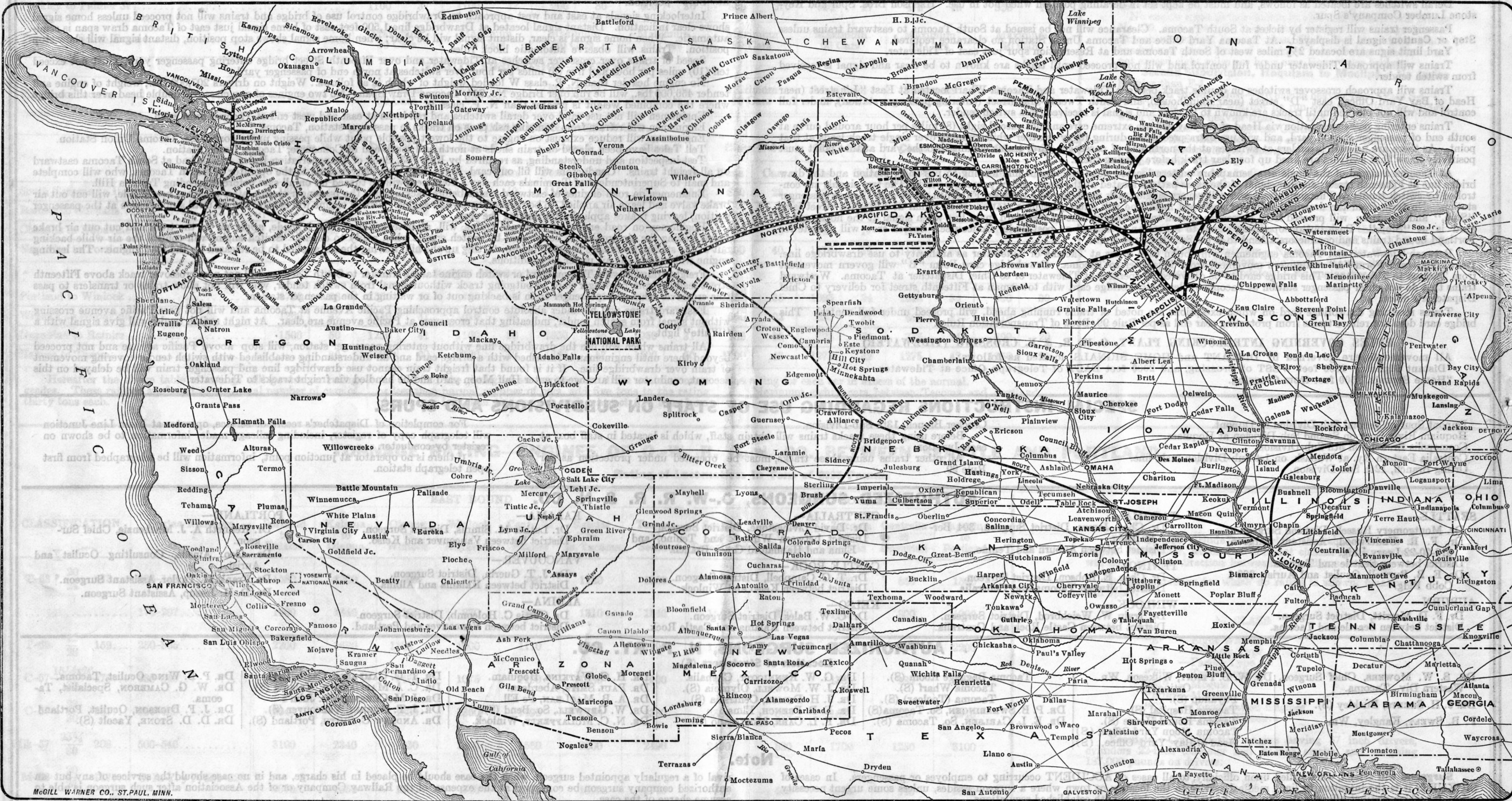
Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

AUTHORIZED SURGEONS, G. N. RY. CO.

DR. J. A. LA GASA, Tacoma

J. S. DEAN,
Train Master, Tacoma

J. F. ALSIP,
Chief Dispatcher, Tacoma



McGILL WARNER CO., ST. PAUL, MINN.

Chief Dispatcher, Tacoma

Train Master, Tacoma