# ACCOLURATION OF SILE O

TACOMA DIVISION

# 6.90 6.90 7.10 8.00 11.80 11.80 11.10 7.00 11.80 11.80 11.10 7.00 11.80 11.80 11.10 7.00 11.80 11.10 7.00 11.80 11.10 7.00 11.8

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.

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	THIRD	CLASS.		SE	COND CL	ASS	l š		T. T. 11. 00D	1								FI	RST CL	ASS.							
973	963	997	965	589	691	679	Tab	bers	Time Table 36D Succeeding No. 86C	3	55	363	301	389	361	321	307	357	391	311	369	333	365	359	313	323	393
EXCEPT	EXCEPT	100 100	EXCEPT	_0000 R0000		DAILY	Fuel, Furn	Num	September 29, 1912.	5 10 10 10 10 10 10 10 10 10 10 10 10 10	AILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	
Nor. Pac.	Nor. Pac.	Gt. Nor.	Nor. Pac.	Nor. Pac.	960 St 1	2 855 pm	les,	tion	STATIONS.  Telegraph Offices and	Gt.	Nor.	)W. R. & N.	Nor. Pac. Portland		OW. R. & N. Portland			Gt. Nor.	Nor. Pac. South	0W. R. & N.	0W. R. & N.	Nor. Pac. Evergreen	Nor. Pac. Grays	Gt. Nor."	Nor. Pac. Portland	Nor. Pac. Grays	Nor. Pac. South
Way Freight	Freight	Freight	Way Freight	Mixed	Freight	Freight	Wa Sca and	Sta	Calls	I B		Express	Express	Passenger	Passenger	Limited	Passenger		Bend Passenger	Limited	Ore-Wash Express	State Limited	Harbor Passenger		Special	Harbor Express	Bend Limited
	L 5.00M	10000 10000	L 7.00M		M M .	L 9.00PM	WCS TY		TACOMA WHARF 0			13 1889	001 NSG N		NOSP 10		865 765	N 5525 B	8 88	10382	FIG. 200		1 100 100	180 2	0 88 7		
		L 4.50A			L 9.30P			1000	QTACOMADN 1		100	SECTION OF SECTION	BASSES SALE			2		L11.30A	1		L 1.10PM						
	5 45	5.15	7.45		10.00	356	WS	1981	SU .SOUTH TACOMA 5	.9 18	3.10	1.00	1.55		9.09	9.15	s 9.50	11.44 964		1.04	362	f 1.55	s 2.05	5.19	5.59	s 6.15	
	6.00	09 5.30 5.35	A 8.00A		10.15	10.00		1985	VALAKEVIEW D 9	.6 f 12	2.23	1.07	f 2.08		100 100 900	7 AR (CO.)	10 III	366		1.10 362	f 1.80	f 2.05 966	A 2.15PM s 358 966	5.25	6.04	A 6.23PM	
	6.15		See page 3		10.85	10.15			HIHILLHURSTD 14	403 07	2012	1000	f 2.10	The same	TOTAL METER MET	See page 3		f 11.57AM	777	1.17	f 1.88	2.17 998 358	See page 3	5 32		See page 3	
	7.00	6.15			10.55	10.88	w	1996	RY ROY DN 20	.6 f 12	3.45 s	1.80	f 2.21		s 9.33 964		s 10.15 964	s 12.15PM		1.25	s 1.49 998	s 2.80		5.42	s 6.20		
	7.25	6.80			11.15	10.44		2002	YA YELM D 26	.1 f 12	8.55 f	1.40	f 2.31		s 9.48		s 10.24	s 12.25		1.88	f 1.58	f 2.40		5.50	f 6.29		
	8.10 964	6.50	-		11.85	11.05		2007	RARAINIERDN 31	.5 f 1	1.05 f	1.50	1 2.41		s 9.54		s 10.84	f 12.36		1.42	f 2.10	f 2.50		<b>5.58</b>	6.40		
	964 8.30	7.05	-		11.509	11.19	w		JSMcINTOSHD 35		680	1.58	f 2.48		f 10.02		MINTENSON PROPERTY.	362 f 12.47		999	f 2.18	f 2.56		370 6.03	6.50		
	0.00	<del># 7 20</del>			12 014	11.81		2015	NOTENINODN 40	4/-	22 7	9.08	7 O KK		s 10.09		• 10 E2	-10 EP			s 2.27	- 9.09		- 0.00	E N 00		
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	0.00			Si 20		Atunos	-	(802)5	5.1 WABASHP 48										_				500 AC	J.14	- 1.00	F1 12 F1 15 15 15 15 15 15 15 15 15 15 15 15 15	
L 5.30AM	A10.00AM	8.20	-		12.80	12.05A 12.30	WC	10,00000	1.8 CNCENTRALIA DN 50		.45 s	2.80	s 8.15	E 1000	s 10.29	100000	s 11.15	s 1.28	L11.45AN	s 2.15	s 2.48	s 3.25		s 6.27	s 7.30		L 7.40PM
6.00		9.80	-		1.15		SY	2031	CHCHEHALIS DN 54	.8 s 2	s 00.5	2.40	s 8.25		s 10.40		s 11.25	s 1.35	s 12.01PM	s 2.25	s 8.00	s 3.85	1 100000	s 6.87	s 7.40		s 7.50
	1950					And the	Y	2032	CHEHALIS JCT 55	.8							8		A12.05PM					6.40			A 7.55PM
7.00		10.10			1.55	1.15	_	2038	NANAPAVINEDN 62	.2 f 2	2.20 s	8.00	s 8.45		s 11.00		s 11.40	f 1.55	See page 6	2.45	s 8.20	s 8.55		s 6.55	and the same of th		See page 6
8.00		10.40	-		2.10	1.80	w	2044	WIWINLOCKDN 68	s.5 s 2	2.85 s	8.15	s 4.00		s 11.18	500	s 11.52A	s 2.08		2.55	s 8.38	s 4.07		f 7.06	s 8.05		
					1/				6.4																		
8.80		11.02 362 974			2.25 3.04 302 360 35	302 364	w	2050	PNSOPENAHDN 74	.9 f 2	360 f	8.81	f 4.14		s 11.26 362-974		s 12.05P	f 2.20		8.05	s 8.45	s 4.20		f 7.17	f 8.15		
9.00		11.10			8.15	2.15		2053	OLEQUAP 77	7.2 f 8	3.00	8.87	f 4.20		f 11.88	1000	f 12.09	f 2.26		8.10	f 8.50	f 4.25		7.28	8.19		
9.10		11.16			8.25	2.25 360			COWLITZ DN 79			8.41	4.24		11.87	7.7	12.15	2.80		8.15	3.56 370	4.29		7.28 356	8.24		
10.15		11.35A 12.45P 361 307	M		3.40 4.58 363 301	2.42	W	2060	CACASTLE ROCK.DN 84	.4 s 3	8.20 s	3.55	s 4.35	1000	s 11.48AM		s 12.25	s 2.40		8.25	s 4.08	s 4.87		s 7.40	s 8.82		
10.85		1.00		-	5.15		-		OSTRANDER 90	0.00			1000		f 12.01PM		f 12.38	f 2.52	-	8.86	f 4.20	f 4.48		7.55	8.42		
11.80		1.30			5.25	8.02		2071	KSKELSO DN 94	.4 s 8	3.45 s	4.21	s 4.58		s 12.09		s 12.48	s 8.00		8.48	s 4.80	s 4.56	-	f 8.08	s 8.48	All I	
11.45		1.45		-4	5.40	8.18	61	2077	CARROLLS 100	).1 f 4	4.00	4.87	f 5.10	769	f 12.19	- 6	f 12.58	f 8.12	1 31	8.50	f 4.40	f 5.05		8.15	8.56		
11.55AN 2 12.45PN		2.10			5.55	8.85	w	2081	KAKALAMADN 104	s 4	4.15 s	4.50	s 5.20		s 12.30		s 1.05	s 8.20		4.00	s 4.55	s 5.15		s 8.25	s 9.04		- // //
1.00		2.20			6.06	4.00		Cx 4	MARTIN'S BLUFF 108	3.8	4.25	5.01	5.81		f 12.89		f 1.15				f 5.05			8.85	9.18		
1:15%		2.40	100		6.20	4.15		autilita.	WDWOODLANDD	150	40000	regulfil a	(SS) - 1885-51		s 12.49	15 ASS		f 8.88	1000	ASSESSE	s 5.16	30E - 10E - 63		8.45	9.22		
1.55		8.05			6.85	4.81	W	100	RGRIDGEFIELDD	100 Maria	201 100	L 265 E	3 70 3	#Sungs	s 1.00		s 1.87	9		A2392030	f 5.28	30. 30000		8.58	9.82	1	
2.10		8.25			6.50	4.46	W		KNAPPS 128 2.3 FELIDA P 127						f 1.10			f 8.59	800		f 5.40 f 5.45			9.12			
2.85		3.45		L 3.85P		5.00			2.8 VANCOUVER JCTP 130	- 1	100	5.50	SUCCESSES OF STREET	See page 5	1 1.15		1.58				5.50	6.05		9.25			
A 2.50PM		A 4.00P	M	A 8.50P		5.15 5.45358			3.1 MX.VANCOUVER . DN 133							-		A 4.15P			s 5.58			A 9.85PM			
Las	HOR	ANTON '	18 11	0776	A 7.80A		CY	(3.3	No. Portland Junction 0.6 DN	5.7			s 6.88	SERFIT	A 1.35PM		s 2.18	S	eev o		A 6.05PM	-	951191197	S	10.08	13 3	5 P P P P P P P P P P P P P P P P P P P
N SOF	- Total	W 200 0	B# 88	W 11 15	0 W B E	6.00	-		ST. JOHNS N 136	3	_	-	f 6.41		8 9 9	54	f 2.21		- 10	0.0		f 6.26		8.2	10.05		45000
( SPR )	a As	wis	USS	759/	18 1	6.15	Y	2117	2.6 WILLBRIDGE BA 0.5 DN	3.9	40	HIS.	6.46	5 E E S	Hda	00	2.26	HOW	1110	onli	OADI	6.81	£ 30	era c	10.08	:00	CO 1848
			2	2 11	G M	6.16	A William	2118	BEATTY 139	0.4	10000	20	6.47	ioro!	'A' 1	00 0	2.29	ave	VAN B 450	Exerce.	aol:	6.82	sina	12.2	10.10		
				AND ROOM VOOR		6.26		2119	CCITY LIMITS. DN 142	.3	4.4		6.58				2.88	-				6.38		8	10.18		
					5,070 010	A 6.45M	WC	2121	VCPORTLANDDN 143	3.4			A 7.00A	2000 AND AND	A R D / C	675 AIR	A 2.40M					A 6.45PM		45 m m n	A10.80PM	5.49	
EXCEPT	EXCEPT	DAILY	EXCEPT	EXCEPT	DAILY	DAILY	-	1			AIIV	DAHA	DATE	DALLY	PA 131	DAILY	DAULY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAUY	DAULY
9.20	5.00	11.10	1.00	.15	10.00	9.45		-	Time Over Subdivision	_	5.24	DAILY 5.25	DAILY 5.20	DAILY .13	DAILY 4.40	DAILY .20	DAILY 5.05	DAILY 4.45	.20	4.15	4.55	5.05	.25	4.30	DAILY 4.45	DAILY .26	DAILY .15
8.7	10.0	11.6	9.6	.20	13.3	14.8	1	ang	Average Speed per Hour	- -	-	24.9	26.9		27.8		28.3		12.4	32.6	26.9	27.5	19.6			18.9	13.2

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 two and (ne-half (2½) miles west of South Tacoma. See page 10 for rules. SEE SPECIAL RULES, PAGES 6, 9 AND 10

												FIR	ST SU MAII	BDIVI	SION.									E	astwa	rd.
Time	Table !	io. 861		2	EA.30 GE	INDEXE FEE	FI	RST CLA	SS.		S	ECG88AJ	0.000	38 :				Time Table 36D	\ <u>.</u>	SEC	OND CL	. 36.22	ible N	THIRD	CLASS.	a to a
356 DAILY	322 DAILY	390 DAILY	334 DAILY	394 DAILY	312 DAILY	370 DAILY	324 DAILY	314 DAILY	358 DAILY	362 DAILY	366 DAILY	308 DAILY	392 DAILY	360 DAILY	302 DAILY	364 DAILY	ice from	Succeeding No. 86C September 29, 1912.	Ę,	680 DAILY	692 DAILY	590 EXCEPT SUNDAY	964 EXCEPT MONDAY	966 EXCEPT SUNDAY	998 DAILY	974 EXCEP MONDA
it. Nor.	Nor. Pac. Grays Harbor Limited	Nor. Pac. Yacolt Passenger	Nor. Pac. Evergreen State Limited	Nor. Pac. South Bend Limited	OW. R. & N. Shasta Limited	OW. R. & N. Ore-Wash Express	Grays	Nor. Pac. Seattle Special	Gt. Nor.	OW. R. & N. Seattle Passenger	Nor. Pac. Grays Harbor Passenger	Nor. Pac. Seattle Passenger	Nor. Pac. South Bend Passenger	or Mill reason monthings	Nor. Pac. Seattle Express	OW. R. & N. Seattle Express	Distan	STATIONS.  Telegraph Offices and Calls	Car Ca Siding	Nor. Pac. Freight	OW. R. & N. Freight	Nor. Pac. Mixed	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Gt. Nor. Way Freight	Nor. Pac
10.00PM	A 8.15PM	ego stopino	A 9.10PM	A supposition cons	L 7.40P	L 7.05P	A 4.25PM	A 8.25PM	A 2.55PM	L 1.40PM	A12.15PM	A12.25PM	Sept. descriptions	L 6.05AN	A 5.00AM	L 4.45AM	143.4	QTACOMA WHARF	No.	A 8.80AM	A 4.00AM	estatements ····································	A12.15PM	A 2.50PM	A 3.15PM	PO CONTRACTOR
<b>9.45</b> 691-679	8.01	7.8-5	8.55		7.85 7.20	A 7.00	s 4.05	8.10	2.40	A 1.85	s 11.59AN			A 6.00 5.45 963	4.45	4.40 4.25	137.5	4.5 SU.SOUTH TACOMA.N 3.7 D	-	8.00	8.40	82	s 11.39AM 357		2.55	E 0
miss as little sales	L 7.55PM		f 8.45		7.14	i 6.87	L 8.55PM	3.04	2.30 966 365	f 1.10	L11.51AN	f 12.05PM		f 5.35	1 4.82	4.16	133.8	VALAKEVIEW D	60	2.50	8.25		f 11.25	L 2.15PM s 358-365-333	1 2.45	8
	See page 4	200	f 8.35	(8)	7.07		See page 4	2.58		f 1.04	See page 4	f 11.57AM 357		s 5.25	f 4.25	f 4.09	128.8	HIHILLHURST D	60	2.35	8.10	a	f 11.00	See page 4	3332.30 f 3582.07	a o a
9.20			s 8.25	18	6.58	s 6.20		f 2.48	f 2.07	s 12.55 998		s 11.42		f 5.08	s 4.15	s 8.57	122.8	RYROY DN 5.5	110	3012.05	2.50	d	s 10.33 9.28 361 307	B	s 1.49 12.45 362 311 369	N C N
9.10			s 8.18		6.48	f 6.08		2.40	1.58	s 12.45		s 11.80		f 4.58	s 4.05	f 8.47	117.3	YAYELM D	70	1.40	2.31 2.26 301		s 8.55		12.25 s 12.15PM	E O
9.01	Lake	0.0.5	f 8.05		6.40	f 5.58	16	2.27	1.42	s 12.36		s 11.19		1 4.87	f 8.55	f 8.85	111.9	RARAINIERDN	120	3551.00	2.10	q	s 8.10		s 11.55AM	10
8.58		- Vice management	f 7.55	e se de l'Appendence		f 5.48	e secondorous	2.18 369		f 12.27	ar announces J	f 11.09	3.54 (HE) (HE)	1 4.26	f 8.47	8.27	107.6	JSMcINTOSHD	70		1.58	and and a second	f 7.45		f 11.40	LD TW
8.48			s 7.45		6.20	s 5.88	elifoliolisticole vicenti vice	s 2.10	f 1.27	s 12.18		s 11.00 307 998		7 4.18	s 3.88	s 8.17	103.0	NOTENINODN	140	12.25	1.23	- O-O-WAS	s 7.20	308 30	s 11 25 710 35	Control of the contro
8.87	A.Z		s 7.38		6.15	s 5.82		2.02	1.21	s 12.11PM		s 10.51		1 4.04	1 3.80	f 8.11	99.6	BBUCODADN	65	12.01AM	The state of the s	(4	s 6.80		s 10.20	
	1600.0X 0.50		P. 85.1		0.40		1	5 84		00.4-	•						94.5	WABASHP			0.0	Trans	ELMORE- d.5	4	77 9782	08
8.25					s 6.00			Participation and	s 1.10	1-00-9-		s 10.80	The Market of the Control	tings.	s 8.15		92.7	CNCENTRALIA DN		11.40PM 11.05		a	L 6.00AM	(M	s 10.00 9.25	A 3.00
8.10			s 7.10		s 5.52	s 5.08		s 1.88	s 1.00	s 11.45		s 10.15		s 8.85	s 8.00	s 2.40	88.6	CHCHEHALISDN	110	10.50	12.05AM 11.55PM	18.01	0.0002 202	ua ana	s 9.10	s 2.45
8.05		0.000	s 7.00	L 6.52Pl 359 See page 6	A more received	s 4.48		s 1.18	12.50	s 11 80		e 9.55	L 9.40AM	8 18	s 2.45	. 2 20	87.6	CHEHALIS JCTP 6.4 NANAPAVINEDN	140	10.87	11.85	` .	9,1		s 8.85	s 2.00
enikar pi tekiping	215.04A	4000000 CONTRACTOR	zniono empleo.	Dec page	a accompression and the	er verekleistsatterenn	d egan sol	STATES		E INTERNATION	es Propromations	G SERGE A	See page o	Mark Charles	eran Europeania	econ Resolved	81.2	6.3	ar throwing to	men accessors	CANONI SHOWER	POSSESSES OF CHARGO	4,1		men spinistens of	UZ series sources
7.50	GASS.	epistares arrange	s 6.40	et en en en en en en	5.27	s 4.80	Ministration	s 1.05 974	s 12.37	s 11.15	es seminentino	s 9.48	equipal	s 8.02	s 2.25	s 2.00	74.9	WIWINLOCKDN	70	10.07	11.08	annungarannungan	4.9		s 8.00	s 12.05 358-314
7.88	100		s 6.24		5.15	s 4.17	885	s 12.50	12.25			s 9.29	9.68	f 2.47 691 355	f 2.07 679 691	f 1.40 679	68.5	PNSOPENAHDN	60	9.47	10.48		8.8		s 7.25	11.45 s 10.30 361 362 99
7.88	Labertan		f 6.18		5.10	f 4.12	08.01	f 12.45	12.19	997 f 10.56		f 9.28	9 24 3	1 2.40	f 2.00	1.80	66.2	OLEQUA P	No	9.40	10.88		.v. adera		f 7.05	f 10.15
7.28	100		6.12		5.06	4.07	10:45	12.40	12.15	10.51	ofright	9.18		2.35	1.55	1.25	63.6	COWLITZ DN	Siding	9.35	10.88	G.,	PORTER		6.55	f 10.00
7.17			s 6.08		4.58	s 8.58	Mar I F	s 12.82	s 12.05PM	s 10.40	or the same	s 9.08	Anna American (Anna Anna Anna Anna Anna Anna Anna A	-	s 1.40	s 1.15	59.0	CA.CASTLE ROCKDN	140	9.20	10.18	U	RIMA		s 6.40	s 9.45
7.02	· ·	Later and Administration	f 5.50		4.45	f 8.45	8925 S S S 809 150 50	12.15	11.50M	f 10.25	Ele-	f 8.52	8 8 8	1 2.06	f 1.28	12.55	52.7	OSTRANDER		8.55	9.58		2.5		f 6.10	f 9.20
6.55	Teach Service		s 5.42		4.40	s 8.87	- 00.02	s 12.09PM	f 11.42	s 10.19	-	s 8.45		s 2.00	s 1.15	s 12.45	49.0	KSKELSODN	70	8.45	9.50		1.2	**********	s 6.00	3089.08
6.48	04.154 5.6		f 5.80		4.80	f 8.27	189 51	f 11.58AM	11.82	f 10.09		f 8.83	88.88	1 1.48	f 12.59	12.85	43.3	CARROLLS		8.80	9.40	ā	SATSOP		f 5.40	
6.85	KONTIGA	9	s 5.20	19	4.28	s 8.17	10018		s 11.25	40.00		s 8.25	9.30	s 1.40	s 12.49	s 12.26	38.9	KAKALAMADN	140	8.20	9.80	ā	NTESANO	0 Mr	s 5.80	s 6.80
6.25	Contract Con		f 5.05	establishments	8 48	f 8.05	108.5	42.25	11.15	B. 07 1	est Promotory (see	f 8.16	7 55	1.29	12.81	12.16	34.6	MARTINS BLUFF	Makes surviva	8.10	9.28	sinthernalisms (2)	DE MESON	A.E.D	f 5.10	MOLVA
6.15	Sales Process	green transaction	8 4.57	STITLE T	157 WALLS	s 2.56	DEST	s 11.80	Marie San and		- masia	s 8.08	7 5577	J. 5. 5. 5	s 12.21	1/505.4	a 00.8	WDWOODLAND D	190 E	7.58	9.15	international II	alatin.	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO PERSONS AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO PERSONS AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO PERSONS AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO PERSONS AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO PERSON NAMED	s 5.00	The services
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5.46		refere bellemen	f 4.27	sedinalitive ryupi	8.42	f 2.28		11.04	10.40			s 7.44	7888	11000	f 11.59PM		18.2	KNAPPS 2.3 FELIDAP	Supplied where	7.80	8.46				f 4.15	f 5.20
5.42		A 5.40PM	4.21		8.87			11.00	10.85	9.08	480	7.40	80.8	(A) (C)	11.50		13.1	2.8 VANCOUVER JCTP		7.28	100	A 8.10AM	OMAD V	ea .	4.10	36 13 155
5.85PM		L 5.80PM	s 4.15		s 8.82	s 2.17	Tris topological con-	s 10.55	L10.80AM	s 9.08		s 7.85	9.30	1 1 1 1 1 1 1	s 11.45		10.0	MXVANCOUVERDN	1000	7.15	8.80	L 8.00AM	8.8 10.810 k	110	L 4.00AN	L 5.00
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		Anti-Section 1998	4.02		7777			10.45				f 7.25	88.0		111.81		7.1	ST. JOHNS	631-036	6.50	Sput 8		NHON			18 0
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			8.54		9 10			10.89	· Same and color		CENT	7.19	0.08		11.25		4.0	BEATTY 2.9		6.84	abil.	KARANT DE STOOT	Work		T 501	14.0
	THE REAL PROPERTY.	The second	8.50 L 8.45PM	in our major	275			10.85			r reserve	7.15	86.0	1	11.20	and the second section	1.1	CCITY LIMITSDN	1	6.25			LDVANA	172	7 80 6	325
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30.1	24.6	18.6	5.25	.18	4.10	4.50	.30	4.55	4.25	4.40	.22	5.30	.25	5.20	5.45	5.15	88.5	Time Over Subdivision		9.15	17.3	10	6.15	UR .35	11.45	8.03

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.

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bles	ers	Time Table No. 36	D	I WAST		FII	RST CLAS	ss.				SECOND	CLASS.				10 6 17 17 D		ТН	IRD CL	ASS.				and the second
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er, Fu es, Tr Wyes	on N nce	September 29, 1912	apacity	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.	Nor. Pac. Mixed	Nor. Pac. Freight	O-WRR&N Freight	Nor. Pac. Way Frt.	Nor. Pac.	C.M.& P.S. Way Frt.	Nor. Pac.	YJIAG	YJIAO	7.17	- 2550	YJIAO	E YORAG	TY. LYAC
Wate Scale and	Station Distance Lakevier	STATIONS Telegraph Offices and Calls	Car C		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EXCEPT		EXCEPT	EXCEPT		EXCEPT	,9 ,W-,0	31.W-2	v.Pac. 0	M Jan Tro	.989 30	n say he	A CHORE OF
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		OR PORTER		See page 5	A Barbia	f 11.40	PR BENYSMAN COMM	s 4.45		60.1	28.3		8.45		10.01	87.51	12.40	s 10.45	10.4	80.8		81.0			7.238 359
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Succeeding No. 86C. September 29, 1912	rom	372	366	380	352	324	300	322	588	8.30	Company of the sales	696	978	968	962	966	Jan Famil	T	B14 完整		9-360	TIRST CL	1 11000	H since	
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2.3 COUNTRY CLUB		Editor Charles Carolin	S			S	Saturday concentration	n in minerals	OM FYAU	nue Seminos	andrew money		entra entratari	113.51	The same	A 2.00P		SECTION AND AND	TO PAGE	and the same	es encontante			PARKE	Mil-YAG
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BELMORE 6.5	_	romvi5du3	f 10.40 321	ini	eriotki	f 2.84	billis.	6.40	I I	1 8.	E 8	1	19.6		1.00	noil sag he	Average Spe		27.00	1 E.VI	0.88	19.61	19.5	7.0	0.0
RK LITTLE ROCK	D 79.2	BHIART	s 10.28	ne supe	RAINS A	s 2.20	reas	f 6.28						1	12.80			ASSESSED TO	A. C.					8 - 5 - 5 - 5	
BORDEAUX JUNCTION	. 77.9		10.24	Mark, Silo	0.67.378.60	2.17	of said (25)	6.26	uble :	rack.		13	BILLE	THE PARTY OF	12.05PM	2000			Cinca.	ina sina navitani had silasta	D	at 2 worksouth	H 4 0 10	8 10 10 10	10.5
	. 76.0	eses minuse	f 10.22	eo W. mont b	A by Beelin	2.14	or eparated	6.23	LILAL IN	urto class	tracina di				11.25AM						attaro-	etraia aus dara Olega	d all medil	Da election	
HK GATE	D 71.9	Stage Outge	10.15 s 10.10	CHIEF CASS TO	Page ad the	2.05	Marine (PA)	6.15	THE RESERVE	LITE CATALOGUE	See page 5		a right over	See page 5	121 UV6.5 7111	ed's or bus	5 or 16 bits of ph 1	STRUIT BEAT	M. CHARLES	SHE AND ALL	01 10 YO	e east all o	e CW	-	
4.9  OX OAKVILLE	D 67.0	A) Balle Solveno	s 10.10	Mithelite erol	ed quis list	s 2.05 s 2.00	smiarT	s 6.15 s 6.10		-				A 1.80PM	321	CD alima		No. 20 10 10 10 10 10 10 10 10 10 10 10 10 10	Care of the	ah biyirta	no oreW an	no mine till	158 3001	1 0 00	1, 412, 3
6.9	00	DIVIS	967	ELX19	ut di mana	5 1.40	Westw	8 6.08	Eastw		9.52			s 1.15	MOISI	/Idal	a HTSU	FO	eproportion -44	1.1	agestus en protection (			busy	witae W
LYTLE	. 60.1	pecial	9.46	Segan	2 \$144	1.27	1 446536	5.52	No. 587	1219	9.24			f 12.25		Опана	AMLIN	OIL TO		or.osa,.		19.9 epu	7 77 20 38	7 8.00	B 0,78
OR PORTER	D 59.0	der ak ar	s 9.44	Eins and	See Page 5	s 1.25	L BRAID	f 5.50	has right over No. 588	88	9.21	3	-	s 12.20PM	J. 08	6 .071 s	Time Tab		3 0	ACCUATO.		LASS	F 18889	8 3.63	1 0.0
EF ELMA	52.5		s 9.27		A11.45AM s 321 968			s 5.41	Hoquiam to		8.55 8.50	1000	8 58	11.53AM s 11.15 321 352 967	3,100	198 109	ri-matma?	-		1.606	881	g 14.2 m	7.84	4 2.86	20.0
MACKS	50.0	Selection can us	9.19	-	f 11.85	1.01	-	5.87	Moclips		8.88			321 352 967 f 11.00	-	ONS.		28	S 5 2				+	+	-
1.2 SP SATSOP	Dig Colesion	Offices and	s 9.16		pro See 中国是	T V HAR	TYROXB	Andrewson					e tra regime				-	125	3 00	No Alliance	in manual control			-	
5.6	A STEE	F 710	Avenue	Lay of a	s 11.82	967	18 80mg	f 5.85	eriner sometime	NAMES OF STREET	8.85	Marie Service	AH.Y DA	s 10.50		IIS streetisseesse		and processing and	er drock (specialis	YJYJIAO	M CONTRACTOR	li nak-al <del>a</del> mpiasasa			coan varagemen
MO MONTESANO	F 574 S	Ratop at the	s 9.02	in order	s 11.20	s 12.45	1.00 1	s 5.25 365	SCHOOL PROPERTY.	NAME OF TAXABLE	8.20		DUTCHES AND THE PROPERTY.	s 10.80	180 253 300	essential s	(1) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	no province as	OI OI	NATION RESIDENCES	and the second				etti e population
ABERDEEN JCT	5 (15 325)	Lond on the	8.43	1679 671 566	11.04	12.25 321	08.1	5.07		A 1.15P	100000000000000000000000000000000000000	BY BE		s 9.40	A THE PERSON	7								1	
SA ABERDEEN	with the below to the	S		S	Charles Committee Property Committee		The state of the second second	M. 15 11 11 11 11 11 11 11 11 11 11 11 11		291	13 200	Marie I Rivera	A 7.50PM	- 5 (Cott) (MEDIA)	M BANK	4V03	FILMES A	1 8 8 1	0				DARLY	DAILY	Man.
HO HOQUIAM	28.0	L 7.50AM	s 8.25 587 380 351 f 8.02	351 366 587	L10.45AM	L12.01PM	L (4.20PM	L 4.45PM			L 7.00P	L 7.15PM	L 7.30PM	L 8.45AM 380 351	6 1	OLITOMUU	/ EAS. DaM. /.	. 8.8 I	( Onlow to	de Sabely	iden		0.51	3.49	3,8
4.7 GRAY GABLES	PERMIT	GMCLGALLY	f 7.49	LAR BALL	Pre M.	88.00	91.8.	i intranscissi	f 1.10	Bridging Workshop	acres assessed	NO.C	3_808 A_6	141 11 1	B. C. Controlled	EARY,	USo M	E 2 3	LO T	Bull 4 B	4, 208L	ros interescondeso	e w modelierskome	rafildropilaro	con o suestibuili
1.4 CHENOIS CREEK	13 112 112 112	PRATRIE	f 7.41	0.77	Y OF	5 08.8	10,6181	T believed	f 12.43		Andrew Problems	10/10/1	0.5( .5)	Service of the servic	Total Communication	OFFRAUE	NAME OF THE PARTY	era contracação era	engen komuna E 73 (60 m)	\$	11,08,06	N 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	er en anno		trollis Mostroccio
3.2 TULIPS	the building	A CHINE	f 7.35	7 37	7,9	k8.0	6 h . Q		f 12.33			200	2 71.8	II not	orhon	9110	WAS	7.8 0	2	00.7	4.85				
COPALIS CROSSING	. 12.2	San JAAM	f 7.23	10 E A 08	Y, 2	1.54.0	6.00.8	electric and	f 12.15	1.300	The same of	W LINE	errana Productions	Spuci	Bendard Sh		EN TEST TEST OF T	Market Comment	8	<u> </u>		-	-		
	od - estilab	The store at	f 7.16	33 1159	1000	1.00 -	00.8	-	f 12.11	Rain Francisco		E. Des	arrau reservation	18 10 (8 18 10 (8 18			And Millians	NO STATESTAND COM	tudio situato	\$ 80.5°	88.8	elek kelebanasakana	niller automyropisco	and the second	media disamman
McGLAUFLIN	10 18 2 7 9 63		f 7.14	THE ST IS TURN	The street		00000	Topicero	f 12.09			0.0	1 202.1	11 00 10	Carping the	STEERS AND	30 344 6	Battle A	R F	AND THE	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Creek S	S Jake W.		
ONSLOW	per and statement		f 7.10					SEE SECTION	f 12.05P	da spin ero	# PER   PER	3741	d . Villa	07	A 7 10 (42) STREET,	THE PARTY OF LINE				PAILEY	MILY	3			
STEARNSVILLE			f 7.05	San Sal Sa		E-01-X-7	PRINCE A	in things of	f 11.58A				.31.		and the said	nisivihgaR	Time Over			0s.	08.				
ALOHA 1.8 PACIFIC	A PERMIT	olive net	f 6.57			BLI	61 301 \$11-1F	erin o mogdani Ngorenamien	f 11.49			es lacros	16.5		Market Start	oM teg ha	Average Sp	dan.		16.6	16.6				11,000
1.4 SUNSET BEACH	1000	MATERIAL PROPERTY.	s 6.51 f 6.48	AND SECTION	a in reformed		San and San area	a Provincial	f 11.48		31033	as man a	1180940	TOTAL 8	AAD.BM	LE RET	TRAIMS, OF	NOR ROLL	STREET	NS. ARE	MAT EL	AVERAB	A model of 1	Mark Brail.	WIEL
MC MOCLIPS		No. 10 .50	L 6.45AM	NEW BULL	7.01T	83816 S	780450F	tibility sold p	f 11.85 L11.80A	ANGULA NO	Martin, self								McClests	bae enulik-	Stations-	gulvesakgesi Literatu			1
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	Siding at Suspen	ol galbasi <del>O drum'i a</del>	ad switch	ad avedia a	al koast al	Switch in ma			7 7
Average Speed per Hour	Bi-berook	14.0	22.6	14.0	24.5	27.7			14.0		13.8		10.5	8.5		4.8	plant polary bdo	E brooms n	Infrabes I	tyk goistvib	Pourth Bub	OUT BOUNT			

	Westw	Westw	ard.					1	THIRD SUBDIVISION (GATE LINE)	N			HE WILLIAM	E	astwar	d?		W	estwar	1.		F	IFTH SUBDIVISION (OCOSTA BRANCH)		Ea	stward.
THIRD CLASS.	SECOND CLASS.	Lime T	FIRST	CLASS.	ASS	les,	AIMT 9		Time Table No. 36D	ate			FIRST	CLASS.	L#3/69/10	SECOND CLASS.	THIRD CLASS.	SECO	D CLAS	s es,	3   5	FIRS	Time Table No. 36D	Car	SECO	ND CLASS
967	693	387	385	383	381	ol, Sca	mper	rom	Succeeding No. 36C September 29, 1912.	D mo.	city	382	384	386	388	694	968	583	581	l, Sca	Number	om ct.,	Succeeding No. 36C September 29, 1912.	m ei	58	2 584
Way Freight	Freight	Passenger	Passenger	Passenger	Passenge	r, Fue	on Nr	Distance fr Centralia	STATIONS.	nce fr	apaci	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Mixed	Mixed	- Fue	1	nce fr	STATIONS.	ity, v	Mixe	d Mixed
EXCEPT	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	Wate	Stati	Dista	Telegraph Offices and Calls	Dista	Car C	DAILY	DAILY	DAILY	DAILY	EXCEPT	EXCEPT	Wednesd Saturda	EXCEP SUNDA	Vate −	Station	Dista	Telegraph Offices and Calls	Bay C	EXCE	
		L 7.30PM	L 3.30PM	L10.45AM	L 9.00A	W C	2027	BER SERVICE OF	CNDN	13.0	170	A11.00AN	A 3.00PI	A 6.55PM	A 8.55P				L 1.18	-	CM 37	-	ABERDEEN JCT	21.7	42 A 7.4	-
			THE REAL PROPERTY.	SB	10.1	Ť	_	1.5	OW. R. & N. CO. CROSSING No Track Connection	11.5	5		400	001			50	T (5.30	s 1.18	-	- 37	-	JUNCTION CITY	20.9	s 7.8	7
7.80	2.00	7.88	8.34	10.48	9.04	+	-	1.6	.1	11.4		10.48	2.51	6.48	8.47	11.05	s 2.20	W 10.76	1.20	+	CI	1.4	COSMOPOLIS JCT	20.3	No 7.8	5
	3.5 %		3.7	382					4.2	anel		383		ak dalam			0.0	L 1.8	PM A 1.80	PM W	CC	3.0	MPD	18.7	90 L 7.8	OAM A 8.55
7.55	2.15	s 7.45	s 8.45	s 10.55	f 9.20	1	C K 51	5.8	GRAND MOUND	7.2	2 90	s 10.40	s 2.41	s 6.35	s 8.38	10.55	s 2.05	1.40	98.8	+	CI	4.0	COSMOPOLIS JCT	17.1	No dg	f 8.52
8.20	2.40	s 7.55	s 8.55	s 11.05	f 9.88		C K	10.0	RHROCHESTERD	3.0	75	s 10.80	s 2.27	s 6.25	s 8.80	10.40	s 1.45	f 1.4	80.8	+	CI	5.3	SOUTH ABERDEEN	16.0	90	f 8.49
- 10 (0)	10.6		LACRY .		100	+	-	10.5	C. M. & P. S. CROSSING	2.5	5						1.50	1 2.2	80.8		CI	16.	MARKHAM	5.5	10 YAOA	f 3.15
Name and Field	Consensations		to recommendation and	E policio Contracto		-	g publicas	A CONTRACT OF	No Track Connection 2.5	etropi -		10000	encor begin		Market Common	enotor conscio	anno meneral meneral 23	s 2.3	3.50	T	CI	18.	OCOSTAP	3.0	10	f 8.05
erectedly.	A 8.00AM	A 8.05PM	A 4.10PM	A11.15AN	A 9.45A	AM WY	C K	13.0	HKD	0.0	50	L10.20A	A 2.15P	L 6.15P	L 8.20P			A 2.4	5PM		CI	21.	BAY CITY	0.0	X-11	L 2.55
EXCEPT	MONDAY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	EXCEPT	MONDAY	Wednesd Saturda	EXCEP SUNDA		-		33.10		EXCE	
5.0	9.7	19.5	19.5	26.0	17.3				Time Over Subdivision  Average Speed per Hour			19.5	19.5	19.5	22.3	14.1	1.00	1.10					Time Over Subdivision		SOND	
		R Bi St Y W N No. 38	egistering a ulletin State and Ard Cleard Limit a hen No. 38 o. 381 has r	Stations.—Centock.—Centre Sign.—Centre 32 and 383 ight over Noon the Wye	Centralia a stralia. calia. tralia and I meet at E o. 382. No on arrival a	Blakesle Blakesle D. 383 h at Gate	te. ee. Ya ee, No as righ	rd lim . 382 v t over	its at Centralia extend to a point 3,80 will take siding. No. 384. No. 385 has right over No. or sixty seconds per mile. This limit	00 feet 386.	t west	of the west	switch at E	lakeslee.	a to Gate.		98 .98 .88	OPPO B B 58 baggas A Cheha	egistering sulletin State 3 and 584 we and express trains will is River, be notion switch.	RECT station. ion. ill stor s desti stop 40 tween hes wi	Cosmo on flaned to 00 feet Aberde 1 be se	polis.  g at Roand from a sen Junet for lin	Average Speed per Hour SUPERIOR TO TRAINS OF T Junction and Cosmopolis. No. 583 has right over No. 584, Cosmopoledmond Creek, located one mile east of m Westport. Ind will not proceed until following drastion and Cosmopolis Junction; Johns to Junction City to Bay City. See Special Rules, page 10	olis to Ba f Ocosta w bridge River,	y City. , for transfer s are known g mile west	of passengers, to be closed. of Markham.
Wes	tward.		- X 95.55					F	OURTH SUBDIVISIO	ON	88			- 86	8 40	Eas	tward.	Wes	tward.	# 26 4-2.9-		SI	XTH SUBDIVISION (YACOLT BRANCH)			stward.
	6-24-5-03	FIRST	CLASS			1 .	2		Time Table No. 36D		I GSL I			FIRST	CLASS	ight	DM SA	SECON	CLASS		rs ls		Time Table No. 36D		FIRS	S SECONI S CLASS
			TOTAL TOTAL	353	351	urn-	nmpe	from	Succeeding No. 86C September 29, 1912	from	city	352	354	- 88	E STO	mali	pult TA	589	389	0 0	9   =	from	Succeeding No 86C September 29, 1912.	from er Jct.	39	590
none de la constitución de la co	65.8		HEACKS.	Passenger	- content of record	THE	ion Nu	Distance from Simpson	STATIONS.	Distance from Elma	Car Capacity of Sidings	Carlo Service	Passenger	98	8 6 15	agil:	M	Mixed	Passeng	er .	N uoi	Distance Yacolt	STATIONS.	Distance Vancouve	Passen	ger Mixed
	60 8 60		1.8	DAILY	DAILY	Wat Scale	Station	Dist	Telegraph Offices and Calls	Dist	Car of Si	DAILY	DAILY	20	2 6 8 6		30	EXCEP	T DAILY	4	Stat	Dist	Telegraph Offices and Calls	Dist	DAIL	Y EXCEP'SUNDA
							C H 10	1			7 Spur							L12.80	PM L 6.00	AM W	Y C 7	0.0	YCYACOLTD	27.2	35 A 7.1	OPM A11.00
Subsect Victoria	a Marianta Compa	O programme			area value		10 C H			10.4	Spur				-			f 1.00	f 6.14		C	6.6	WALL	20.6	No 1 6.4	8 f 10.30

Westwaru.	7 X75-0-1						(ELMA BRANCH)		8.85			24	8 -60-	Las	twart
1 10 M - 24 P-01	FIRST CLASS			89	ers		Time Table No. 36D	- 9 4	08.8	f 8 2		FIRST	CLASS	right	ead Oi
100	10.00 K 2.6	353	351	Fuel, Turn- nd Wy	Numb	e from	Succeeding No. 86C September 29, 1912	e from	Capacity	352	354	88	828	malu	out Ti
65.5.	J BLACES	Passenger	Passenger	ales,	Station	Distance Simpson	STATIONS.	Distance	Sidin	Passenger	Passenger	887	3 4 17		11
T C 11 65.5 50	ATSON	DAILY	DAILY	Sca	St	Die	Telegraph Offices and Calls	ELD	Car of S	DAILY	DAILY	86	3 4 814		at
	MATTESAD		25	62	C H 10	0.0	SIMPSON	11.6	7 Spur	ī s		08/	3 4 36		85
9 0 1 81 8	AND DESERT		APPLICATIONS OF THE	A Monte	C H	1.2	KRAFT	10.4	4 Spur		7 480	58	1089.5	LA	70
	RDES	1			C H 7½	2.3	HILLGROVE	9.3	4 Spur	8,8900 1	A SEE	A 166.	5 8 800 12	3,60G.	E A O
			EDU T PL		CH 7	2.5	McCLEARY JUNCTION	9.1	36 68		1000	2 May		10 X 6 2 1	eme men
	OR P DARK	L 4.20PM	L 6.45AN	Т	C H 8	3.3	McCLEARY	8.3	15 Spur	A12.30PM	A 6.20PM	- 10		.50	
	TTO GENERAL	4.25	6.50	-	CH 7	4.1	McCLEARY JUNCTION	7.5		12.25	6.15	10		.48	III.
	ULIPS 3.3	s 4.85	s 7.00		CH 5	6.7	RAYVILLE	4.9	4 Spur	s 12.17	s 6.07				
61 266 7		s 4.88	s 7.08		CH 4	7.6	WHITE'S	4.0	5 Spur	s 12.12PM	s 6.02				
TOMPOSITE.	TT THE STATES.	A 4.50PM	A 7.15AN	T	C M 19	11.6	EFD	0.0	60	L11.59AM s	L 5.50	7 20.3		60.	111
T Q   1/28 . 3	CONTRACTOR SILON	DAILY	DAILY				34.34			DAILY	DAILY			3980.	L I
	10 1 0 10 4 10 1 10 10 10 10 10 10 10 10 10 10 10 1	.30	.30				Time Over Subdivision			.31	.30	1484		M80.	1
n co gint a little	LUCIA	16.6	16.6	1			Average Speed per Hour			16.5	16.6	1458		4.9	111

# 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.
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.

SECOND CLASS	FIRST	Scales,	90		Time Table No. 36D			FIRST CLASS	SECOND CLASS
589	389	Fuel, Sca bles & W	Numbers	Distance from Yacolt	Succeeding No 86C September 29, 1912.	Distance from Vancouver Jct.	ilty	390	590
Mixed	Passenger	r, Fu		ilt	STATIONS.	ance	Car Capacity of Sidings	Passenger	Mixed
EXCEPT SUNDAY	DAILY	Water, Turnta	Station	Dist	Telegraph Offices and Calls	Dista	Car of Si	DAILY	EXCEPT
L12.30PM	L 6.00AM	WY	C Y 27	0.0	YCD	27.2	35	A 7.10PM	A11.00AM
f 1.00	f 6.14	arrene 2-0	C Y 20	6.6	WALL	20.6	No Sdg.	1 6.48	f 10.80
s 1.20	s 6.19	5.83	C Y	8.0	HEISON	19.2	25	s 6.43	s 10.20
s 1.40	s 6.24	40.00	C Y	9.8	CRAWFORD	17.4	No Sdg.	s 6.86	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	printers.	C Y	17.0	BRUSH PRAIRIE	10.2	25	s 6.16	s 8.50
f 2.45	f 6.54		CY 8	18.6	LAURIN	8.6	50 Spur	f 6.10	f 8.85
f 2.50	f 6.57		C Y	20.1	HOMAN	7.1	Spur	f 6.06	f 8.82
f 8.00	f 7.00		C Y	21.1	BARBERTON	6.1	Spur	f 6.00	f 8.80
f 8.20	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 5.40PM	L 8.10AN
EX. SUN. 2.05					Time Over Subdivision			DAILY	EX. SUN.
9.0	1.10	-	-	-	Average Speed per Hour			1.30	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.

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Westward.

# SPECIAL RULES FIRST SUBDIVISION.

Passenger trains will register by ticket at South Taxona. Tenino, Sopensh and Cowilita.
Nos. 678, 680, 691, 692 and 690, will register by ticket at Tenino, Sopensh and Cowilita.
Nos. 678, 680, 691, 692 and 690, will register by ticket at Tenino, Sopensh and Cowilita.
Nos. 678, 680, 691, 692 and 690, will register by ticket at Tenino, Sopensh and Cowilita.
At Taxona and Taxona Wharf, no clearance required.
Standard Clocka.—Taxona, Centralia, Vancouver and Portland.
Standard Clocka.—Taxona, 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 prove the standard Clocka.—Taxona control of the wharf at Vancouver, will come to a full stop before crossing S. P. & S. Ry. crossing and will not prove the under full control before passing station, expecting to find main line occupied.

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 incline track at Kalama, known as the "Salmon track." When doing switching on this track, encounted the standard provided the corporate limits of Roy, Centralia, Chehalis, Winlock and Bucoda, and fifteen miles per hour thrins must not exceed the miles per hour, through the corporate limits of Roy, Centralia, Chehalis, winlock and Bucoda, and fifteen miles per hour developed to the House track. The stating Switches.—Rainer (Lindstrom Handforth Lumber Co.'s Spuriy. Tenino (Mentzer Spury); Stone Quarry; Wabash. Interlocking derail on O.-W. R. & N. connection; Chehalis, east end of the House track; west end of House track, Carrolla House track. Kanpape House track:

Yard Limit Signs.—Taxona, Centralia, Chehalis, Katafor Wabash.
Nos. 35

# 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

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).

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

Yard Limit Signa—Olympia, Gate, Aberdeen Jet, Aberdeen, Hoquiam.
Clearance will not be inseed at Olympia, Gate, Eins and Aberdeen, Hoquiam.
Clearance will not be inseed at Olympia, Gate, Eins and Aberdeen of Control of Caution signal is displayed.
Trains from Second Subdivision must ascertable First Subdivision right she before occupying main line at Lakeview.
Builletin Stations.—Olympia, Hoquiam and Moelips.

Builletin Stations.—Olympia, Hoquiam and Moelips.

Maximum Grades.—34 miles west of Sherlock; 3 miles cast to 2 miles west of Olympia.
Speed of trains when backing up must not exceed twenty miles por hour.

Speed of trains when backing up must not exceed twenty miles por hour.

Speed of trains when backing up must not exceed twenty miles por hour.

Synchron of the set of the Olympia to Moelips.

No. 365 and 366 will stop on flag at Burrows, 20 miles west of Chenois Croek, and at Bale, 0.9 miles west of Copalis Croesing. Malone, 5 miles east of Elma.

No. 362 will make regular stop at Widenomes, 1.5 miles west of Tulips.

No. 323 and No. 324 will stop at Malone on flag.

No. 322 will stop at Malone on Stunday when there are ten or more passengers.

No. 324 will stop on flag at Union Milis Sturtiday.

No. 325 will stop on flag at Union Milis Sturtiday.

No. 326 will stop on Sturt stop from No. 321.

No. 327 will stop on Sturday when there are ten or more passengers.

No. 328 will stop on flag at Union Milis Sturtiday.

No. 329 will stop on flag at Union Milis Sturtiday.

No. 320 will stop on the sturtiday.

No. 321 will stop on Sturtiday.

No. 322 will stop on Sturtiday.

No. 324 will stop of the sturtiday.

No. 325 will stop on the sturtiday.

No. 326 will make regular stop at Woode Crossing, 2 miles west of Sates.

No. 326 will want at Class of the sturtiday.

No. 327 will stop of the sturtiday.

No. 328 will stop on the sturtiday.

No. 329 will stop of the sturtiday.

No. 329 will stop of the sturtiday.

No. 320 will stop of the sturtiday.

No. 321

			•	1	1	SOUTH BEND BRANCH.	1	1			
THIRD CLASS.	FIRST	CLASS.	es,	Ids	Te	Time Table No. 36D	LAS	0.33	FIRST	CLASS.	THIRD CLASS.
969	393	391	I, Scales,	Station Numbers	from	Succeeding No. 86C September 29, 1912.	E_	ty of	392	394	970
Freight	Passenger	Passenger	Fue	N	e fr	STATIONS.	Distance from South Bend	Capacity	Passenger	Passenger	Freight
See page 1	See page 1	See page 1	Water, I	tion	Distance	Telegraph Offices and	th I	Car	See page 2	See page 2	
EXCEPT SUNDAY	DAILY	DAILY	Wa	Sta	Che	Calls	Dist	Car	DAILY	DAILY	EXCEPT SUNDAY
L 6.45AM	L 7.55PM	L12.05PM	-	2032		CHEHALIS JCT	56.5	Y	A 9.40AM	A 6.52PM	A 8.85PM
s 7.05	s 8.05	s 12.15	3E 3	C W	3.4	AD	53.1	20	s 9.26	s 6.44	s 8.10
s 7.15	s 8.08	s 12.19	BR.	C W	4.7		51.8	37	s 9.21	s 6.40	s 2.25
s 7.55	1 8.24	s 12.33	W 2.4 m West		10.1	CERES	46.4	35	s 9.06	f 6.27	s 1.55
3.8	aoB Silv		W 655	.0.1	16.2	LUEDINGHAUS R. R. CROSSING 0.1 Track Connection	40.3	18 11	A STATE	1104	7.08
s 8.45 8.50 392	s 8.40	s 12.50		C W 16	16.3	DRDRYADD	40.2	35	s <b>8.50</b>	s 6.12	s 12.40 s 12.40
s 9.05	s 8.45	s 12.54	VA.Io	C W	17.6	DODOTYD	38.9	Spur	s 8.45		s 12.30
s 10.15 11.30AM 970	s 9.00	s 1.10	w	C W	22.3	PLPE ELLD	34.2	50	s 8.85	s 5.55	s 12 05PM 11.30AM 969
18 8 0	7/1 (c 5%)	T5,778.53/9	DL BI	SCAL	23.7	McCORMICK R. R. CROSSING 0.6 Track Connection	32.8	10.1	6 86		10.10
s 12.05PM	s 9.07	1 1.16	w	C W	24.3	McCORMICK	32.2	Spur	f 8.21	s 5.48	s 11.10
s 12.80	s 9.15	f 1.23	19139	C W 26	26.1	WALVILLE	30.4	Spur	f 8.16	s 5.42	10.40
0 8	21.7 100		KER	8.00 2008 3.1	27.3	.WALVILLE R. R. CROSSING 1.6 No Track Connection	29.2	10.	01/3	Deliver to the second	11 80M
f 12.50	1 9.25	s 1.85	T	C W 29	28.9	PLUVIUS	27.6	36	f 8.07	f 5.85	f 10.10
s 1.25	s 9.45	s 1.55	w	C W 35	35.3	FRD	21.2	35	s 7.45	s 5.18	s 9.80
f 1.85	1 9.49	s 1.59	TON	C W 37	36.6		19.9	Spur	f 7.89	f 5.08	s 8.40
s 1.45	s 9.58	s 2.03	ER.	C W 38	38.0	BMD	18.5	14	s 7.86	s 5.05	s 8.80
f 2.031	s 10.08	s 2.13	QU.I.	C W 42	42.3	HOLCOMB	14.2	30	s 7.24	s 4.55	f 8.05
	s 10.18	s 2.23	, APA	C W 46	46.5	MENLO	10.0	9	s 7.18	s 4.45	f 7.50
f 8.00	s 10.28	s 2.33	S	CW 50	50.5		6.0	16	s 7.02	s 4.85	f 7.40
s 8.80	s 10.85	s 2.40	0 PA	C W 53	53.1	NDRAYMONDD	3.4	45	s 6.57	s 4.80	s 7.80
A 3.45PM	A10.45PM	A 2.50PM	W.C	C W 57	56.5	SBD	0.0	150	L 6.45AM	L 4.20PM	L 7.00A
EXCEPT SUNDAY	DAILY	DAILY	1913		3333		1	.28	DAILY	DAILY	EXCEPT
9.00	2.50	2.45	43	1999		Time Over Subdivision		100	2.55	2.40	8.05
6.8	19.4	20.5	100	-0.44		Average Speed per Hour	-		19.3	21.2	6.9

SEVENTH SUBDIVISION.

Eastward.

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

Westw	ard.		and M	VISIO	BID I	U.S.	HI	EIGHTH SUBDIV	1.26 H. 2. H. 20 P.	ON	We			Kastward	Eastv	vard.	West	ward.		a.i	3.78 20 20 E	ITH SUBDIVISION GREEN RIVER BRANCH)	N
THIRD (	CLASS.	TERFIE	RST CLAS	SS. (188.	les,	o ki k	7 0	Time Table No. 36D	1123	ha.]	GRUHT I	RST CLA	ss.	den, bales Stoff &	THIRD	CLASS.	SECOND CLASS.	FIRST CLASS.		, s	1 30 31	Time Table No. 36D	)
971	394	397	367	395	iel, Sca	umber	from	Succeeding No. 36C September 29, 1912	from	city	368	396	398	00 188	454	972	579	395	iel, Sce es and	Number	from	Succeeding No. 36C September 29, 1912	
Way Freight	riografica S	Passenger	Passenger	Passenger	r, Furtable	N no	ance i askat	STATIONS.	nce	Capa	Passenge	Passenger	Passenger	Aregrous A subsequent	Maria M. P. Jan	Way Freight	Mixed	Passenge	er, Fi	ion N	Distance	STATIONS.	
EXCEPT	y orkal	DAILY	DAILY	DAILY	Wate Turr Wye	Stati	Distance Kanaska	Telegraph Offices and Calls	Dista	Car	DAILY	DAILY	DAILY	Agnore (See See See See		EXCEPT	EXCEPT SUNDAY	DAILY	Wat	Stat	Dist	Telegraph Offices and Calls	Dist
L 6.80AM	MEG. D. A		L 9.40AM		01.7	A1	0.0	KANASKAT	45.9	140	A 9.05A	A10.20A	A 7.40PM	interlooking detail on	Benda W.;	A 1.30PM	L 2.OQPM	L 5.00A	Spor	C J 15	0.0	KERRISTON	17
6.85	6.44	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	tiest was switch at	edi or alisa	f 1.00	s 2.25	s 5.20	W	C <sub>J</sub>	7.6	HEMLOCK	10
6.50	189.40	s 5.11	9.47	s 7.06	w	1933	2.1	PALMER	43.8	30	f 8.58	10.08	s 7.25	149   6.47	12 05 je	f 12.45	s 2.35	s 5.25	06 ba	C J	8.4	BARNESTON	8
7.00	98.8	s 5.14	f 9.51	s 7.10	52	1934	3.4	BAYNE	42.5	Spu	f 8.56	10.05	s 7.21	SCHOOL SENSON		f 12.30	No. 579 does not run be-	s 5.40		TO T	12.5	KANGLEY JCT	5
7.05	2 12	f 5.17	9.55	s 7.14	R. CR	1936	4.7	CUMBERLAND	41.2	No	f 8.54	10.02	s 7.16	egween Cabella Jun	d seesat opp	f 12.01PM	tween Kang- ley Jct. and	s 5.50			14.0	The second secon	3
f 7.10 3957.45	8.60	5.19	10.00	7.16 971	01/3/31	1937	5.5	NAVY	40.4	60	f 8.58	10.00	s 7.18	And and d Oracella na, Op. 41 o and of 2 var of telephone locat	no sallo della no sallo della seni	f 11.50A	Delieux.	nden meber rain order communicati	diane Stain	do (litw do 7/ )	14.1	C. M. & P. S. R. R. CROSSING	<u>a a</u>
7.50	81.8	f 5.24	10.08	7.19	1.0	1939	7.5	VEAZIE	38.4	Spur	f 8.48	9.54	7.05	of film hope the bolds a good wall man hardd rebro gran brods r	edeboritor, b foll sugh outli orward cversa.	11.25	s 3.00	s 6.00		CI	15.5	w notes we selection 1.4 day we so a chrose	
s 8.20 9.00	80.8	s 5.81	s 10.13	s 7.28		1942	10.9	CWENUMCLAW	35.0	105	s 8.43	s 9.50	s 7.00	onoled doller don't be booked doller don't bused kinger 2000	o diwil bie sl uob le opp la laubi dese	s11.20	A 8.15PM	Marting J-k	WY	-	17.9	QVKANASKAT	.N 0
s 9.25 9.50 972 396	ERCEPT MONOAY	s 5.45	s 10.21	s 7.38	SA	1945	14.3	BKBUCKLEY	31.6	100	s 8.88	s 9.43 971 972	s 6.45	ASLV DATEV	PASS NAME OF STREET	10.21 s 9.00 367 971 396	talog a bas eliterade al	Tidewater Williczenia	insur antie	e isa	turioT	moon To salud itules of Tacomi rules of Tacomi and the holomon of the holomon with the holo	roji jed Lei segre
10.10		5.55	10.80	7.48	Follows:	1949	18.6	CASCADE JCT	27.3	No	8.20	9.82	6.28	-43		8.80	EXCEPT SUNDAY	DAILY			3		
s 10 . 15 11 .00	00,0	s 6.00	s 10 33	s 7.55	wc	1950	19.7	SOSOUTH PRAIRIE	26.2	135	s 8.18	9.80	s 6.25			s 7.50 368-395	1.15	1.05	nell	in, se	di to	Time Over Subdivision	nevos
367	6.43	8118	Wage to be	E TEXAS	in	LVIII.		NO COMPUNIO	05.0		9/2	0.00	1 0 00	24 249	off old	-	11.2	15.3	1	I SOM	0.541	Average Speed per Hour	5
f 11.20		f 6.02	10.35	f 7.57	1005	0.0	27, 1, 23 \	3.5		Spu		9.28	6.28	er olsse treins and	that infer o	f 7.85	EA	STWARE	TR	AINS		SUPERIOR TO TRAINS	
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s 12.01PM	00.0	s 6.20	f 10.50	s 8.15	Т	8-8-4		OGORTINGI			s 8.01	f 9.17	s 6.05	on the right ho	sida bluesie	s 7.10	Tour taget rotus	Maxi	mum	Grad	de—Ka	-Kanaskat. angley to Kerriston.	tosque axeq s
f 12.15	mard.	s 6.80	10.58	s 8.24	n wyddid	1961	30.3	McMILLIN I	15.6	Spui	f 7.54	9.10	s 5.52		Facin	s 6.50	West	Derai	I Swit	tch-	Locate	ed ½ mile west of Selleck on r engines of Cascade Timber (	a Kan Co. h
f 12.25	80.8	s 6.85	11.02	s 8.84	8	1963	32.4	ALDERTON	13.5	25	f 7.51	9.07	s 5.46	*(0	oor Lin	s 6.85	vara), t	heir siding	g and	Kang	gley.	2014 Mariana	00. II
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s 1.18	0G.#	s 6.50	s 11.15	s 8.55	1.37	1967	36.1	PYPUYALLUPDN	9.8	70	s 7.45	s 9.00	s 5.85		. 990	s 6.10	alwar garya					nd (A. Leivena come adopt such The ra.—Ciyropia, Hoquan and Modile	
00.1	GP IF	A 7.05PM	A11.80A	A 9.15A	M	PIRIO G. B	44.6	QTACOMADN	1.3		L 7.80A	L 8.45A	L 5.10PM				Missoakan Missoakan	(910 testein	e softer instead	C 49 g	nilog kes ep tyriani	a Z ; dooleself in kontration of D	abario locale
A 2.00PM	88.8	80.7	81 10.8	CAMP	10.87	1976	45.9	TACOMA WHARF	0.0		00.8	BASEY .	DATE NOW TO	Rao sellor û, opelatif	salja Cronslag	L 5.30A	nii ex ala	ta han dee				old of configure only toll so no fliw of the O.E. aworned in and no constitution of the configuration of the confi	
EXCEPT	08.8	DAILY	DAILY	DAILY	GIVI	ALY PER	ī	LE CONTRACTOR OF THE CONTRACTO	.88.	0.1 8	DAILY	DAILY	DAILY			EXCEPT	C18 30M				10 5554	regular stop of Wherees, 1.8 miles 224 will stop at Whiteness 1.8 miles	
7.30	850E.A.	2.00	1.50	2.15	dina	TITL	OF.	Time Over Subdivision	4.530	D.A.	1.35	1.35	2.35			8.00	1 1.0000					1722 Will stop on that at trisquamy us on the storedwards of the storedwards of the store at the store at	COLA S
6.5	V 11 L 2	22.3	24.4	18.0				Average Speed per Hour			28.1	28.1	17.3			5.7	1,00	8.10				on the st Malana on Saturday.	F gornal

## TRAINS OF THE SAME CLASS DIRECTION

Eastward.

FIRST SECOND CLASS. CLASS.

580

Mixed

EXCEPT SUNDAD

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398

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A 9.20P

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Distance f Kanaskat

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3.9

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f Selleck on Kangley Line.

de Timber Co. handling logs between

# 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, 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. 380, at Kanaskat. No. 367 will connect with Seattle Division No. 380 will connect with Seattle Division No. 380 will connect with Seattle Division 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.

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, between Puyallup and Meeker. No trains either main line or 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 D

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 2½ miles west of South Tacoma. Special Rules.

West	tward	41470000000		TO SERVICE S		NTH SUBDIVISION (BURNETT BRANCH)			Eastv	ward	Wes	tward.		E	LE	VENTH SUBDIVISIO (WILKESON BRANCH)	N.	Th	Eastv	vard.	W
FIRST	CLASS.	1	yes	100	81	Time Table No. 36D	8		FIRST	CLASS.	THIRD		, ves	ibers	8	Time Table No. 36D	8	) NO	FIRST	THIRD	
373	375	Fuel, Turn	Num u	38	ou uo	Succeeding No. 36C September 29, 1912	nce fro	r Capacity Sidings	374	376	981	377	Fuel, Turn	n Nun	ce from	Succeeding No. 36C September 29, 1912	nce from	apacity	378	982	THE REAL PROPERTY.
Passenger	Passenge	ter,	tion		Spiketon	STATIONS.	scad	Sidi	Passenger	Passenger	Way Freight	Passenger	ales,	atio	Distance 1 Fairfax	STATIONS.	stan	r Ca Sidir	Passenger	Way Freight	
DAILY	DAILY	Wa	Sta	7	Spi	Telegraph Offices and Calls	Ca	og.	DAILY	DAILY	EX. SUNDAY	DAILY	Sca	Sta	Fa	Telegraph Offices and Calls	SE	Ca	DAILY	EX. SUNDAY	
L 6.56PM	L 7.26	M	C	C	0.0	SPIKETON	3.4	45	A 7.25AM	A 6.55PM	L 1.40PM	L 6.10A	Т	C B 15	0.0	FXFAIRFAXD	15.5	5 Spur	L 8 05PM	A12.20PM	
s 7.01	s 7.84	S	C	С	2.1 E	BNBURNETTD	1.3	45	s 7.15	s 6.45	s 2.10	s 6.17		C B	1.7	MELMONT4.5	13.8	5 Spur	s 8.00	s 12.10PM	
A 7.06PM	A 7.39	M	19	49	3.4 .	CASCADE JCT	0.0	No Sdg.	L 7.10AM	L 6.40PM	graQ gra	1000 1100	Oa Ca	В	6.2	CARBON COAL CO. CROSSING	9.3	98.	mittie 1929	0 08 beau	
DAILY	DAILY	Legi	lo o fel	03	erion l	Second Subdivision, Honu	s. bio		DAILY	DAILY	s 2.80	s 6.85	CALL I	CB	6.8	CBCARBONADOD	8.7	5	s 7.45	s 11.40AN	
.10	.13					Time Over Subdivision	S TY		.15	.10	s 8.80	s 6.55	ST	CB	10 6	WXWILKESOND	4.9	90	s 7.80	s 11.00	-
20.4	15.6	rollo	t out	AS Y	o utili	Average Speed per Hour	Contraction of		13.6	20.4	esaU 00	3 0.00	aO.I	5	10.	4.9	PIA	1000	7.20	8.00	
	estus estas		D ba		G de letten	en engines are beavler time ( in No. 2 and We. 18 between Co	A LONG	10 (4)	s and not e	coest stabil	A 4.00PM	A 7.10A	oun	1949	15.8	CASCADE JCT	0.0	No Sdg.	A 7.06PM	7.15AA	1
poist/61	/elloc	geringe	0	7	N T	SUPERIOR TO TRAINS OF THE OPPOSITE DIRECTION.	TH	E SA	ME CLASS	alO opin	C-G acid	Fari AS	8-23	137.	ust l	Tel Translave peo	Rigi	cla:	tolog des	22613010	
206521	Regist	tering	Sta	tion	1.—C	Cascade Junction. tation platform at Spiketon mus	t ha	get for	r derail wh	en	EX. SUNDAY	DAILY	abd	sár:	10.000	D noof all east in teasure Ca	180	(Bito)	DAILY	EX. SUNDAY	83
n	ot in use.		da re		d wai	Sinth Susphyleiche		10.5			2,20	1.00	Min.	4.0	ge	Time Over Subdivision		1450	1.04	5.05	1
trouse.	Speed	of tra	ins w	hen	back	rill be set to protect cars at qua ring up must not exceed 20 miles miles per hour within the corpo	per !	hour.			6.5	15.5			00	Average Speed per Hour	ė.	RL TO	15.4	3.5	t
		_	-	-	-		_			-	1 38	her healt,	9	20		088 65 08V		950		609	1
West	tward.	a Newson	olvas	des		FEENTH SUBDIVISI (CROCKER BRANCH)	IUN	at Ta	Last	ward.	8.01 .01	39	100	TIL	01	000001 4 25 4 000 tree to	18 1	0.000	00	1800	0

# 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.

Rating of Locomptions in Yous of 2000 Pounds

, Fuel,	Station Numbers	nce from f Track	Time Table No. 36D Succeeding No. 36C September 29, 1912	ce from	Capacity
ater	atio	Distance End of	STATIONS.	Distanc	Sid
Sc	St	E	Telegraph Offices and Calls	00	Car of S
011		0.0	END OF TRACK	10.0	er Pel
1 (2)(5)	5 USG 501 66	1.3	TACOMA & EASTERN CROSS'G	8.7	
	CE 8	2.7	PUYALLUP RIVER	7.3	10
WT	1958	10.0	ogD	0.0	200
N Santa	1300	OFFICE CO	gives of say glass will deplote he	2429/9	65.8°T

# 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 crossover, 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	Eighth Subdivision DISTANCE FROM PALMER JCT. Big 6 1.6	Eleventh Subdivision DISTANCE FROM CASCADE JCT.
	Molberg 16.0 Standard Oil Co	Dickson & Toby's	Harmons 6.4	DISTANCE FROM CHEHALIS JC.	Occidental         1.8           Nolte         1.8	Wilson's Mill
Mentzer	Black Lake	Sixth Subdivision	Angel 7.2	Guerrier 35.0	Fleet       3.4         Rosemar       4.0	Twelfth Subdivision DISTANCE FROM ORTING.
G. 600 11	Overton.       33.4         Ames.       45.2	DISTANCE FROM YACOLT.	Meskill		Myerson         5.8           Blackburn         11.1	Veneer         3.1           Renco         5.0
Newaukum	Bagshaw	McCutcheon         0.9           Dole         2.4	Mays 13.0	Green Creek 44.0	Webstone         12.5           Valley Mill         13.9	Electron Rock Crusher 8.6
Capitol Mins.	Vance. 64.9	Bouton Perkins. 4.7 Lucia. 4.9	Ashlock 28 1	Snore	Tenth Subdivision	Thirteenth Subdivision DISTANCE FROM CROCKER.
Englands	DUOGRA GERT TELEVISION TO THE TELEVISION THE TELEVISION TO THE TELEVISION THE TELEVISION TO THE TELEVISION TO THE TELEVISION T	Smith	Custer	Turney	DISTANCE FROM CASCADE JCT. Black Carbon	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.

Time Table No. 36D

Succeeding No. 36C

September 29, 1912

STATIONS.

Telegraph Offices and Calls

WS CD 0.0 .....WINGATE.....

I. S. DEAN.

1955 5.2 ..... CROCKER.....

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.

Distance from Crocker Car Capacity Of Switch

5.2 140

0.0 100

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

OLYMPIA LOG TRAIN.—Between Olympia

# TONNACE PATINGS EDEIGHT ENGINES N P R

		1 2	2 1	E	GHTH	SUBDIV	/SION-	EASTW	ARD.				7 8	RSTE	HO : FI	1947	223.15	ord sare
Se Table No. 36D a Succession Succession	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	
iopteminer 29, 1992	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	
nos o d DVIT9O	.0000	01, 8501.	TW	El	GHTH S	UBDIV	ISION-	WEST	VARD.	RBONA	A Dayrestern	5-000	-4.5	1 35	9 1 08	18-73-14	MAG	YJENG
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		
RE SUPERIOR TO TRAINS OF THE	A BHIA	ST OF	ANTEA	CUR	FIRST S	UBDIV	ISION-	WESTW	ARD.	D.GR	A-977.6	1015	4561	180	APPUD	8.014		
HOMENIA THROUGH	Class W		Class Y-2		Class F-1		Class S		Class P		Class E-4		Class E-3		Class D-3		Class C-6	
east of Junction Switch at Orting.	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	4 8,260	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	.Ol egs	100	lee specia	100	1500	50	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35
10.10: 5 66 10.80 7 4	3 3 3 3	1986 1	1.4	534	FIRST S	UBDIV	ISION-	EASTW	ARD.	NU STI	209400	SHT MI	0.100 (101.00)	EATERL PF	AD PLOT	N-UKU T	SUMBAY	DAY.
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
									1						1			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.

Maximum eighty cars between Tacoma and Portland. 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

# 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, Hoqulam 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.—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		COLUMN TO THE STREET	36.0	I	EAST BOUL	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	to	So. Tacoma to Centralia	Centralia to Napavine	Napavine to Portland
$T-63  \frac{20}{24}  113$	136–146	1580	1200	990	720	790	1120	1280	1280	315	900	* 655	1580
division	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
Iik-57 $\frac{23\frac{34}{30}}{30}$ 208	500–540	3100	2340	1930	1450	1550	2200	2490	2490	580	1700	1250	3100
. 00	C. R. Y. y P. 504-526	BELLEV DE STELT	1550	1300	940	1035	1500	1710	1710	400	1150	840	2050
T-57 $\frac{20}{26}$ 132	720–727	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	pungiO nes	2 7 U 74 7 316.—Botto	TOC AIST	OLYMPIA	this part	Elina and	neewies	MARK S	LAMIN OJ ANIJ	La Le Care. La Montre La Miller repubri	bas yai
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					This waster			See See	380			

These ratings include Itotal 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 AINS AUTHORIZED T

ORTING LOG TRAIN.-- Betw End of Track on Twelftin Subdi **ROOM** 

# 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 21/2 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 dearth-sides line or controlled by switch tender at 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 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 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 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.

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

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.

KALAMA-Dr. Luther M. Simms, District Surgeon.

District between Vancouver and Kelso.

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

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

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

Dr. Geo. Ainslie, Consulting Oculist Zand 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. Puyallup (S). DR. J. H. SHEETS, Buckley (S).

P. B. SWELT, Kangley, Wn.

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. I. Carrens So. Tacoma(S)
Dr. E. I. Carrens So. Tacoma(S) DR. F. L. CABR, Montesano (S). DR. E. L. CARLSEN, So. Tacoma (S).

DR. H. C. WATKINS, Hoquiam. Dr. Paul Smirs, Aberdeen. DR. A. B. MACLEAN, Pe Ell. DR. W. GRUWELL, So. Bend (S). DR. N. C. McLAFFERTY, Winlock.

DR. T. C. CAMPBELL, Castle Rock. DR. C. A. MACCALLUM, Kalama (S). DR. J. McCHESNEY, St. John's. DR. J. T. GUERIN, Vancouver (S). DR. Andrew C. Smith, Portland (S).

Dr. P. B. Wing, Oculist, Tacoma. DR. W. G. CAMERON, Specialist, Tacoma DR. J. F. DICKSON, Oculist, Portland DR. D. D. STONE, Yacolt (S).

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS its 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 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 arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to

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

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

Dr. J. A. La Gasa, Tacoma

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

Chief Dispatcher, Tacoma

