# NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME

TABLE

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

# SUNDAY, December 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.

W #8 4				
WW	65	88 S	a	ro

# FIRST SUBDIVISION MAIN LINE

	THIRD	CLASS.		SEC	OND CL	ASS	bles,		Time Table 37									F	RST CLA	SS.							
973	963	997	965	589		679	el, rn Tat	mber	Succeeding No. 36D December 29, 1912.	om	355	363	301	389	361	321	307	357	391	311	369	333	365	359	313	323	393
EXCEPT	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	Fue Tur	ž	STATIONS.	a W	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAIL
Nor. Pac. Way Freight	Way	Gt. Nor. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Mixed	OW. R. & N. Freight	Nor. Pac. Freight	Water, Scales, and W		Telegraph Offices and	Distan	Gt. Nor.	OW. R. & N. Portland Express	Portland	Yacolt Passenger	OW. R. & N. Portland Passenger	Grays Harbor	Nor. Pac. Portland Passenger		Nor. Pac. South Bend Passenger	& N. Shasta	& N. Ore-Wash	Nor. Pac. Evergreen State Limited	Nor: Pac. Grays Harbor Passenger	Gt. Nor.	Nor. Pac. Portland Special	Nor. Pac. Grays Harbor Express	Nor. Pa South Bend Limite
	L 5.00AM	·	L 7.00AM			L 9.00P#			TACOMA WHARF																		-
		L 4.50AM			L 9.30PM		1 Y	1977	QTACOMADN	1.4	L12.01A	L12.454	L 1.40AM		L 8.55AM	L 9.00AM	L 9.3542	L11.30A		L12.50%	L 1.10PM	L 1.40PM	L 1.50PM	L 5.05PM	L 5.45PM	L 6.00PM	
	5.45 360	5.15	7.45		10.GO 356	9.45	WS	1981	SU .SOUTH TACOMA	5.9	12.15	1.00	1.55		9.09	9.15	s 9.50	11.44 964		1.04	1.24	f 1.55	s 2.05	5.19	5.59	s 6.15	
O	6.00	09 5 30 5 35	A 8.00AM		10.15	10.00		1985	VALAKEVIEW D	9.6	f 12.23	1.07	f 2.03		1 9.14	A 9.20AM	7 9.56	f 11.50	-	1.10	î 1.30	2 05	A 2.15PM s 358 966	6.25	6.04	A 6.23PM	
- 14 A To 14 A	6.15	6.55	See page 3	460000437300°36	10.35	10.15	CANDERCOL	1990	HIHILLHURSTD	14.6	f 12.32	1.16	f 2.10		1 9.22	See page 3	110.04	111.57A	- Demonstrated		1.38	2 17 998 358	See page 3	5 32	6.11	See page 3	
	7.00	6.15			10.55	10.33	w	1996	RY ROY DN	20.6	f 12.45	s 1.30	f 2.21		s 9.33		s 10.15	s 12.15%		1.25	s 1.49	s 2.30	- P.	5:42	s 6.20		
	7.25	6.30			11.15	10.44		2002	YA YELM D	26.1	f 12.55	f 1.40	f 2.31		- 0.40		s 10.24	s 12.25		1.83	1.58	f 2.40		5.50	f 6.29		
	0.10	6.50			11.35	11.05		0007	RARAINIERDN	31.5	1 105	680	f 2.41		s 9.48 s 9.54		= 10 94°	6 19 20			308			E 50	6.40		
	8.10 964 8.30	7.05	·			11.19			4.3 JSMcINTOSHD		680		f 2.48		110.02		s 10.34° f 10.42	362			f 2.10	f 2.56		5.58 370 6.03	6.40 312 6.50		
		THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN 1988	E-T-MITHAL BIRD SHEET						4.6			692									314						
		\$ 7.20 7.45		-	680	11.31	POLOCCE:		NOTENINODN 3.4		692				s 10.09		s 10 52 998 308			24 15 7 100	s 2.27	MICHELEGISTIC PRANT		s 6.09	7.00		
***	9.20	8.00			12.10	11.41P#	SELECTION .		BBUCODADN	Series and	1.80	1 2.13	1 3.00		f 10.14	.4.00000000000	s 10.57	1 1.05	-	2.01	1 .2.33	s 3.10		. 6.14	7.08		
5 30am	A10.00AM	8 20	THE COMMENSAGE	-	12.30	12 054	WC		WABASHP 1.8 CNCENTRALIADN	-	s 1 45	s 2 80	s 3 16	BECOMMON NOT ASSESSED.	s 10.29	-	s 11 15	e 1 23	L11.45AM	s 9 15	2 48	s 3 25		s 6.27	s 7.30	62251/20000000000000	L 8.10
6.00	AIU.UUAN	8.20 9.00 9.30			12.30 1.00	12.05AF 12.30	SY		4.1 CHCHEHALIS DN					Property Control	s 10.40				s 12.01PM				Political de la constante de l	s 6.37	-		s 8.20
0.00		amenda transmitter							1.0 CHEHALIS JCT	ADMINISTRA	-	-	-		-	SOUTH OF THE PARTY			A12.05P	-		THE SECTION SE		6.40	200000000000000000000000000000000000000		A 8.28
7.00	PRINCIPAL STATE	10.10			1.55	1.15	2000000		6. 4 NANAPAVINEDN		f 2.20	s 3.00	s 3.45	100000000000000000000000000000000000000	s 11.00		s 11.40	1 1.55	See page 6	2.45	s 3.20	s 3.55			s 7.55		See page
8.00		10.40			2.10	1.30	w	2044	WIWINLOCKDN	68.5	s 2.35	s 3.15	s 4.00		s 11.18		s 11.52AM	s 2.08	-	2.55	s 3.33	s 4.07		f 7.06	s 8 05		
8.80		11.02			2.25	2.07	w	2050	PNSOPENAHDN	74.9	1 2.52	i 3.31	f 4.14		s 11.26	-	s 12.05PM	f 2.20		8.05	s 8.45	s 4.20		f 7.17	f 8.15		
9.00		11.10			2.35	2.15		2053	2.3OLEQUAP	77.2	f 8.00	3.37	i 4.20		f 11.88		f 12.09	f 2.26		3.10	f 3.50	i 4.25		7.23	8.19		
9.10		11.16			2.45	2.25			2.6COWLITZDN			3.41	4.24		11.37		12.15	2.30		3.15	3.56	4.29		7.28	8.24		
10.15		11.35AN 12.45PN 361 307			3.00	2.42	w		CACASTLE ROCK.DN			s 3.55	s 4.35		s 11.48AM		s 12.25	s 2.40		3.25	s 4.08	s 4.37		s 7.40	s 8.32		
10.35		361 307 1.00			355 363 301 5.15	2.55		2066	OSTRANDER	90.7	f 3.37	1 4.12	f 4.49		f 12.01PM		f 12.38	1 2.52		8.88	f 4.20	f 4.48		7.55	8.42		
11.30		1.30			5.25	8.02	-		3.7 KSKELSODN				s 4.58		s 12.09		s 12.43	s 8.00		3.43	s 4.30	s 4.56		f 8.03	s 8.48		
11.45		1.45			5.40	8.18	·		5.7 CARROLLS				f 5.10		f 12.19		f 12.53	f 8.12		3.50	1 4.40	i 5.05		8.15	8.56		
11.55A 12.45P		2.10			5.55	3.35	W	2081	KAKALAMADN	104.5	s 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		3 8.25	s 9.04		
1.00		2.20			6.06	4.00		Cx 4	MARTIN'S BLUFF	108.8	4.25	5.01	5.31		f 12.39		f 1.15	8.28		4.08	f 5.05	f 5.23		8.35	9.13		
1.15		2.40			6.20	4.15			WDWOODLANDD	1	- 12			-3	s 12.49		s 1.25	1 3.38	1500	4.18	s 5.16	s 5.33	: 14	8.45	9.22		
1.55		3.05			6.35	4.81			RGRIDGEFIELDD		1 .				s 1.00		s 1.37	f 8.49			f 5.28			8.58	9.32		
2.10	(e)(1)	8.25			6.50	4.46	-		KNAPPS		1			類	f 1.10			f 3.59	7.54	77.5	i 5.40			9.12	9.41		
2.25		3.35	WANTED STREET, BY		6.56	4.52	1		FELIDAP	100000				See page 5				f 4.04			f 5.45	-	-	9.17	9.45	United States and Stat	DESCRIPTION OF
2.35		3.45 A 4.00PM	***************************************	A 3.50PM		5.00			VANCOUVER JCTP		8	1		L 7.10M			1.58	4.08 A 4.15P			s 5.58	6.05		9.25	s 9.55	200000000000000000000000000000000000000	AV.
A 2.50Pl	Constitution and the second	A 4.00m		A 8.50/m	7.15 A 7.30A	5.15 5.45355 5.55	CY	Cx 29	MX .VANCOUVER . DN	133.4	s 679	A 6.10A		A 7.20A	A 1.35PM		s 2.10	8 4.10h	CONTRACTOR		A 6.05PM	-		S	10.03		E 460
			-		7.00	6.00	-		No. Portland Junction 0.6 DNST. JOHNSN	136.3	ACCORDING TO	K 0.10	1 6.41		X 1.00%		1 2.21			-		f 6.26	Managaman	-	10.05	AMOUNT DE POSITION	
	- American	2.0				6.15	Y		2.6 WILLBRIDGE BA 3.4 DN				6.46		-	-	2:26					6.31	-	-	10.08		-
						8.28	-	2119	CCITY LIMITS. DN	142.3	200000000000000000000000000000000000000		6.53	-	*****************		2.88		-	NATIONAL SERVICE SERVI		6.38	-	Distribution	10.18		
				-		A 6.45A	WCST	2121	VCPORTLANDDN	143.4	-	Sent of Asset	A 7.00M	5, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7,	26-20-20-20-20-20-20-20-20-20-20-20-20-20-		A 2.40PM					A 6.45PM			A10.30PM		10.30
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT	EXCEPT SUNDAY	DAILY	DAILY	1.	-	. #467.03		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAIL
9.20	5.00	11,10	1.00	.15	10.00	9.45			Time Over Subdivision		5.24	5.25	.5.20	13	4.40	.20	5.05	4.45	.20	4.15	4.55	5.05	.25	4.30	4.45	.26	.15
8.7	10.0	11.6	9.6	.20	13.3	14.8			Average Speed per Hour			24.9	26.9	14.3	27.8	24.6	28.3	27.6	12.4	32.6	26.9	27.5	19.6	29.5	30.0	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 Vancouver, except single track from the east end of station platform at Centralia to a point 1,700 feet east thereof, and the single track across Lewis River Bridge, three miles east of Ridgefield. See page 6 for Special Rules governing

THE SAME CLASS IN THE OPPOSITE DIRECTION.

Trains using track between Vancouver and Portland will provide themselves with current time table of S. P. S. Ry. and be governed by instructions issued by Super Intendept of S. P. & S. Ry. at Vancouver. Trains will provide themselves with current time table of S. P. S. Ry. and be governed by super Intendept of S. P. & S. Ry. at Vancouver. Trains will provide themselves with current time table of S. P. S. Ry. and be governed by instructions issued by Super Intendept of S. P. & S. Ry. at Vancouver. Trains will provide themselves with current time table of S. P. S. Ry. and be governed by Super Intendept of S. P. & S. Ry. at Vancouver. Trains will provide themselves with current time table of S. P. S. Ry. and be governed by Super Intendept of S. P. & S. Ry. at Vancouver. Trains will provide themselves with current time table of S. P. S. Ry. and be governed by Super Intendept of S. P. & S. Ry. at Vancouver. Trains will provide themselves with current time table of S. P. S. Ry. and be governed by Super Intendept of S. P. & S. Ry. at Vancouver. Trains will provide themselves with current time table of S. P. S. Ry. and be governed by Super Intendept of S. P. & S. Ry. at Vancouver. Trains will provide themselves with current time table of S. P. S. Ry. at Vancouver. Trains will provide themselves with current time table of S. P. S. Ry. and be governed by Super Intendept of S. P. & S. Ry. at Vancouver.

# FIRST SUBDIVISION.

Eastward.

													MAI	N LINE.											-	is Ca
	-,						F	IRST CL	ASS.								-	Time Table 37	Jo	SEC	OND CL	ASS.	acti senso	THIRD	CLASS.	•
356	322 DAILY	390	334	394	312 DAILY		1	314	358	362	366	308		360		364	from	Succeeding No. 36D December 29, 1912.	city	680		590	964		998	
DAILY	Nor. Pac.		No. Dec	Nor. Pac.		OW. R.	1	DAILY	DAILY	DAILY	DAILY Nor. Pac.	DAILY	Nor. Pac.	DAILY	DAILY	DAILY	ince and	STATIONS.	Capa	DAILY			MONDAY	EXCEPT SUNDAY	DAILY	MOND
Gt. Nor.	Grays Harbor Limited	Vacalt	Evergreen State Limited	South	& N. Shasta	& N. Ore-Wash	Grays	Nor. Pac. Seattle Special	Gt. Nor.	& N. Seattle	Grays	Seattle	South Bend Passenger	Gt. Nor.	Jeattie	OW. R. & N. Seattle	Distan	Telegraph Offices and	Car	Nor. Pac. Freight	OW. R. & N.	Nor. Pac. Mixed	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Gt. Nor. Way Freight	Nor. P Way Freig
	Limited		Limited	Limited	Limited	Express	Express			Passenger	Passenger	1 1000011201	Passenge		Express	Express	143.4	TACOMA WHARF	-	A 3.80AW				A 2.50PM		Freig
10.00PM	A 8.15PM		A 9.10P	4	L 7.40H A 7.35	L 7.05PI A 7.00	A 4.25%	A 3.25F	A 2.55P	L 1.40PM A 1.35	A12.15F	A12.25PM	4	L 6.05A	A 5.00A	L 4.45M	142.0	QTACOMADN	-		A 4.00M			. , ,	A 3.15PM	ų –
9.45 691-679	8.01		8.55		7.20		s 4.05	3.10	2.40	-	s 11.59Ai	s 12.11		5.45 963	4.45		137.5	SU.SOUTH TACOMA.N	70	3.00	3.40		s 11.39AM	s 2.30	2.55	
9.37	L 7.55PM	BARROUND EVEN	1 8.45	E RECOMMENDATION OF THE PERSON	7.14	1 6.37	L 3.55A	3.04	2.30 966 365	f 1.10	L11.51A	1 12.05PM	Manuscrape and a second	f 5.35	4.32	4.18	133.8	VALAKEVIEW D	60	2.50	3.25	AMEP AND ROBERTS.	11.25	L 2.15PM s 358-365-333	1 2.45	a wasanna
9.30	See page 4	1	8.35	1 marchaeological	7.07	6.30	See page 4	2.58	2.17 998 333	1 1 04		f 11.57A		997 s 5.25	f 4.25	f 4.09	128.8	HIHILLHURSTD	60	2.85	3.10	****************	11.00		3332.30 F 3582.07	Water-Co.
9.20	-		s 8.25		6.58	s 6.20		i 2.48		s 12.55		s 11.42		f 5.08	s 4.15	s 3.57	122.8	8.0 RYROYDN 5.5	E 65	2.21	2.50		s 10.33 9.28 361 307		s 1.49 12.45 362 311 369	-
9.10			s 8.13	-		-		2.40	1.58	s 12.45		s 11.30		f 4.58	s 4.05	f 3.47	117.3	YAYELMD			2.31		361 307 s 8.55		362 311 369	9
9.01			f 8.05		0.40												117.0	5.4	7 -1	1.40 1.35 363	2.31 2.26 301				s 12.25 s 12.15PM 357	
8.53			f 7.55		6.40 313	5.58 359 6 5.48		2.27	1.42 311	s 12.36		s 11.19		f 4.37		f 3.35	111.9	RARAINIERDN	W 85	3551.05	2.10		3 <b>8.10</b> 963		s 11.55AM	<u> </u>
					0.80	0.40		2.18 369	1.35	1 12.27		f 11.09		f 4.26	f 3.47	3.27	107.6	JSMcINTOSHD	70	12.40	1.58 1.53 363		i 7.45	1.00	i 11.40	ľ
8.43			s 7.45		000	s 5.38		s 2.10 311		s 12.18		s 11.00 307 998		1 4.13	s 3.38	s 3.17	103.0	NOTENINODN	W 85	12.25	1.23		5 7.20 997	308 31	s 11.25 0710 35	COURSE CO
8.37			s 7.38		6.15	s 5.32	MORNOVACE COM	2.02	1.21	s 12.11PM		s 10.51		f 4.04	3.30	i 3.11	99.6	BBUCODADN	65	12.01A	12.58	***************************************	s 6.30		s 10.20	734774
8.25		SATISSIC CONTRACT	s 7.25	- 5 100	s 6.00	- manufacturing			7990073000740000								94.5	WABASH P	- Colon		SERVING COMMISSION OF THE PARTY					CONTRACTOR CONTRACTOR
8.15	- SENCE SHOWING SHOWING	200000000000000000000000000000000000000	s 7.20	s 7.10h				COOK MINISTER CO.	s 1.10			10.40 s 10.30			s 8.15		92.7	CNCENTRALIA DN		11.40PM 11.05			L 6.00AM		9 25	
0.10	-	\$2.000 COOK 10000	3 7.10	L 6.52PI		5 0.00	MCC-10-10-10-10-10-10-10-10-10-10-10-10-10-	s 1.33	s 1.00	\$ 11.40		\$ 10.15		THE PERSON NAMED OF	s 3.00	s 2.40	88.6	CHCHEHALISDN	110	10.50	12.05AM 11 55PM			Selected control of the control of t	s 9.10	s 2 8
8.05	-	******	s 7.00	See page 6	_	s 4.48		\$ 1.18	12 50	s 11 30		s 9 55	L 9.40M		s 2.45	s 2 20	87.6	CHEHALIS JCTP	Y VS	10.27	11.35	No.	The second		s 8.35	1 2
10.0								s 1.18 974	974	s 11.30		3 0.00	Gee page o	0.18	3 8.30	3 2.20	01.2	NANAPAVINEDN 6.3		10.27	11.00			ľ	5 0.00	s 12.1 358-3
7.50			s 6.40		5.27	s 4.30	-	s 1.05	s 12.37	s 11.15		s 9.43		s 3.02	s 2.25	s 2.00	74.9	WIWINLOCKDN	70	10.07	11.08		÷ *		s 8.00	s 11.4
7.38			s 6.24		5.15	s 4.17		s 12.50	12.25	s 11.02		s 9.29		f 2.47	1 2.07	f 1.40	68.5	PNSOPENAHDN	E 50	9.47	10.48			138.5	s 7.25	11.0 s 10.3
7.33			f 6.18	-	5.10	f 4.12	· ·	f 12.45	12.19	f 10.56		i 9.23		f 2.40	1 2.00	1.30	66.2		1	9.40	10.38				f 7.05	362 f 10.1
7.28	ļ	~ ,	6.12		5.06	4.07		12.40	12.15			9.18		2.35	1.55	1.25	63.6	OLEQUA P	Siding	9.35	10.33				i 6 55	f 10.0
7.17			s 6.03		4.58	s 3.58		s 12.32	s 12.05PM	s 10.40		s 9.08	-	s 2.25	s 1.40		59.0	CA.CASTLE ROCKDN	E 80	9.20	10.18				s 6 40	s 9.4
7.02			f 5.50		4.45	f 8.45		12.15	11.50A	110.05		6 0 KO		4 0 02	. 1.02	10 55			W 81		0.50				£ 8 10	ř 0 0
6.55			s 5.42		4.40	s 8.37			11.50	1		f 8.52		f 2.06	i 1.23	12.55	52.7	OSTRANDER 3.7 KSKELSODN		8.55	9.58					3089.0
6.43			f 5.30		4.30	i 3.27	-	i	11.32			s 8.45 974 f 8.88		1 1.48	f 12.59	12.35	49.0	5.7CARROLLS	70	8.30	9.40		-		f 5.40	3089.0 s 8.1 i 7.4
6.85			s 5.20	-		s 3.17			s 11.25			s 8.25			s 12.49		38.9	KAKALAMADN	140	8.20	9.30				s 5 30	7.3 s 6.3
6.25			f 5.05		4.15	i 8.05			11.15			f 8.16			12.31			MARTINS BLUFF		8.10	9.28				f 5.10	2 0 4
6.15			s 4.57		4.08	s 2.56		s 11.80	s 11.05	s 9.40		s 8.08		f 1.19	s 12.21	s 12.08A	29.8	WD., WOODLANDD		7.58	9.15				s 5.00	s 6.0
6.02			s 4.44		8.57	f 2.44		s 11.19	s 10.55	s 9.28	· · ·	s 7.58		s 1.07	s 12,10AM	s 11.57PM	23.8	RGRIDGEFIELD . D	E 130	7.45	9.00				s 4.40	s 5.4
5.52			f 4.32		3.47	f 2.33		11.08	10.45	f 9.18		f 7.48		f 12.56	f 11.59PM	f 11.47	18.2	5.6 KNAPPS	W106	7.84	8.52				f 4.20	f 5.2
5.46		See Page 5			3.42	f 2.28		11.04	10.40	f 9.13		s 7.44			f 11.55		15.9	FELIDAP		7.80	8.46		17.1	· 8	f 4.15	f 5.2
6.42		A 5.40PM			3.37	2.23			10.35	9.08		7.40			11.50		13.1	VANCOUVER JCTP	Resident	7.23		A 8.10AV	***************************************	m management.	4.10	8.1
5.35PM		L 5.30PM			s 3.32				L10.30AM			s 7.35		L12.40AM	s 11.45		10.0	MXVANCOUVERDN 2.3	1000	7.15 7.05		L 8.00AN			L 4.00AM	L 5.0
N. Mariantan			1 4.05		L 8.25PM	L 2.10PM		10.47		L 8.55AM		s 7.27				L11.25PM		North Portland Junc. N 0.6 D		manufacture and a second	L 8.15PM			ME) AND CONTROL OF THE PARTY OF		ESCALAR DE COMPANY
	Manage Street		1 4.02					10.45			Mark of the American State of	f 7.25			f 11.31		7.1	ST. JOHNS 2.6	-	6.50	-4472-472-		-	-		200000000
			8.56		The second			10.40	-			7.20			11.26		4.5	BAWILLBRIDGEDN	Discount I	6.35	Parameter State of St					Sherican con-
		C.Z.	L 3.45PM	N-COLUMN TO SERVICE				10.85				7.15			11.20 L11.15PM		1.1	CCITY LIMITSDN	1000	6.25					-	WORKS, CANON
DAILY	DAILY	DAIIV						L10.80AM	32 2		- 2 p	L 7.10AM					0.0	VCPORTLANDDN	1000							
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			-	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	SUNDAY	DAILY	MOND
4.25	.20	.10	5.25	.18	4.10	4.50	30	4.55	4.25	4.40	.22	5.30	.25	5.20	5.45	5.15		Time Over Subdivision,		9.15	7.45	.10	6.15	.35	11.45	10.0
30.1	24.6	18.6	26.8	20.5	32.4	28.8	16.4	29.1	30.1	29.5	16.9	26.0	12.2	25.0	24.7	26.2		Average Speed per Hour		15.5	17.3	18.6	8.1	18.0	11.2	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 Block.—Between South Tacoma and Centralia and between Sopenah 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, 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.

	V	Nest	tward				360	1877/10	Sus	regra		COND			N							No.				
bles	510		Time Table No. 37				FIF	RST CLAS	SS.			I	SECOND	CLASS.						TH	IIRD CL	ASS.				,
Fuel, Turntables	Numbers	rom	Succeeding No. 36D	ity	351	299	321	371	365	323	379	585	587	693	695	961	965	977	967		1	T		1	T	T
er, Fu es, Tu Wyes	N uo	Distance from Lakeview	December 29, 1912	Car Capacity of Sidings	Nor. Pac. Passenger	C.M. & P.S. Passenger	Nor. Pac. Passenger	O-WRR&N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M.& P.S. Passenger	Nor. Pac. Mixed	Nor. Pac. Mized	Nor. Pac. Freight	O-WRR&N Freight	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	C.M.& P.S. Way Frt.	Nor. Pac. Way Frt.		7 10 11					
Wate Scale	Station	Dista	Telegraph Offices and Calls	Car C	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		EXCEPT			EXCEPT SUNDAY	-		EXCEPT							·
B M managament E	THE PERSON NAMED IN	-	VA LAKEVIEW DN				L 9.20AM		L 2.15%	L 6.23PM				1/4-24			L 8.00A		OUNDAI	-yubcach					-	
	CK	2.3		No Sdg.			9.23	1	f 2.20				mar 1			-								_		
			AMERICAN LAKE				9.24	34 A	2.21	6.28				7411			f 8.10				F63 8 7		-			
	3		COSGROVE				9.27		f 2.25	f 6.31							f 8.15		-			-	<u>-</u>	-		
	5		3.7 D DU PONTD	-			f 9.32		s 2.35	s 6.38							s 8.30				-	_				
				1					s 2.47							No. 961 has right over					-	_				
	-		UN SHERLOCK D				f 9.42 965		s 3.00							No. 962 Olympia	12 s 9 . 15 8 9 . 52									
6 R			UNION MILL				f 9.53									to Gate	s 10.15					_				
H H	Name and Address of	-	LACEY P	Charles and an artist of the last			s 9.55 966		s 3.05 324								s 10.25									
WT	25		OY OLYMPIAD				s 10.15 10.25		s 8.20	s 7.25						L 6.00A	A10 554								11 -	4
		25.2	PT. TOWNSEND SOUTHERN C'G. 4.7 (Track Connection)		E																			1		
	CK	29.9	BELMORE P	40			10.40		f 3.33	f 7.37						f 7.00									-	
II II	СК		RK LITTLE ROCKD				f 10.53		s 3.47	s 7.50						s 7.50	-				-					
	37		BORDEAUX JUNCTION				10.56		8.49	7.52						f 8.10				-					-	
							10.59		f 8.58	7.56			No. 587 has right			f 8.20	-								-	
			MIMA										over No. 588 Hoquiam	See page 5		A 8.35A			See page 5							
	44		4.9				s 11.05%			s 8.05 8.15			to Moclips	-		A 8.35A			L 9.00AM							
	5 M	48.6	OXD	90			s 11.25		s 4.26	s 8.25		200		3.15					s 19.20 10.00							
	C M	55.5	LYTLE	80		1 40.4	11.88	. 0-: 1	4.42	8.86				8.40					f 10.20							
9.8			ORD  ORD		See page 5		f 11.40		s 4.45	s 8.40				3.45					s 10.45						-	
	CM	63.1	EFD	120	-		s 11.53 352 968 967		s 5.02	s 8.55				4.10					s 11.15AM			-		_	-	
	19		2.5		8														8 11.15AM 12.15PM 352 321 968							
			MACKS		f 7.55	1 62	11.56		f 5.07	8.59				4.17					f 12.20			1				
	23		SP SATSOP D				s 11.59AM		s 5.11					4.21					s 12 25%							
	29		MO MONTESANOD			97 8	s 12.09PM		s 5.25 322	s 9.10		See page 5		4.55					s 2.00			632				
	37		ABERDEEN JCT P	1 1	366	- 80 00	12.25 324			s 9.30		L 7.45AM		5.80			2		s 2.30						1	
WC	C M	84.1	SA ABERDEEN	150	s 9 00 380 968	112.30PM 321	\$ 12.40 586 299	L 2.15PM	s 6.00	s 9.45	L 9.35M	A 7.55AM	366 380	6.00	A 6.10AM				s 3.15 A 3.30PM							
Y	CM	90.9	HO HOQUIAM	No	A 9.10AM	AID. TOPM	A12.00F	A 2.00/a	6.30 1 6.40	710.0012	A 0.00m		1 8.55	A 0.30A	A 0.10am			A 7.00A	A 3.50%			-		_		
	47		4.7 GRAY GABLES	Sda					f 6.55				f 9.05									-		- ·	-	
	CM 54	97.0	CHENOIS CREEK	No Sdg.					f 7.01				f 9.10													
	C M 56	100.2	TULIPS P	40					f 7.09				f 9.25							•					11 2 20	
			COPALIS CROSSING	Spur					f 7.20				f 9.40													
	$\frac{\frac{\text{C M}}{62}}{\text{C M}}$	106.1	0.4  McGLAUFLIN 1.2	No Sdg.					f 7.27				f 9.55 f 10.00				-						_			
	CM	107.7	ONSLOW	Sdg. 30				-	f 7.84				f 10.05				-							-	-	
	C M	109.5	STEARNSVILLE	No					f 7.89				f 10.15								-			-		
	C M 68	111.4	ALOHA	Spur 12					f 7.45				f 10.26		-											
W	C M 69	113.2	PACIFIC	Spur 7					s 7.50				f 10.83	1 10												
	71		SUNSET BEACH 1.0 MCMOCLIPSD	No Sdg.					f 7.55 A 8.00PM				f 10.40 A10.45AM													
	72		Time Over Subdivision		1.05	15.	3.35	.15	5.45	3.37	.15	.10	2.30	3.30	.25	2.35	2.55	.20	6.30		-			_		
			Average Speed per Hour		22 6	14.0	24.4	14.0	20.1	24.6	14.0	20.0	13.0	12.4	8.4 CLASS IN	7.3	8.4	8.0	6.8		1				1	

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 (%) of a mile east of Hoquiam. See page 6 for Special Rules governing.

See page 6 for Special Rules governing.

Eastward			*							ND S		ISION LINE												
Time Table No. 37	1		FII	RST CLAS	SS				SECOND	CLASS.								THIRD	CLASS					
Succeeding No. 36D.  December 29, 1912	37	2 366		352				586				978	968		966			1.						
STATIONS.	O-WRR Passen	&N Nor. Pac. ger Passenger	C.M.& P.S. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M. & P.S. Passenger	Nor. Pac. Passenger		Nor. Pac. Mixed			C.M.& P.S. Freight	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.									
Telegraph Offices and Calls	DAIL	Y DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT	EXCEPT									
VA LAKEVIEW DN 115.	6	A11.51AM			A 3.55PM	•	A 7.55PM								A 2.00P	M							N. S. Commission of Street, St	
COUNTRY CLUB 113.		f 11.48			f 3.47		7.51														i			
AMERICAN LAKE 112.	7	11.47	-		3.46		7.50							-	f 1.50					_				
1.4 COSGROVE111.		f 11.45	-		f 3.43		7.45							No. 061	f 1.45	-		-		-	_		-	-
3.7		s 11.41	-	-	s 3.35		f 7.37							No. 961 has right over	1.30	-	-	-	-	_	_		-	-
DD DU PONTD 107. 4.5 SHERLOCK 103.					s 3.22	-	7.21							Olympia to	s 12.10Pl s 11.37A 11.10	N .		-		_	_			-
5.4	1	s11.27 966			s 3.09		7.10							Gate					_	_	_		-	-
UNION MILL 97.	1	s 11.15													s 10.45									
LACEY P 96.		s 11.12			s 3.05 365		7.07 323								s 10.25 9.50						(CONTRACTOR CONTRACTOR			
OY OLYMPIAD 91.	1	s 11.00 965			s 2.50		s 6.55							A 1.30PM	L 9.00A	4								
PT. TOWNSEND SOUTHERN C'G. 90.  4.7  (Track Connection)	4																						-	
BELMORE P 85.	7	f 10 40			î 2.84		6.40					7 7		1.00					-	-				
RK LITTLE ROCKD 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						_	_			
1.9 MIMA 76.		f 10.22	-	-	2.14		6.23							11.25AM					-	-				
4.1 HKD 71.	-	10.15			2.05	-	6.15			See page 5			See page 5 A 1.30PM	L11.05AM						_		-		
4.9		s 10.15		-	s 2.05 s 2.00 s 1.45		s 6.15 s 6.10		-	9.52			s s 1.15	321				-		_				
OK OAKVILLE 67.		s 10.00 967	DT.KIST		3 1.40		\$ 0.00		51	0.02	delle-		3 1.10											-
LYTLE 60.	1	9.46			1.27		5.52		No. 587 has right	9.24			f 12.25								-			
OR PORTER D 59.	0	s 9.44		See Page 5	s 1.25		f 5.50		No. 583	9.21			s 12.20PM											: -
EFD 52.	5	s 9.27		A11.45AM s 321 968	s 1.09		s 5.41		Hoquiam to Moclips	8.55 8.50		MAN CO	11.53AM s 11.15 321 352 967											
MACKS 50.	0	9.19		f 11.35	1.01		5.37	-		8.88			f 11.00											
1.2 SP SATSOP D 48.	8	s 9.16		s 11.32	s 12.58		f 5.35			8.35			s 10.50											
5.6 MO MONTESANO D 43.	-	s 9.02	-	s 11.20			s 5.25			8.20			s 10.30			-		-				-		-
8.6 ABERDEEN JCT P 34.		8.43		11.04	12.25		5.07	A 1.15PM	-	7.55			s 9.40							-	-			
3.1 SA ABERDEEN D 31.		8.43 351 5AM s 8.35	L 8.50AM	s 10.55	321 s 12.15	A 4.35PM	s 5.00			7.80	A 7.35PM	A 7.50PM	s 9.10				-			-				
HOD 28.	15		L 8.85M	L10.45AM	L12.01P	L 4.20PM	L 4.45PM	321	s 1.45	L 7.00PM	L 7.15PM	L 7.30PM	L 8.45AM 380 351			-		-			Equipment of the little of the		,	
3.3 GRAYS HARBOR CITY 24.	,	i 8.02	001 000 001						1.10	Transcription and the second		Name of the last o	No. of Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of				Control		Santa di Maria di Man					
GRAY GABLES 20.	1	f 7.49							f 12.50			57,000												
CHENOIS CREEK 18.		f 7.41				resident or a	-		f 12.43										-					
TULIPS P 15. 3.2 COPALIS CROSSING 12.		f 7.35		-					f 12.33								-	ļ	-					
2.7		f 7.16	-	-	•	-		1.000	f 12.11								make Santa		1	AN CHU WA	D. C. M. COMPANY	Automotivation	- 2m2-2 <b>4</b>	-
0.4 McGLAUFLIN 9.		f 7.14	-						f 12.09														- Same a	
ONSLOW 7.	9	f 7.10	-						f 12.05PM										11	12)				
STEARNSVILLE 6.	1	f 7.05							f 11.58AM							-	,							
ALOHA 4.		f 6.57							f 11.49								-7-		-			-		
PACIFIC	0	s 6.51 f 6.48		-					f 11.45										-					
1.0 MCD 0.	0	L 6.45A	i			·			L11.30AM					-	-									
Time Over Subdivision	.18	5.06	.15	1.00	3.54	15.	3.10	.15	2.30	3.10	.25	.20	5.10	2.25	5.00									
Average Speed per Hour	14.0	22.6	14.0	24.5	22.5	ARD TRAI		12.04			8.3		8.5	10.0				1	1	1		1	1	!

		Westw	ard.					•	THIRD SUBDIVISIO (GATE LINE)	N	3-3			Ea	stward	1.	
THIRD CLASS.	SECOND CLASS.	9 81	FIRST	CLASS.		les,	w		Time Table No. 37	Gate			FIRST	CLASS.		SECOND CLASS.	THIRD CLASS.
967	693	387	385	383	381	Water, Fuel, Scales, Turntables & Wyes	Station Numbers	from	Succeeding No. 36D  December 29, 1912.	from C	ity	382	384	386	388	694	968
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	r, Fu	on N	Distance f Centralia	STATIONS.		Car Capacity of Sidings	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight
EXCEPT	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	Wate	Stati	Dista	Telegraph Offices and Calls	Distance	Car of Si	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY
		1	L 3.30PM	L10.45AM	L 9.00AM	W C Y S	2027	0.0	CNCENTRALIADN	13.0	170	A11.00AM	A 3.00PM	A 6.55PM 387	A 8.55PM	A11.80PM	A 2.30PM
,								1.5	oW. R. & N. CO. CROSSING No Track Connection	11.5			1000				
s 7.30	2.00	7.88	3.34	10.48	9.04			1.6	BLAKESLEE	11.4		10.48	2.51	6.43	8.47	11.05	s 2.20
s 7.55	2.15	s 7.45	s 3.45	s 10.55	f 9.20		C K 51	5.8	GRAND MOUND	7.2	90	s 10.40	s 2.41	s 6.35	s 8.38	10.55	s 2.05
s 8.20	2.40	s 7.55	s 3.55	s 11.05	f 9.33	MOTO COLUMNICATION COLUMNICATI	C K	10.0	RHROCHESTERD	3.0	75	s 10.30	s 2.27	s 6.25	s 8.80	10.40	s 1.45
								10.5	C. M. & P. S. CROSSING No Track Connection 2.5	2.5		THE PROPERTY OF THE PROPERTY O					
A 8.35AM	A 3.00AM	A 8.05PM	A 4.10PM	A11.15AM	A 9.45AM	WY	C K	13.0	HKD	0.0	50	L10.20AM	A 2.15PM	L 6.15PM	L 8.20PM	L10.30PM	L 1.30PM
EXCEPT	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY
2.05	1.20	.40	.40	.30	.45	CLIFFE			Time Over Subdivision			.40	.40	.40	.35	.55	1.00
5.0	9.7	19.5	19.5	26.0	17.3				Average Speed per Hour			19.5	19.5	19.5	22.3	14.1	13.0

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

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

Westward.						F	OURTH SUBDIVISIO	N						Eas	tward
	FIRST CLASS		-	es	ers		Time Table No. 37					FIRST	CLASS		
		353	351	ruel, Furn- nd Wyes	Numbers	Distance from Simpson	Succeeding No. 36D December 29, 1912	Distance from Elma	Capacity	352	354			155 T 14	
		Passenger	Passenger	les, les	Station	tanc	STATIONS.	stanc	r Car Sidin	Passenger	Passenger		122		
		DAILY	DAILY	Scs tab	Sta	Dis	Telegraph Offices and Calls	Eli	Car of Si	DAILY	DAILY			5150 E 8000	
					C H 10	0.0	SIMPSON	11.6	7 Spur						
and the region of the first of the second of the first of the second of	441, F. F. M				C H	1.2	KRAFT	10.4	4 Spur						
					C H 7½	2.3	HILLGROVE	9.3	4 Spur		6.73	Ž		3.772	LJ3 (2)
					CH 7	2.5	McCLEARY JUNCTION	9.1							
:		L 4.20PM	L 7.15AV	Т	CH 8	3.3	McCLEARY	8.3	15 Spur	A12.30PM	A 6.20PM				
		4.25	7.20		CH 7	4.1	McCLEARY JUNCTION	7.5	Section 1	12.25	6.15				
		s 4.35	s 7.30		CH 5	6.7	RAYVILLE	4.9	4 Spur	s 12.17	s 6.07				
		s 4.38	s 7.33	- Carona	CH 4	7.6	WHITE'S	4.0	5 Spur	s 12.12PM	s 6.02	-			
-		A 4.50PM	A 7.45AV	T	C M 19	11.6	EFD	0.0	60	L11.59AM	L 5.50			,	
		DAILY	DAILY		NH 3804					DAILY	DAILY			1	
		.30	.30	THE PERSON NAMED IN COLUMN 1			Time Over Subdivision			.31	.30				
		16.6	16.6	1			Average Spend per Hour			16.5	16.6				

# EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF TH

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	Scales,	55		Time Table No. 37			SECOND	CLASS.
583	581	iel, Sca	Station Numbers	Distance from Aberdeen Jct., via Cosmopolis	Succeeding No. 36D December 29, 1912.	Distance from Bay City, via Cosmopolis	city	582	584
Mixed	Mixed	'ater, Fuel, Surntables &	N no	deen	STATIONS.	City,	Capacity	Mixed	Mixed
Wednesday Only	EXCEPT	Wate	Stati			Dist: Bay Cost	Car of Si	EXCEPT SUNDAY	Wednesday Only
	L 1.15PM	Y	CM 37	0.0	ABERDEEN JCT	21.7	42	A 7.45M	
	s 1.18			0.8	JUNCTION CITY	20.9		s 7.37	
	1.20	and particus	CR 1	1.4	COSMOPOLIS JCT	20.3	No Sdg.	7.35	
L 9.45AM	A 1.30₽₩	W	CG 2	3.0	MPDSMOPOLISD	18.7	90	L 7.30AM	A12.15PM
9.50			CR 1	4.6	COSMOPOLIS JCT	17.1	No Sdg.		f 12.10
f 9.55			CR 3	5.7	SOUTH ABERDEEN	16.0	90		f 12.05PM
f 10.30			CR 13	16.2	MARKHAM	5.5	10		f 11.30AM
s 10.40		т	CR 16	18.7	OCOSTA P	3.0	10		f 11.15
A11.00AM			CR 19	21.7	BAY CITY	0.0			L11.05AW
Wednesday Only	EXCEPT							EXCEPT	Wednesday Only
1.15	.15				Time Over Subdivision			.15	1.10
					Time Over Subdivision  Average Speed per Hour			.15 12.0	1,10

FIFTH SUBDIVISION

Westward.

Eastward.

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

Begistering Stations.—Aberdeen Junction and Cosmopolis.

Bulletin Station.—Cosmopolis. No. 583 has right over No. 584. Cosmopolis to Bay City
Station.—Cosmopolis. No. 583 has right over No. 584. Cosmopolis to Bay City
Station.—Cosmopolis. No. 583 has right over No. 584. Cosmopolis to Bay City
Baggage and express destined to and from Westport.

All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed.

Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns River, ½ mile west of Markham.

Junction switches will be set for line Junction City to Bay City.

Trains will come to full stop before passing over grade crossings of 0.—W. R. & N. Co. at various industry tracks in South Aberdeen and Cosmopolis. See Special Bules, page 10

West	ward.			SI	(TH SUBDIVISION			East	ward.
SECOND CLASS	FIRST	cales, Wyes	S		Time Table No. 37			FIRST	SECON
589	389	se & W	Numbers	from	Succeeding No 36D December 29, 1912.	Distance from Vancouver Jct.	city	390	59
Mixed	Passenger	Water, Fuel, S. Turntables &		Distance f	STATIONS.	ouve	r Capacity Sidings	Passenger	Mixe
EXCEPT SUNDAY	DAILY	Wate	Station	Distr	Telegraph Offices and Calls	Dist	Car of Si	DAILY	EXCE SUND
L12.30PM	L 6.00AM	WY	C Y 27	0.0	YCYACOLTD	27.2	35	A 7.10PM	A11.0
f 1.00	6.14		C Y 20	6.6	WALL	20.6	No Sdg.	f 6.48	f 10.8
s 1.20	s 6.19		C Y 19	8.0	HEISON	19.2	25	s 6.43	s 10.2
s 1.40	s 6.24		C Y 17	9.8	CRAWFORD	17.4	Na Sdg.	s 6.36	s 9.5
s 2.10	s 6.35	W	C 14	12.8	BABATTLE GROUNDD	14.4	20	s 6.26	s 9.8
s 2.40	s 6.50		C Y 10	17.0	BRUSH PRAIRIE	10.2	25	s 6.16	s 8.6
f 2.45	f 6.54		C Y	18.6	LAURIN	8.6	50 Spur	f 6.10	f 8.8
f 2.50	f 6.57		CY 7	20.1	HOMAN	7.1	Spur	f 6.06	f 8.8
f 3.00	f 7.00		C Y	21.1	BARBERTON	6.1	Spur	f 6.00	f 8.8
f 3.20	f 7.05	SCENE CO	C Y	24.1	HIDDEN	3.1	No Sdg.	f 5.52	f 8.2
-	NA 7.10AM	Y	C X 25	27.2	VANCOUVER JCT	0.0	No Sdg.	L 5.40P	
EX. SUN	,							DAILY	EX. S
2.05	1.10			-	Time Over Subdivision			1.30	1.5
9.0	18.5	9	1	1	Average Speed per Hour	1		18.1	9.0

PASTWARD 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 switch located on Smith Spur must be kept in detailing position when not in use
Trains from Yacolt Branch must ascertain main line rights before occupying main line at Vancouver Junction
No. 339 and No. 390 will stop on flag at Lucia and Dole for passengers.

The east switch of the north leg of the wye at Yacolt will be kept set and locked for the north leg of the wye.

# SPECIAL RULES FIRST SUBDIVISION.

Passenger trains will register by ticket at South Tacoma, and Tenino.
Nos. 679, 680, 691, 692 and 690, will register by ticket at Tenino.
Clearance will not be issued to Westward trains at Tenino, unless Stop or Caution signal is displayed. All Eastward trains will procure clearance at Kalams, and all westward trains at Sopenat.
ATacoma 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 incline track at Kalama, known as the "Salmon track." When doing switching on this track, enough cars must be used so that engine will not need to go on this track.

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

Derailing Switches.—Rainier (Lindstrom Handforth Lumber Co.'s Spur); Tenino (Mentzer Spur); Stone Quarry; Wabash. Interlocking derail on O.-W. R. & N. connection: Chehalis, east end of the House track; west end of House track, Carrolls House track, Knapps House track.

Yard Limit Signs.—Tacoma, Centralia, Chehalis, 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.

Evalue is a "Flag" stop for trains Nos. 307, 308, 369, 370, 370, 301 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 passenger

assertain 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 (2½) niles west of South Tacoma. See page 10 for special rules governing.

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

k once. 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 Signs.—Olympia, Gate, Aberdeen Jct., Aberdeen, Hoquiam.
Clearance will not be issued at Olympia, Gate, Elma and Aberdeen Jct., unless Stop signal is displayed.
Trains will register by ticket at Lakeview; will not be required to procure clearance unless Stop or Caution signal is displayed.
Trains from Second Subdivision must ascertain First Subdivision rights before occupying main line at Lakeview.
Bulletin Stations.—Olympia, Hoquiam and Moclips.
Standard Clocks.—Tacoma.
Maximum Grades.—3½ miles west of Sherlock; 3 miles east to 2 miles west of Olympia.
Speed of trains 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. 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 Miles Saturdays only.
No. 323 will stop at Malone on Sunday when there are ten or more passengers.
No. 325 will stop on flag at Malone on Sunday when there are ten or more passengers.
No. 326 will stop on flag at Malone on Sunday.
Malone is regular stop for No. 321.
No. 351 and No. 356 will stop on flag at Overton, three miles east of Little Rock.
When Nos. 352 and 321 meet at Elma, No. 322 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 wyc.
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 wes.

te 10 for

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. 322 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 sliding on west leg of wyc.
No. 321 will wait at Caste for comestion with No. 363.
No. 321 will wait at Caste for comestion with No. 363.
No. 381 will turn on we on arrival at Gate.
Northern Pacific engines must not run on trestles Vance Lumber Co. tracks at Malone. In doing work a sufficient number of cars should be used so that it will not be necessary for engines to run on trestle.
Telegraphones are located in section house at Sherlock, in depot at Lacey, and in section house at Belmore, and are connected with telegraph office at Olympia, and may be used by train crews in emergency.
Class Sor St engines will not exceed 8 miles per hour over Satsop River bridge.
Class Sor St engines will not exceed 8 miles per hour over Satsop River bridge.
Houlam River, 14 mile east of Hoquiam.

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

The movement of Port Townsend Southern trains from transfer track near Port Townsend Southern-crossing to 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 trains.

Normal position of crossing gates at Olympia whee Othern 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 whee Othern 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 whee Othern Pacific trains

Westward.	SEVENTH SUBDIVISION.
	SOUTH BEND BRANCH.

Eastward.

I THIRD

THIRD CLASS.	FIRST	CLASS.	les,			Time Table No. 37			FIRST	CLASS.	CLASS.
969	393	391	l, Scal	bers	from	Succeeding No. 86D  December 29, 1912.	E	Jo.	392	394	970
Freight	Passenger	Passenger	Fuel, and V	Num	froi	STATIONS.	froi	Car Capacity Sidings	Passenger	Passenger	Freight
See page 1	See page 1	See page 1	es a	no	nnce		nnce h B	Cap	See page 2	See page 2	See page 2
EXCEPT SUNDAY	DAILY	DAILY	Water, Tables	Station Numbers	Distance Chehalis	Telegraph Offices and Calls	Distance from South Bend	Car (Sidir	DAILY	DAILY	EXCEPT SUNDAY
L 6.45AM	L 8.25PM	L12.05PM	Y	2032	0.0	CHEHALIS JCT	56.5	EY	A 9.40AM	A 6.52PM	A 3.35P
s 7.05	s 8.35	s 12.15		C W	3.4	AD	53.1	20	s 9.26	s 6.44	s 3.10
s 7.15	s 8.39	s 12.19		C W	4.7	ADNA	51.8	37	s 9.21	s 6.40	s 2.25
s 7.55	f 8.54	s 12.33	W 2.4 m West	10	10.1	CERES	46.4	35	s 9.06	1 6.27	s 1.55
					16.2	LUEDINGHAUS R. R. CROSSING 0.1 Track Connection	40.3				
s 8.45 8.50 392	s 9.10	s 12 50 970		C W 16	16.3	DRDRYADD	40.2	35	s <b>8.50</b>	s 6.12	s 12.40
s 9.05	s 9.15	s 12.54		C W	17.6	DOD DOTYD	38.9	Spur	s 8.45	s 6.08	s 12.30
s 10.15 11.304 970	s. 9.29	s 1.10	W	C W	22.3	PLD 1.4	34.2	50	s 8.35	s 5.55	s 12.05P 11.30A 969
		-			23.7	McCORMICK R. R. CROSSING 0.6 Track Connection	32.8				
s 12.05P#	s 9.35	1 1.16	W	C W 24	24.3	McCORMICK	32:2	Spur	1 8.21	s 5.48	s 11.10
s 12.30	s 9.43	f 1.23		C W 26	26.1	WALVILLE	30.4	Spur	f 8.16	s 5.42	10.40
					27.3	.WALVILLE R. R. CROSSING 1.6 No Track Connection	29.2	-			
f 12.50	f 9.53	s 1.35	Т	C W 29	28.9	PLUVIUS	27.6	.36	1 8.07	f 5.85	10.10
s 1.25	s 10.10	s 1.55	W	C W 35	35.3	FRBRANCESD	21.2	35	s 7.45	s 5.13	s 9.30
f 1.35	f 10.15	s 1.59		C W 37	36.6	GLOBE	19.9	Spur	f 7.39	1 5.08	s 8.40
s 1.45	s 10.18	s 2.03		C W	38.0	BMD	18.5	14	s 7.36	s 5.05	s 8.30
f 2.0316 2.238	s 10.28	s 2.13		C W	42.3	HOLCOMB	14:2	30	s '7:24	s 4.55	i 8.05
f 2.40	s 10.36	s 2.23		C W	46.5	MENLO	10.0	. 9	s 7.18	s 4.45	i 7.50
f 3.00	s 10.45	s 2.33	S	C W 50	:50.5	WILLAPA	6.0	16	s 7.02	s 4.85	f 7.40
s 3.30	s 10.55	s 2.40		C W 53	53.1	NDRAYMONDD	3.4	45	s 6.57	s 4.30	s 7.30
A 3.45PM	A11.05PM	A 2.50PM	W.C	C W 57	56.5	SBD	0.0	150	L 6.45M	L 4.20PM	L 7.00
EXCEPT	DAILY	DAILY							DAILY	DAILY	EXCEPT
9.00	2.40	2.45				Time Over Subdivision			2.55	2.40	8.05
6.8	21.0	20.5				Average Speed per Hour			19.3	21.2	6.9

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

The double heading of engines over the Chehalis river bridge between Pe Ell and McCormick is prohibited.

Westward.							EIGHTH SUBDIV		N		. M(d)	ediyit.	188 SEE	Eastv	ard.	Wes	tward.	1			TH SUBDIVISION REEN RIVER BRANCH)		Eastv	vard.
THIRD CLASS.	FI	RST CLAS	SS.	les,	w l	176	Time Table No. 37			F	IRST CLA	SS.		THIRD	CLASS.	SECOND CLASS.	FIRST	ales,	S		Time Table No. 37		FIRST	SECONI
971	397	367	395	el, Sca s and	ımber	гош	Succeeding No. 36D December 29, 1912	rom	ity	368	396	398			972	579	395	iel, Sc es and	Numbers	Distance from Kerriston	Succeeding No. 36D December 29, 1912	Distance from Kanaskat Car Capacity	398	580
Way Freight	Passenger	Passenger	Passenger	r, Fu	on N	Distance from Kanaskat	STATIONS.	Distance from Tacoma Wharf	Capacity	Passenge	Passenge	Passenger			Way Freight	Mixed	Passenge	rer, Fi	Station N	riston	STATIONS.	tance naskat Capa	Passenge	er Mixed
EXCEPT SUNDAY	DAILY	DAILY	DAILY	Wate	Station	Dista	Telegraph Offices and Calls	Dist	Car of S	DAILY	DAILY	DAILY	milay Levi English		EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	Ywa	Stal	Dist	Telegraph Offices and Calls	Dist Kar Car	DAILY	EXCEPT SUNDAD
L 6.30AM	4	-	L 7.00A	4	A1	0.0	KANASKAT	45.9	140	A 9.05A	A10.20A	A 7.40PM			A 1.30PM	L 2.00PM	L 5.45A	M	C J 15	0.0	KERRISTON	17.9	A 9.20F	A 1.50
6.85	s 5.10	9.30	s 7.04		1932	1.2	JCPALMER JCT DN	44.7	70	s 9.00	10.10	s 7.35			f 1.00	s 2.25	s 6.05	W	C J	7.6	HEMLOCK			s 1.10
6.50	s 5.11	9.32	s 7.06	w	1933	2.1	PALMER	43.8	30	f 8.58	10.08	s 7.30			f 12.45	s 2.35	s 6.10		C J 6	8.4	BARNESTON	9.5 Spt 30	ir f 8.25	s 1.00
7.00	s 5.14	f 9.35	s 7.10		1934	3.4	BAYNE	42.5	Spur	f 8.56	10.05	s 7.26	okasa a	-	f 12.30	No. 579 does not run be-	s 6.22			12.5	KANGLEY JCT	5.4 65	s 8.06	s 11.40
7.05	f 5.17	9.38	s 7.14	-	1936	4.7	CUMBERLAND	41.2	No Sdg.	f 8.54	10.02	s 7.23			f 12.01M	tween Kang- ley Jct. and Selleck.	s 6.32			14.0	SELLECK 0.1	3.9	s 7.56	s 11.30
7.10 3957.45	5.19	9.40	7.16 971				NAVY	-	-	f 8.58	10.00	s 7.19			f 11.50A					14.1	C. M. & P. S. R. R. CROS SING No track connection	3.8		
7.50	5.24	9.43	î 7.19	1	1939	7.5	VEAZIE	38.4	Spur 10	8.48	9.56	i 7.14			11.25	s 3.00	s 6.40	-	CJ	15.5	1.4 KANGLEY JCT.	2,4	s 7.46	s 11.15
s 8.20 9.00	s 5.31	s 9.50	s 7.28	W	1942	10.9	CWENUMCLAWI	35.0	105	s 8.43	s 9:50 367	s 7.06			s11.00	A 3.15PW	A 6.50A	WY		1	QVKANASKATN	0.0 7	5 L 7.41	L11.00
s 9.25 10.08 972 396 367	s 5.45	s 9.58 972 971	s 7.38		1945	14.3	BKBUCKLEYI	31.6	100	s 8.33	s 9.43 971 972	s 6.56			10.00 s 9.00 367 971 396	FYCEPT		Total Control of the						EXCEPT
10.28	5.55	10.10	7.48		1949	18.6	CASCADE JCT	. 27.3	No Sdg.	8 20	9.32	6.43			8.30	EXCEPT SUNDAY	DAILY 1.05	-	-		Time Over Subdivision	-	DAILY 1.39	
s 10.33 11.10	s 6.00	s 10.15	s 7.55 972	WC	1950	19.7	SOSOUTH PRAIRIEI	26.2	135	s 8.18	9.30	s 6.40			s 7.50 368-395	11.2	15.3	- CANAL STREET			Average Speed per Hour		10.3	9.8
f 11.20	f 6.02	10.20	f 7.57	-	1951	20.7	BROOMFIELD	. 25.2	Spur	i 8.16	9.28	1 6.35			f 7.35			n	AINC	ADE	SUPERIOR TO TRAINS OF	e The	SAME CI	ACC
f 11.30AM	f 6.10	10.27	1 8.07	-	1955	24.2	CROCKER	. 21.7	100	1 8.07	9.21	f 6.25			f 7.30	LA	SIWARI	DIR	AINS		THE OPPOSITE DIRECTION	r inc.	SAME OF	
s 12.01PM	s 6.20	f 10.35	s 8.15	Т	1958	26.7	ogorting	19.0	200	s 8.01	i 9.17	s 6.20			s 7.10						-Kanaskat.			
f 12.15	s 6.30	10.43	s 8.24	_	1961	30.3	McMILLIN	15.6	8 Spur	f 7.54	9.10	s 6.07			s 6.50		Dera	ii Swi	tch-	Locate	angley to Kerriston. ed ½ mile west of Selleck on l			
f 12.25	s 6.35	10.47	s 8.34	-	1963	32.4	ALDERTON	13.5		7.51	9.07	3 6.01			s 6.35		Train their sidin	s will g and	look Kang	out for ley.	r engines of Cascade Timber Co	o. handlir	ig logs bet	ween
i 12.40	6.40	10.52	8.40	Y	-	-	MEEKER	-	-	7.48	9.04	5.55			6.20		See S	Specia	I Rul	es, pa	ge 10.			
s 1.18	s 6.50	s 11.00	s 8.55	W	1967	36.1	PYPUYALLUPDI	9.8	70	s 7.45	s 9.00	s 5.50 5.45			s 6.10									
	A 7.05P	A11.15A	396 M A 9.15A	y	-	44.6	QDI	1.3	Name and Address of the Owner, where the Owner, which is the Owner, where the Owner, which is the Ow	L 7.30	L 8.45A	L 5.30%												
A 2.00PM		LICENS CHICAGO		271CF888	1976	45.9	1.3	0.0	-						L 5.30A									
EXCEPT SUNDAY	DAILY	DAILY	DAILY					-	-	DAILY	DAILY	DAILY			EXCEPT									
7.30	2.00	1.50	2.15				Time Over Subdivision			1.35	1.35	2.10			8.00									
6.5	22.3	24.4	18.0	-			Average Speed per Hour			28.1	28.1	20.1			5.7									

# 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 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 Enumelaw.

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. 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 Enumelaw for passengers 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. 223, 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 Meaker 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, but 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 such the main line or Eighth Subdivision, will use this portion of 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.

Trains from Eighth Subdivision that have loads for Seattle Division, will leave them at Meeker, on siding, located between east and west legs

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. See page 10 for Special Rules.

														-	8											
Wes	tward			TE	NTH SUBDIVISION (BURNETT BRANCH)			East	ward	Wes	tward.		E	LE	VENTH SUBDIVISIO (WILKESON BRANCH)	N.		Eastv	vard.	West	ward	1.	TW	ELFTH SU		ON
FIRST	CLASS.	Vyes	bers	E	Time Table No. 37	E	1	FIRST	CLASS.	THIRD	FIRST CLASS.	ves	bers	8	Time Table No. 37	=	1	FIRST	THIRD		ll, 'n-	bers	F	Time Ta	ble No. 37	=
375	373	Fuel, Turn	n Num	on	Succeeding No. 36D  December 29, 1912	Distance from	Car Capacity of Sidings	374	376	981	377	Fuel, Turn	Station Numbe	x x	Succeeding No. 36D  December 29, 1912	Distance from Cascade Jct.	Capacity	378	982		Fue	Z Z	Distance from End of Track	Succeedin	g No. 36D r 29, 1912	ce fror
Passenger	Passenge	ater	atio	Distance	STATIONS.	stan	Sidi	Passenger	Passenger	Way Freight	Passenger	ater ales	atio	Distance Fairfax	STATIONS.	stan	Sidi	Passenger	Way Freight	l	Water, Scales,	Station	d of	STAT	IONS.	tan
DAILY	DAILY	Sc at	St	Sp	Telegraph Offices and Calls	22	ಬ್ದಿ	DAILY	DAILY	EX. SUNDAY	DAILY	Sc	St	Fa	Telegraph Offices and Calls	22	್ಕೆ ಕಿ	DAILY	EX. SUNDAY		Sc. ×	Str	Dis	Telegraph Of	fices and Calls	- 100
L 7.11PM	L 7.26A	u d	C <sub>4</sub> C	0.0	SPIKETON	3.4	45	A 7.25M	A 7.10P	L 1.40P	L 6.10AM	Т	C B 15	0.0	FXFAIRFAXD	15.	5 Spur	L 8 20PM	A12.20PM				0.0	END OF	TRACK	10
s 7.16	s 7.34	S	CC	2.1	BNBURNETTE	1.3	45	s 7.15	s 7.00	s 2.10	s 6.17		C B	1.7	7MELMONT	13.8	5 Spur		s 12.10PM				1.3	TACOMA & EAS	STERN CROSS	G 8
A 7.21PM	A 7.89A	4	1949	3.4	CASCADE JCT	0.0	No Sdg.	L 7.10A	L 6.55%					6.2	CARBON COAL CO. CROSSING	9.3	3					C E	2.7	PUYALLU	UP RIVER	7
DAILY	DAILY							DAILY	DAILY	s 2.30	s 6.35		C B	6.8	CBD	8.3	7 5	s 8.00	s 11.40AM		WT	1958	10.0	00OR	TING	DO
.10	.13				Time Over Subdivision			.15	.15	s 3.30	s 6.55	g T	8 C.P.	10.6	3.8 WXD			- 5 45	s 11.00		-	-	-			
20.4	15.6				Average Speed per Hour			13.6	13.6	5 0.00	5 0.00	51	5	10.0	4.9	4.1	9 90	s 7.45 7.85	8.00		-	1				
	Regist Derail	ering Switc	Static h—Ea	in T on.—( st of s	E SUPERIOR TO TRAINS O HE OPPOSITE DIRECTION. Cascade Junction. station platform at Spiketon mu	st be	set for	derail wh	ien	EX. SUNDAY 2.20	DAILY	-	1949	15.5	Time Over Subdivision	0.0	No Sdg.	DAILY	7.15AM 377 EX. SUNDAY 5.05	Ro De	S egister erail S	AME ring S witch	CLASSTATION	INS ARE SUPE SS IN THE OF In.—Orting. To feet east of J	PPOSITE DIF	rect
	Switch	es abov	e Bur	nett v	will be set to protect cars at quantum up must not exceed 20 miles miles per hour within the corporation.	arries	by de	rail.		6.5	15.5	-	-	-	Average Speed per Hour	-		15.0	3.5	over, a	ind tra	ck fro	m cro	e mile east of Coss-over to station	n will be used a	is a D
	Speed a	nust n	ot exce	ed six	ang up must not exceed 20 miles miles per hour within the corpo	s per orate l	nour.	of Burnett.			1				and a post por most	1		10.0		track.	avimur	m orre	adoa c	on St. Paul & '	Tagoma Lumb	or C
West	tward.				TEENTH SUBDIVIS (CROCKER BRANCH)	1000		The state of the s	ward.		FACTIVA		DAIR	C 4F						Puyall	up Riv	er.			racoma Dumo	
		Water, Fuel, Scales, Turn tables and Wyes	Station Numbers	Distance from Wingate	Time Table No. 37 Succeeding No. 36D December 29, 1912 STATIONS. Telegraph Offices and Calls	Distance from Crocker	Car Capacity Of Switch				Helper I Maximu Registe	Distric	ct.—Seirades	outh	Prairie to Carbonado. Cascade Junction to Fairfax.  -Fairfax and Cascade Junction. rest end of coal track, Melmont,					* = - #						

Junction switch at Wilkeson, Carbonado and Fairfax will be set for Fairfax Line. Trains will stop at railroad crossing about 1/2 mile east of Junction switch 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.

# VARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

TWELFTH SUBDIVISION Eastward

Car Capacity of Sidings

7.3 10

0.0 200

1.3 TACOMA & EASTERN CROSS'G 8.7 2.7 .....PUYALLUP RIVER.....

Switch-200 feet east of Junction Switch at Orting. on switch, one mile east of Orting station will be set for cross-rack from cross-over to station will be used as a main line passing

um grades on St. Paul & Tacoma Lumber Co.'s line east of

EASTWARD	TRAINS ARE	SUPERIOR	TO TRAINS	OF THE	SAME	CLASS
Registerin	g Station.—Cro	OPPOSITE	DIRECTION	V.		

Derail Switches-At Crocker and 500 feet west of depot at Wingate. See Special Rules Page 10.

Mountain Grades—Crocker to Wingate.

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

C D 5

ws

# **COMMERCIAL SPURS.**

First Subdivision	Second Subdivision	Fourth Subdivision	Seventh Subdivision	Seventh Subdivision	Eighth Subdivision	Eleventh Subdivision
DISTANCE FROM TACOMA.	DISTANCE FROM LAKEVIEW.	DISTANCE FROM ELMA.	DISTANCE FROM CHEHALIS JC.	Continued	DISTANCE FROM PALMER JCT.	DISTANCE FROM CASCADE JCT.
Stone	Molberg 16.0		T	DISTANCE FROM CHEHALIS JC.	Big 6	Wilson's Mill 3.2
Scheel 38.2	Standard Oil Co 23.4	Smith's 9.00	narmons 0.4		Nolte	Taxalittle Carbellarialan
	Black Lake 28.2	Sixth Subdivision	.mgo	Guerrier 35.0	Rosemar 4.0	Twelfth Subdivision DISTANCE FROM ORTING.
Polehn 41.3	Overton	DISTANCE FROM YACOLT.	Meskill		Myerson 3.8	Veneer 3.1
Newaukum57.6	Ames	McCutcheon	Mays 13.0		Blackburn	Renco
Evaline		Dole		Green Creek 44.0	V-II Mill 12 0	Electron Rock Crusher 8.6
	Vance 64.9		Onn	Wheaton	Greenover 23.0	Thirteenth Subdivision
	Weatherwax		Ashlock 28 1	Shore	Tonth Subdivision	DISTANCE FROM CROCKER.
	Stockwell	Smith		Turney		Alward
Hermione109.1	Ninemire & Morgan 80.4	1enny 13.2	Out. 04.0	17.63.1611	Black Carbon	

# 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.

5.2 140

0.0 100

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

OLYMPIA LOG TRAIN.—Between Olympia and Bordeaux.

# TONNAGE RATINGS-FREIGHT ENGINES-N. P. R. R.

1 1000	10 1 2 2 3	101	3	E	GHTH :	SUBDIN	/SION-	EASTW	ARD.	ALCO I	2333	and the	3 11,501	1								
	Class Z		Class Z		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 Jet			1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12				
Tacoma to South Prairie			Maxi 80 C		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars					
				E	GHTH S	UBDIV	ISION-	WEST	NARD.													
Palmer to Tacoma			Maxi 80 C		Maxi 80 C		Maxi 80 C		Maxi 80 (		Maxi 80 C		Maxi 60 C		Maxi 60 C			imum Cars				
				7	IRST S	UBDIV	ISION-	WESTW	ARD.					4.01.2.	aleg ag	200.000	1 07 1	61877				
	Cla	55 W	Class	Y-2	Class	F-1	Clas	ss S	Clas	ss P	Class	E-4	Class	E-3	Class	D-3	Class	s 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		110		110		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		110		110	1500	50	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35				
				F	FIRST S	UBDIV	ISION-	EASTW	ARD.							12.0%	4145	2171				
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	2500	60	2100	60	1750	58	1700	57	1500	50	1300	43	1275	42	1275	42	1150	38				

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

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.

# 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 Mocilps.—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

ne heavier than F-1.

Cosmopolls 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

Minth 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.

the rating for each car in excess of the normal.

Rating of Locomotives in Tons of 2000 Pounds

				F	EAST BOUR	4D				W	EST BOUN	ND	
CLASSIFICATION	Engine Numbers	Portland to Kalama	Kalama to Olequa	Olequa to Winlock	Winlock to Napavine	Centralia to Rainler	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
	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 $\frac{23\frac{34}{4}}{30}$ 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	Jack Military	X 10		144	Les May	-1.01			eril (K) ens			
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						ļ			380			

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

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

# CLASS

-Eight Wheelers "A"
"P" -Atlantic Type

—Pacific Type —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 "O" 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 drawbridge line or eastward main line will enter passenger station when signal at Fifteenth street is at "Stop," and no train will proceed from passenger station to drawbridge line or westward main line when signal at the north end of yard is at "Stop." Push button operating signal to towerman is located on post under Concourse. Switch crew will operate for Portland bound trains and conductors attend to it for Seattle bound trains.

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

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

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

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

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

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

#### INDICATIONS:

90 degrees upward, Green Light, "Proceed."

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

Horizontal, Red Light, "Stop."

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

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

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

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

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

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

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

Enginemen will reduce exhaust on engine to the lowest possible point while passing under concourse, Tacoma Union Station. Tell Tales have been placed on train sheds at north and south end of Concourse, Tacoma Union Station.

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

Enginemen on road engines of eastward trains before backing into the passenger station after stop has been made, will cut out air brake valve and leave air applied, to be released by switch engine. Switch engine will control the air until stop is made at the passenger station, leaving brakes applied after making the stop.

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

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

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

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

# SPECIAL INSTRUCTIONS REGARDING USE OF STAFF ON SUBDIVISIONS AND SPURS.

Dupont Spur on Second Sub-Division at Dupont. Hoquiam River Spur on Second Sub-Division at Hoquiam. Cosmopolis Branch, on 5th Sub-Division.
Centralia Eastern Ry. at Wabash, on 1st Sub-Division main line.
Orting Branch, 12th Sub-Division. Crocker Branch, 13th Sub-Division. Before using these tracks trains will obtain staff, which is located in staff box, at each Junction.

All other trains using these tracks, must be operated under protection as per

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

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

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

SEATTLE-

Cobb Bldg.

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

AUBURN-Dr. F. D. Merritt, District Surgeon. District between Seattle and Tacoma. TACOMA-Dr. Chas. James, District Surgeon, 304 Ber-District between Auburn and Tenino.

District between Castle Rock and Centralia

TENINO-Dr. Chas. E. Robson, District Surgeon. District between Tacoma and Centralia. WINLOCK-Dr. Irvin W. Weichbrod, District Surgeon. CENTRALIA-Dr. David Livingstone, District Surgeon. District between Winlock and Tenino, and Elma and Hannaford Creek Branch.

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

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

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

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

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

Dr. Geo. Ainslie, Consulting Oculist and Aurist.

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

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

District between Kalama and Castle Rock.

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

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

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

Tacoma Baggage Room (S). Tacoma Wharf (S).
Tacoma (Toolcar) (S).
Dr. P. B. Swearingen, So. Tacoma (S).
Dr. E. L. Carlsen, So, Tacoma (S).
Dr. F. L. Carre, Ordentills.
Dr. J. W. Mowell, Olympia (S).
Dr. J. H. Dumon, Centralia (S).
Dr. E. P. French, Elma.
Dr. F. L. Carre, Montesano (S).

Dr. G. W. Kennicott, Chehalis.

DR. H. C. WATKINS, Hoquiam. DR. PAUL SMITS, 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).

#### 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-

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. rival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an

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

