RORTHERN PAGIFIC RAILWAY GOMPANY.

TACOMA DIVISION

TABLE

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

SUNDAY, June 15, 1913

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.			SECON	CLASS		1 %	T: T-11- 20D							* V4	FIRST	CLASS.							-
73	963	997	965	591	589	691	679	Table	Time Table 38B Succeeding No. 38A	355	363	301	361	321	307	357	391	311	369	333	365	359	313	323	3
CEPT	EXCEPT	DAILV	EXCEPT SUNDAY	EXCEPT	DAILV	DAILY	DAILY	ruel, Furn	Succeeding No. 38A June 15, 1913.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY		- 1
										Gt. Nor.	O.=W. R. & N. Portiand	Nor. Pac. Portland	0.=W. R. & N.	Nor. Pac. Grays	Nor. Pac. Portland	Gt. Nor.	Nor. Pac. South Bend	0W. R. & N.	0.=W. R. & N.	Nor. Pac. Evergreen	Nor. Pac. Grays	Gt. Nor.	Nor. Pac. Portland	Nor. Pac. Grays Harbor	No S
			Nor. Pac. Way Freight		Mixed	-			Telegraph Offices and Calls		Express	1	Passenger	Limited			Passenger	Limited	Express	Limited	Passenger		Special	Express	_ Li
	L 5.00AM	L 4.50AM	L 7.00AM		Tally from the second of the second	L 9.30PM	L 9.00PM		1977 QTACOMA DN 1.	4 L12.01A	L12.45A	L 1.40A	L 8.55A	L 9.00AM	L 9.85	L11.80AM		L12.50PM	L 1.10PM	L 1.40PM	L 1.50PM	L 5.05P	L 5.45PM	L 6.00PM	M
	<i>10</i>			,	BETWE	EN TAC	OMA AN	D SO	UTH TACOMA TRAINS WI	L BE G	OVERNED	BY PU	GET SOL	IND DIV	SION T	ME TAE	LE RULI	ES AND							
	5.45	5.15	7.45			10.00 356	9.45 356	WS T	1981 SU SOUTH TACOMA 5.	12.15	1.00	1.55	9.09	9.15	s 9.50	11.44 964	1	1.04	1.24 362	f 1.55	s 2.05	5.19	5.59	s 6.15	
, , , , , , , , , , , , , , , , , , ,	6.00	g 5 .30	A 8.00AM			10.15	10.00		1985 VALAKEVIEWD 9.	f 12.23	1.07	f 2.08	f 9.14	A 9.20AM	i 9.56	f 11.50		1.10 362	f 1.30	f 2.05	A 2.15PM s 358 966	5.25	6.04	A 6.23PM	Ä
and the second	6.15		See page 3			10.85	10.15		1990 HIHILLHURSTD 14.			f 2.10				308			f 1.38		See page 3			See page 3	}
	7.00	6.15				10.55	10.33	w	1996 RY ROY DN 20.	f 12.45	s 1.30	f 2.21	s 9.33		s 10 15 964	s 12.15	İ	1 .25 998	s 1.49 998	s 2.80		5.42	s 6 .20	, -	
	7.25	6.80				11.15	10.44		2002 YAYELMD 26.	ī f 12.55	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				11.35	11.05	 	2007 RARAINIERDN 31.	5 f 1.05	f 1.50	f 2.41	s 9.54	<u> </u>	s 10.84	f 12,36		1,42	f 2.10	f 2.50		5.58	6.40 312		-
	964 8.30	7.05				11.50PM	11.19	w	2011 JSMcINTOSHD 35.	8 f 1.18	1.58	f 2.48	f 10.02	-	f 10.42	f 12.47			f 2.18			6.08	6.50		-
randidati () o p.M.	9.00	¥ 7.20	The state of the s			12.01AM	11.31	Name of the last o	2015 NOTENINODN 40.	4 1 1.23	f 2.05	f 2.55	s 10.09		s 10.52 998 308	s 12.57			s 2.27			s 6.09	7.00		-
	***************************************	\$ 7.20 7.45		Anna de la Maria de la Companio de l		680		perman	3.4	09%				·	998 308 s 10.57		en lige on overline speci		f 2.83				i 7.08		_
	9.20	8.00				12.10	11.41PM		2020 BuBUCODAD 43.	1.80	1 2.13	3.00	110.14		\$ 10.57	1.05			2.00	5 5.10		0.14	. 7.00		
Car week	Cardinary of Miles of Santa	the or or of the lands of	***************************************		Management of the State of the	Company of the Compan		×	2025WABASHP 48.		A A A A A A A A A A A A A A A A A A A				,								7		
Strate Visite	A10.00AM	9.00				12.30 1.00		WC SY	2027 CNCENTRALIADN 50.	7 s 1.45	s 2.80	s 3.15	s 10.29		- 4		L11.45AM					s 6.27		and the second second	Ĺ
3.00		9.30				1.15	12.45		2031 CHCHEHALISDN 54. 1.0 2032CHEHALIS JCTP 55.		s 2.40	s 8.25	s 10.40		s 11.25	s 1.85	s 12.01PM A12.05PM	s 2.25	s 8.00	s 8.85		s 6.87	s 7.40	**************************************	s A
7.00	· · · · · · · · · · · · · · · · · · ·	10.10	******		-	1.55	1.15	ā	2032CHERALIS JCIP 55. 6. 4 2038 NANAPAVINED 62.	8	s 3.00	s 8.45	s 11.00		s 11.40	f 1.55	See page 6	2.45	s 8.20	s 3.55		6.40 394 s 6.55	s 7.55	· · · · · · · · · · · · · · · · · · ·	Se
									6.3	.1		1			4.0							f 7.06	- 0.05		_
8.00	,	10.40				2.10	1.30	w	2044 WIWINLOCKD 68.	5 s 2.85	s 8.15	s 4.00	s 11.18		s 11.52AM	s 28.08		2.55	s 8.88	s 4.07		7.06	8 8.00		
8.80	•	11.02			·	2.25	2.07	w	2050 PN VADERDN 74.	9 f 2.52	f 8.81	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		2053OLEQUA 77.	6 f 8.00	8.87	f 4.20	f 11.88		f 12.09	f 2.26	,	8.10	f 8.50	f 4.25		7.23	8.19		-
0.15		11.35AN 12.45PN 361 307				3.00 4.58 355 363 301	2.42	<u> </u>	2060 CACASTLE ROCK.DN 84.	4 s 3.20	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		-
0.35		361 307 1.00	-			355 363 301 5 · 15	2.55		2066OSTRANDER 90.	7 f 8.87	f 4.12	f 4.49	f 12.01PM		f 12.88	f 2.52		3.36	f 4.20	f 4.48		7.55	8.42		-
1.30		1.30				5.25	8.02		3.7 KSKELSOD 94.	s 3.45	s 4.21	s 4.58	s 12.09		s 12.48	s 8.00		3.48	s 4.30	s 4.56		f 8.03	s 8.48		-
1.45		1.45	├─── 			5.40	3.18	1	2077CARROLLS 100.	1 f 4.00	4.87	f 5.10	f 12.19		s 12.53	f 8.12	· · · · ·	8.50	1 4.40	f 5.05		8.15	8.56		
1.55AM 2.45PM		2.10			-	5.55	8.85	w	2081 KAKALAMADN 104.	_		s 5.20	973		s 1.05		-	4.00	***************************************	s 5.15			s 9.04		
1.00		2.20				6.06	4.00		Cx 4 MARTIN'S BLUFF 108.	4		5.31 s 5.40	f 12.89		f 1.15	8.28 f 8.38		4.08		f 5.23 s 5.33	·	8.35	9.18		-
1.152 1.358 1.55		8.40				6.20	4.15	_w	Cx 9 WDWOODLANDD 113. 6.0 Cx 15 RGRIDGEFIELDD 119.			s 5.40			s 1.25 973 s 1.87			4.30	* * * * * * * * * * * * * * * * * * * *	s 5.45		8.58	9.82	· · · · · ·	-
2.10		8.25	1	-	-	6.50	4.46		5.6 Cx 21KNAPPS 125.				f 1.10		f 1.48		- 1.	4.41		f 5.55		9.12	9.41		-
2.25		8.85	-			6.56	4.52	-w	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$]	<u>.l</u>	f 6.18	f 1.15		s 1.53	f 4.04	-	4.45	i 5.45	f 6.00		9.17	9.45		-
2.35		3.45	Variable for the same of	L 3.85PM	See page 5	7.05	5.00	Y	Cx 25 VANCOUVER JCTP 130.	3 5.15	5.50	6.20	1.20		1.58	4.08	Mark to such the local district.	4.50	5.50	6.05	Branch Community &	9.25	9.50	May a surface of the first and a surface of the sur	, mark
2.50PM	Control of the state of the sta	A 4.00PM		A 8.50PW	A 7.25AM	A 7.15AM	5.15 5.45355	T	Cx 29 MX .VANCOUVER . DN 133.	4 A 5.25A	M A 6.00A	s 6.80	A 1.27PM		s 2.10	A 4.15PW		A 4.59PM	A5.58PM	s 6.15		A 9.35PM	s 9.55		11 22445
er en en en en en en en		* A state of the s		BETWEE	N VANC	OUVER A	A A CONTRACTOR STREET,	CONTRACTOR OF STREET	ND TRAINS WILL BE GOV	A Chief Control of the Control of th					ATTLE R	AILWAY	TIME 7	TABLE R	ULES A	ND REGI	ULATION	S		3.88 C 4. 3 (1. 3	
								***************************************	2121 VCPORTLANDDN 143.	1		A 7.00A	1		A 2.40PM					A 6.45PM			A10.30PM		
	EXCEPT	D . **	EXCEPT SUNDAY	ЕХСЕРТ	D			ST		-	D 4 12 47	DAITY	DAUV	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	_
9.20	5.00	11.10	SUNDAY 1.00	SUNDAY .15	DAILY .13	9.45	9.45		Time Over Subdivision	DAILY 5.24	DAILY 5.15	DAILY 5.20	DAILY 4.32	DAILY .20	5.05	4.45	.20	4.9	4.48	5.05	.25	4.30	4.45	.26	-
8.7	10.0	11.6	9.6	.20	14.3	13.3	14.8		Average Speed per Hour	·	24.9	26.9	27.8	24.6	28.3	27.6	12.4	32.6	26.9	27.5	19.6	29.5	30.0	18.9	

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

Trains will provide themselves with current time tables of the Northern Pacific Terminal Co. and be governed by special rules therein while in Portland yard. SEE SPECIAL RULES, PAGES 9 AND 10

		/	/		,				Z		·	FIR		BDIVI	SION.				•					Eastwa	/ard
/		7					FIRST	CLASS.	/	<u> </u>							Time Table 38B		SEC	ND CLAS	S.		THIRD	CLASS.	•
356	322	334	394	312	370	324	314	358	362	366	308	392	360	302	364	E	Succeeding No. 38A June 15, 1913.	5	0 59	2 680	692	964	966	998	974
DAILY	DAILY	DAILY	DAILY	DAILY	DALLY	DAILY	DAIL	DAILY	DAILX	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	d fro	STATIONS.	EXC SUN	EPT DAI	Y DAILY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	EXCER
it. Nor.	Nor. Pac. Grays	Nor. Pac. Evergreen State	Nor. Pac. South	OW. R. & N.	& N.	Nor. Pac. Grays	Nor. Pac. Seattle	Gt. Nor.	& N.	Nor. Pac. Grays Harbor	Nor. Pac. Seattle		Gt. Nor.	Nor. Pac. Seattle		Distance Portland	Telegraph Offices and	Pip Nor.			. 1 02 14.	Way	Nor. Pac. Way	Wav	r. Nor. Pa Way
10.00%	Harbor Limited A 8.25PM	Limited	Limited	L 7.40PM	Ore-Wash Express L 7.05PM	Express	Special	A 2.55PM	L 1.40M	Passenger	Passenger	Bend Passenger	L 6.05A	Express	Seattle Express L 4.45AM A 4.40		Calls QTACOMADN	Ziā Mi	ed Mix		Freight AM A 4.00A	4			-
	ery nach Art Carlotte and Carlotte	and the second of the second		A 7.85	A 7.00	and the second section in	i di Cestalan Section de		IA 1.85	Taller of the section of the		LL BE G	No. of the second of the second	Contract of the section to	and come and have a series	Miller of the second sections of the second	SION TIME TABLE R	JLES AN	REGUL	ATIONS		2	The second secon		
9.45 691-679	8.10	8.55		7.20	SECULAR SECULA	s 4.05	3.10	2.40	eminer of head to the control of the	s 11.59AM	Patrika - Karangariyan	aranan maya aran e	5.45	4.45	4.25	137.5	SU.SOUTH TACOMA.N	70	· 18 18 18 18 18 18	8.00	3.40	s 11 39AM 357	s 2.30	2.55	The company sugar
	L 8.00PM	f 8.45		7.14	i 6.37	L 3.55PM	3.04	2.30 966 365	f 1,10	L11.51AM s 357	112.11	To the second of	f 5.35	f 4.32	4.16	133.8		60		2.50	3.25	11.25	L 2.15PV	2.45	
9.80	See page 4	i 8.35		7.07	f 6.30	See page 4	2.58	2.17 998 333			f 12.03PM		s 5.25	1 4.25	f 4.09	128.8	HIHILLHURSTD	60		2.35	3.10	11.00	See page 4	3332.30 i 3582.07	Í
9.20		s 8.25		6.58	s 6.20		f 2.48	f 2.07			s 11.52AM		f 5.08	s 4.15	s 8.57	122.8	RYROYDN E	65 7 78		301 2 .05	2.50	s 10 33 9 28 361 307		s 1.49 12.45 362 311 369	69
9.10		s 8.13		6.48	f 6.08		2.40	1.58	s 12.45	-	s 11.40		f 4.58	s 4.05	f 8.47	117.3	YAYELMD	70		1 40 1 35		s 8.55	,	12 25 s 12 15PN	PM
9.01		f 8.05		6.40	f 5.58		2.27	1,42	s 12.36		s 11.29	<u> </u>	f 4.87	f 8.55	f 8.85	111.9	RARAINIERDN E	65		355 355 355		s 8.10		s 11.55AV	
8.58		f 7.55		6.80		<i>Y</i>	2.18 369		112.27	Same and American	f 11.19		f 4.26	f 3.47	8.27	107.6	JSMcINTOSHD	70		12.40		f 7.45		f 11.40	
8.43	7,75 - 12	s 7.45		6.20	s 5.88	***************************************	s 2.10	f 1.27	s 12.18		s 11.10 307 998		f 4.18	s 8.88	s 8.17	103.0	NOTENINODN	85 7 85		12.25 691	gradient in the controller of the second	s 7.20		s 11.25 10.35 308-307	25.60** - 1-0-00
8.87		s 7.38		6.15	s 5.32		2.02	1.21	s 12.11PM		s 11.02	بد سند المحسود	f 4.04	i 8.80	ī 3.11	99.6	BUBUCODAD	65		12.01	12.58	s 6.80	House the second of the second	s 10.20	
Samuel Control		ತ್ರವರ ಕನ್ನಡಗಳು ಕನ್ನಡಗಳು ಕನ್ನಡಗಳು			£	Property of the second contract of the second	E-St	2 1 1 1 1 1 1 1	e a primer and present a design of green and		Zegoskawa wasa paka dalah		to the to be selected as:		So agra was areasa	94.5	WABASHP		of the same of the				The second second second second		_
8.25		s 7.25	A 7.10PM	s 6.00	s 5.20	Marsh More et al. (1994).	s 1.50	s 1.10	s 11.58AM			A10.05A	s 8.45	s 8.15	s 2.55	92.7		120	A Constant	11.40 11.05	12.30	L 6.00AM		s 10.00 9.25	A 8.0
8.15	·	s 7.10	s 7.00	s 5.52	s 5.08	OF STREET, SAME	s 1.88	s 1.00	s 11.45		s 10.40 s 10.25	s 9.50	s 8.85	s 8.00	s 2.40	88.6	CHCHEHALISDN	110		10.50					s 2.3
			L 6.52PM 359		To adjust the state of the stat	The state of the s			Background of the same of the			L 9.40AM				87.6	CHEHALIS JCTP	Y					State Company of the state of t		
8.05		s 7.00	See page 6	5.39	s 4.48		s 1.18 974	12.50 974	s 11.30		s 10.07	See page 6	f 8.18	s 2.45	s 2.20	81.2	NANAPAVINED E	85 85		10.27	11.85			s 8.85	s 12.10 s 12.10 358-31
7.50		s 6.40		5.27	s 4.30	·	s 1.05	s 12.37	s 11.15		s 9.54		s 8.02	s 2.25	s 2.00	74.9	WIWINLOCKD	70		10.07	11.08			s 8.00	
7.88		s 6.24		5.15	s 4.17		s 12.50	12.25	s 11.02		s 9.40		1 2.47	r 2.07	f 1.40	68.5	PNVADERDN E W	60		9.47	10.48	-		s 7.25	11.0 s 10.3
7.88		f 6.18		5.10	f 4.12	<u></u>	f 12.45	12.19	f 10.56		f 9.84	*	f 2.40	f 2.00	1.80	65.8		No iding		9.40	10.38			f 7.05	f 10.1
7.17		s 6.08		4.58	s 8.58		s 12.82	s 12.05PM	s 10.40	-	s 9.20		s 2.25	s 1.40	s 1.15	59.0	CA.CASTLE ROCKDN			9.20	10.18			s 6.40	s 9.4
7.02	`\	f 5.50	<u> </u>	4.45	f 8.45		12.15	11.50AM	f 10.25		f 9.07	· .	f 2.06	f 1.28	12.55	52.7	OSTRANDER	_ -		8.55	9.58			f 6.10	f 9.20
6.55		s 5.42		4.40	s 8.87	-	s 12.09PM	f 11.42	s 10.19		s 9.00	-	s 2.00	s 1.15	s 12.45	49.0	KSKELSOD	70		8.45	9.50				308 9 .20 s 8 .16
6.48		f 5.80		4.80				11.82			s 8.48		f 1.48	1	12.85	43.3	CARROLLS			8.80	_			f 5.40	
6.85		s 5.20			s 8.17		s 11.50				s 8.40 f 8.31		s 1.40	12.31		$\frac{38.9}{34.6}$	KAKALAMADN 4.3 MARTINS BLUFF			8.20	_	-	<u> </u>	s 5.30 f 5.10	5 6.3 f 6.1
6.25		f 5.05 s 4.57		4.15	s 2.56		11.40 s 11.80	11.15 s 11.05			s 8.23			i	s 12.08AM	29.8	WDWOODLANDD	_ _	_	7.58	_				s 6.0
6.02		s 4.44		8.57			s 11.19				s 8.13				s 11.57PM	23.8	RGRIDGEFIELDDE	130		7.45	9.00		-	s 4.40	s 5.4
5.52		f 4.82		8.47	f 2.88		11.08	10.45	f 9.18		f 8.08		f 12.56	f 11.59P	f 11.47	18.2	KNAPPS	100		7.84	8.52		·	f 4.20	f 5.2
5.46		f 4.27		8.42	f 2.28	-	11.04	10.40	f 9.13		s 7.59		f 12.51	f 11.55	f 11.42	15.9	FELIDAP		See Pa					f 4.15	
5.42		4.21		8.87	2.28		11.00	10.85	9.08		7.55		W. S. C.	11.50		13.1	VANCOUVER JCTP		LOAM A 5.1		00 122000000000000000000000000000000000	Walley Control of the		4.10	Market State of State
5.85PM		s 4.15		s 8.32PM L	s 2.17PM L		s 10.55	L10.80AM s	s 9.03AM L		s 7.50	and State of the S	L12.40AM s	s 11.45	s 11.82PM	10.0	MXVANCOUVERDN	.000 L 8.	OOAM L 5.C	OPN 7.15 7.05	L 8.30P			L 4.00AM	M L 5.00
	11100000			BETW	EEN VAN	COUVER	AND PO	RTLAND	TRAINS	WILL B	E GOVER	RNED BY	SPOKA	NE, POR	TLAND A	ND SEAT	TLE RAILWAY TIME	TABLE F	ULES AN	D REGULA	TIONS		and the second of the second o	Carried Control	
		L 8.45PM			,	,	L10.80AM				L 7.25AN			L11.15P#	•	0.0	VCPORTLANDDN	1000		L 6.15	**				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EXC	PT DAII	Y DAILY	DAILY	EXCEPT MONDAY	EXCEPT	DAILY	EXCEI MOND
4.25	.20	5.25	.18	4.08	4.48	.30	4.55	4.25	4.37	16.9	5.10	.25	5.25	5.45	5.13		Time Over Subdivision		10 .	— <u> </u> ——		6.15	.35	11.15	
30.1	24.6	26.8	20.5	32.4	28.8	16.4	29.1	30.1	29.5	.22	28.0	12.2	25.0	24.7	26.2		Average Speed per Hour	13	.6 18.	15.5	17.3	8.1	18.0	11.2	8.03

Automatic Block.—Between Tenino and Vancouver.

Manual Block.—Between South Tacoma and Tenino.

Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, prov-ided 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.

Begistering Stations.—South Tacoma, Tenino, Centralia, Vancouver and Portland. Chehalis is registering station for South Bend Branch trains only. Bulletin Stations.—Centralia, Vancouver, Portland.

SEE SPECIAL RULES PAGES 9, AND 10.

	V	Vest	tward		mente de la Companya								SUBD		N			~		The second secon				* C 39(2) - 1	indica ing independental se	
bles	S	1	Time Table No 20D							FIRST (CLASS.					:		SECOND	CLASS.				THIRD	CLASS.		
iel, urntables	Station Numbers	from	Time Table No. 38B Succeeding No. 38A	ty.	277	351	399	243	275	299		371	319	365	323	379	f			695	961	965	977			-
Fue Tur	n Nu	ice fi	June 15, 1913	ipaci ngs	o-wrr&n												Nor. Pac.	Nor. Pac.	Nor. Pac. Freight	O-WRR&N	Nor. Pac. Way Frt.	Nor. Pac.	C.M.&StP. Way Frt.	Nor. Pac.		-
ater ales	tatio	Distance Lakeview	STATIONS	Car Capacity of Sidings	DAILY	DAILY	EXCEPT SUNDAY		DAILY		DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY			EXCEPT MONDAY		EXCEPT SUNDAY		EXCEPT SUNDAY	·		-
2			Telegraph Offices and Calls VALAKEVIEWDN				SUNDAY	SUNDAY		-	L 9.20AM			L 2.15PM s 966			SUNDAY	and Saturday	MONDAY	MONDAY	SUNDAY	L 8.00AM	والمراجع المراجع المراجع	SUNDAY	La transfer de la constanta	
I			2.3					-			9.23			s 966 f 2.20	أكسد تقاضم							s	Same and the same			_
N			COUNTRY CLUB	•										·								<u> </u>				
	C K	2.9	AMERICAN LAKE	40							9.24			2.21	6.30							f 8.10				
	CK 5	4.3	COSGROVE	35							9.27			f 2.25	f 6.33							f 8.15			-	
s	CK 7	8.0	D DU PONT	35						f	9.32			s 2.35	s 6.41						No. 961	s 8.30				
w	C K	12.5	UN SHERLOCK I	25					7		9. 42			s 2.47	s 6.55						has right over No. 962	12 s 9 . 15 s 9 . 52				-
	CK	15.6	CO COVLESTON	Spur 50						-	9.46			f 2.51	6.59						over No. 962 Olympia to Gate	10.00				-
	C K 18	17.9	2.3 UNION MILL	Spur							9.58			s 8.08	s 7.08		7		-			s 10.15				
	C K	19.5	LACEY 1	40						5	9.55 966			s 3.10	s 7.12							s 10.25				
	CONTRACT.		OYOLYMPIAI	-				-			\$ 10.15 10.25			s 3.25				· · · · · · · · · · · · · · · · · · ·			L 6.00AM	A10 55AM				
	أصحاتاتها		0.7 PT. TOWNSEND SOUTHERN C'G								10.25											366			A CONTRACTOR OF THE CONTRACTOR	
		ł	4.7 (Track Connection) BELMORE	I .											· · · · · · · · · · · · · · · · · · ·										<u>-</u>	
			BELMORE 1 3.5								10.40				f 7.89						f 7.00					_
	34		RK LITTLE ROCKI	1 7	1						10.45 f 10.55			f 3.43 s 3.52	7.44						f 7.10					_
	37	l	1.3	_		-		<u> </u>	,	-											s 7.50					
			BORDEAUX JUNCTION	_	: ».						10.58			s 3.55	7.54						f 8.10					
			MIMA								11.02			f 8.59	7.58				See page 5		f 8.20			See page 5	1	
WY	C K 44	43.7	HK GATE	50							s 11.108			s 4.10 4.15	s 8.05 8.15	·		No. 587 has right over	L 8.00AM		A 8.35AN	A		L 9.00AM		
Annaes :	C _M	48.6	OX OAKVILLE	90						ا مستحدي	s 11.80	·		s 4.25				No. 588 Hoquiam	8.15					s 9.20		
		ŀ	LYTLE	1	H	ļ	1		-		11.44			4.40	8.86			to Moclips	3.40		·	ļ. 		s 9.20 10.00 366 f 10.20	J	_
	12	l	1.1 ORI	_	I	-	-				f 11.46			s 4.42		·						-	· · · · · · · · · · · · · · · · · · ·			_
	13	l	1.5 MALONE							1	s 11.49AM			s 4.45		-			8.45 8.50					s 10.45		_
	61		5.0	10		See page 6		-	-					المستحد	-										library 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	19	63.1	EF ELMA	120		L 7.20AM	1		L10.20AN		s 12.01PM 968 967			s 4.57	s 8.55 694				4.10					s 11.15AM 1.26PM 321 968 324	352	
-		65.6	MACKS	Spur		f 7.25			f 10.25	·	12.06			f 5.02	8.59	>			4.17				:	f 1.40		
	C M	66.8	SPSATSOPI	37		s 7.80	·		s 10.28	-	s 12.09	·		s 5.04	s 9.02			_	4.21					s 2.00	l	-
w	23 C M	72.4	5.6 MO MONTESANOI	70	ł	s 7.45	-		s 10.40		s 12,20	-	· · · · · · · · · · · · · · · · · · ·	s 5.15	. 9 10				4.55		j			s 3.00		_
li	29		8.6 ABERDEEN JCT1	_	1.1		See page 5		968		352			322			See page 5									_
	37	ſ	3.1			I	L 8.45AN		10.57	113 2004	12.43 324	1 9 150	1 8 4004		s 9.80	I Q 95N	L 7.45M	· /	5.30	L 7.15AM			1 8 40W	s 3.30 s 4.00		
wc	40 C M	87.6	SAABERDEENI	150	A 7.154	366 380 A B 40AM	276 968 A 9 1 0 AM	A10 10AN	A11 20AN	321 12.30PM	586 299	8 A 2 SOP	A 5 50PM	± 6.20	A10 00PM	A 9 50PM	A 7.55AM	366 380	4 8 30W	į	N .	-			İ	_
Y	44 C M	90.9	HO HOQUIAM	. No	, . 	587 968					1.20	~	0.007//	6.40				8.45% 1 8.55		A 7.80AM			,	A 4.15PM 300 322	Property of the second	
			GRAY GABLES	Sdg. No	-	-			-	. -	1.88			f 6.55				f 9.05				-				-
	$\frac{52}{\mathrm{C~M}}$	97.0	1.4 CHENOIS CREEK	Sdg.			-			-	1.37	-		f 7.01		-		f 9.10	-		·	-		-	İ	-
		100.2	3.2 TULIPS	9 40	-		-				1.44 588	- ;	-	f 7.09			<u> </u>	f 9.25	-			1	-			-
i i	61		COPALIS CROSSING	Spur							s 1.55	.4		f 7.20				f 9.40					_		·	
			ONSLOW	. 30							2.04			f 7.34		-		f 10.05								
î Mari	66		STEARNSVILLE	I Scho.	H						2.09			s 7.39				f 10.15							,	
- W	68 C M	111.4	ALOHA 1.8 PACIFIC	Spur 12			.				2.14			f 7.45				f 10.26								_
	69		PACIFIC 1.4 SUNSET BEACH	1 7			-			s	2.20			s 7.50 f 7.55		,		f 10.88	-	-		-	-			_
	71		MCMOCLIPSI	Sde.	l	<u> </u>					Z.25 A 2.30PM			A 8.00PM			<u> </u>	f 10.40	w	ļ		_	-	-		-
	72		Time Over Subdivision	-	15.	1.05		- 10	1.00	15.	5.10		10.	5.45	3.37	.15	.10	2.30	3.30	.15	2.35	2.55	.20	7.15		- Jane
			Average Speed per Hour	·	14.0	22 6		20.	24.5	14.0	23.0	14.0	20.	20.1	24.6	14.0	20.0	13.0	12.4	14.0	7.3	8.4	8.0	6.3]	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							mnur ny v			ND SI					10.71. 2.53.	in jara in s					-			
Time Table No. 38B			1 .	375 4	2 2 2	FIRST	CLASS							SECOND	CLASS.					THIR	D CLAS	S		
Succeeding No. 38A June 15, 1913	372	366	380	276	244	352	190	324	300	322	320	278					978					1		
5 s d	O-WRR&N																C.M.&St.P Freight					-		
oc oc	DAYEY		1 10		EXCEPT SUNDAY		EXCEPT SUNDAY		Tassenger	DAILY	EXCEPT	Passenger	EXCEPT	Tues, Thurs.	EXCEPT	EXCEPT	EXCEPT SUNDAY	EXCEPT MONDAY	I			-		
Telegraph Offices and Calls ☐≤LAKEVIEW DN 115.6	را الكالكالياب بستنتاني بمنابات	DATLY A11.51AM	DAILY	DAILY	SUNDAY	DAILY	SUNDAY	DAILY A 8.55PM	DAILY	A 8.00PM	SUNDAY	DAILY	SUNDAY	and Saturday	SUNDAY	SUNDAY	SUNDAY	MONDAY	SUNDAY					-
2.3 COUNTRY CLUB 113.3		s f 11.48		-	-			S										**********		A 2.00PM s 365	حصصه			
0.6			<u> </u>					f 8.49		7.54								8			- 1 m 1 m 1	<u> </u>		
AMERICAN LAKE 112.7		11.47						8.48		7.58						·				f 1.50	•			
COSGROVE	i l	f 11.45						f 8.45		7.50						1 .			No. 961 has right	f 1.45				
DU PONT		s 11.41						s 8.38		f 7.42			<u> </u>							1.80 s 12.10PM		-		_
N SHERLOCK D 103.1		s 11.27						s 3.25		s 7.27				-						s 12.10rm s 11.37AM 11.10		-		-
D COYLESTON D 100.		11.20		-				f 8.18		7.20							·		- date	366 f 10.55		-	_	- -
UNION MILL 97.7		s 11.15	1					s 8.13		7.15										s 10.45		-	_	
1.6 P 96.1	.7	s 11.12			-		1 7,18	s 3 10		5 7 12										. 10 2E		-		-
5.0 Y OLYMPIA D 91.1				***************************************				s 3.10		s 7.12	-									s 10.25 9.50 8	21-965			
0.7	ا	s 11.00 965			· 1 2			s 2.55		s 7.00									A 1.80PM	L 9.00AM				
r. TOWNSEND SOUTHERN C'G. 90.4 4.7 (Track Connection)				<u> </u>		. :		* ₆₀	1				:											
BELMORE P 85.7		f 10.40			·			f 2.87		6.45				•					f 1.00			-	_	_
3.5 OVERTON 82.2		321 f 10.33			-			2.29		6.88						-			f 12.40	·		· · · · · ·		_
3.0 LITTLE ROCKD 79.2		s 10.28			-			s 2.24		f 6.33			· ·						f 12.80			-	-	
1.3	•	10.24												<u> </u>								-		_ _
BORDEAUX JUNCTION 77.9					-			s 2.21		6.30									f 12.05PM		-			
MIMA	. 1	f 10. 2 2						2.18		6.27					See page 5			See page 5	f 11.25AM					
C GATE		10.15 s 10.10						2.10 s 2.05		6.19 s 6.14		:			A10.10PM			A 1.80PM	L11.05AM		·			بيين سند
67.0 67.0 67.0		s 10.00 967						s 1.57		s 6.04					9.52			s 1.15				•		
LYTLE 60.1		9.46						1.42		5.50					9.24	79.407.0 1 11111		f 12.25				<u> </u>		
1.1 R PORTER D 59.0		s 9.44				<u> </u>		s 1.40	i.	f 5.48				No. 587 has right	9.21			s 12.20				-		_
1.5 MALONE 57.5		f 9.87			-			s 1.36		s 5.45				No. 588	9 05		-	f 12.15				-	_	_
5.0 F		s 9.27		See Page 6		A12.40PM s 967		s 1.26	-	s 5.35				Hoquiam to Moclips	E 3.55 E 8.50		leave the second		. 1000-12-0-12-0-2				Salarana Constitution	
2.5 MACKS 50.0		f 9 .19	to the second second	s r 9.50		s 12.34		1.18		5.29						18		12.01PM s 11.15AM 321 967		growing to the			of a fin	
1.2			<u> </u>	<u> </u>	-										8.38			f 11.10				<u>- </u>		
P SATSOP D 48.8		s 9.16		8 9.47		s 12.82		s 1.16		s 5.27					8.85			s 11.00						
O MONTESANOD 43.2		s 9.02		s 9.35		s 12.20	See page 5	s 1.08		s 5.15					8.20			* 18:40g						
ABERDEEN JCT P 34.6	و کاکتاب بیسان	8.43		9.20		12.01PM	A12.25PM	12.43		4.55			A 1.15PM		7.55			s 9.40						
	A 8.05AM	8,35	A 8.50AM	s 9.10 968 399	A10.35AM	s 11.50AM	s 12.15	s 12.30	A 4.85PM	s 4.45	A 6.10PM	A11.00PM	L 1.00PM	A 8.05PM	7.80	A 8.40PM	A 7.50PM	\$ 9.209 g						
D HOQUIAM	L 7.50AM	s 8.25 587 380	L 8.85AM 351 366 587	L 9.00A	L10.25AN	L11.40AM	L12.05PM	L12.15PM	L 4.20PM	4.30PM 967	L 6.00PM	L10.45PM		s 2.55	L 7.00M	L 8.15PM	1 7.80PM	L 8.45M 380 351	ACCOUNTS OF THE PARTY OF THE PA		<u> </u>	17 (26/17 mor y)		
GRAYS HARBOR CITY 24.7		8.02								4.15				f 2.25						The state of the s			A STANDARD OF STANDARD STANDARD	
GRAY GABLES 20.0		7.49~		1	-					4.01				1 2.05					#14,					
CHENOIS CREEK 18.6 3.2 TULIPS P 15.4		f 7.41 f 7.35								8.57				f 1.55								_		_
3.2 COPALIS CROSSING 12.2	<u> </u>	f 7.28			<u> </u>					s 8.42		-		f 1.44. 1.398 f 1.10					1			-		_ _
4.3 ONSLOW 7.9		7.25 f 7.10			- 1 - pri s					3.31				f 12.50									_	_ _
1.8 STEARNSVILLE 6.1		s 7.05		<u> </u>						8.27				f 12.45	-	-			-		·	-	_	
ALOHA		f 6.57	1	1						8.28				f 12.80			<u> </u>	- :						
1.8 PACIFIC 2.4		s 6.51	1	1					-	s 3.19				f 12.20					-				-	
SUNSET BEACH 1.0		f 6.48		· · · · · · · · · · · · · · · · · · ·		رين سام ده دي مي			The control of the part of	8.14				f 12.10		-	l ————							_
C. MOCLIPS D 0.0		L 6.45AM					100 CAR			L 8.10PM				L12.05PM				3						
Time Over Subdivision	.15	5.06	.15	1.00	10.	1.00	.20	3.40	15.	4.50	10.	15.	.15	3.00	3.10	.25		5.10	2.25	5.00	·	-		-

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

EASTWARD TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

SEE SPECIAL RULES, PAGE 8

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

		Westw	ard		en ekje mozot kkajo ek	a a security	e e e e e e e e e e e e e e e e e e e	e e e e e e e e e e e e e e e e e e e	Markey Co.	- 1 / St	J 400.00	THIRD SUBDIVISIO	Ņ	eriani	and the second s	James Andrews (1965) and the second of the s	me an Milang () Mar () and () Papengara () a				East	ward	
THIRD CLASS	SECONE	CLASS			FIRST	CLASS.			Scales, Wyes			Time Table No. 38B	Gate	[The second secon	FIRȘŢ	CLASS.			SECONI	CLASS	THIRD CLASS
967	695	693	387	385	389	383	381	277	el, Sca s & W	umber	from	Succeeding No. 88A June 15, 1913.	rom (ity	278	390	382	384	386	388	696	694	968
Nor. Pac. Way Frt.	O-WR&N Freight	Nor. Pac. Freight	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W R & N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W R & N Passenger	r, Fu itable	ion N	Distance f Centralia	STATIONS.	ance	Capac	O-W R & N Passenger	O-WR & N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-WR&N Freight	Nor. Pac. Freight	Nor. Pac. Way Frt.
EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Wate	Stat	Cent	Telegraph Offices and Calls	Dist	Car	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT MONDAY
L 6.30AM	L 3.20AM	L 1.00AM	L 7.30 PM	L 3.30PM	L12.05PM	L10.45AM	L 9.30AM	L 8.00A	W C Y S	2027	0.0	CNCENTRALIADN	13.0	170	A 1.45AM	A10.20AN	A11.00AM	A 3.00PM	A 6.55PM	A 8.55PM	A 1.10AM	A11.30PM	A 2.30PM
7.29	A 8.80AM	1.59	7.37	3.37	A12.10PM	10.49	9.37	A 3.07A			1.5	BLAKESLEE JUNCTION OW. R. & N. CO. CROSSING. Track Connection	11.5		L 1.34AM	L10.10AN	10.51	2.52	6.44	8.48	L12.50AM	11.06	2.21
s 7.30	a-2011	2.00	7.88	3.38		10.50 382	9.88				1.6	BLAKESLEE	11.4		e megatalyagan i salah ter	1 \$	10.50 383	2.51	6.48	8.47	,	11.05	s 2.20
s 7.55		2.15	s 7.45	s 3.45		s 10.58	f 9.48			C K 51	5.8	GRAND MOUND	7.2	90	-		s 10.40	s 2.41	s (6.85	s 8.38		10.55	s 2.05
s 8.20		2.40	s 7.55	s 3.55		s 11.08	f 9.58			C K	10.0	RHROCHESTER	3.0	75		ALC ALC ALC	s 10.80	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			and refresh to easy							
A 8.35AM		A 8.00AM	A 8.05PM	A 4.10PM		A11.15AM	A10.10AM		WΥ	C K 44	13.0	HKGATEr	0.0	50		1 +3 \$ 1.	L10.20AM	A 2.15PM	L 6.15PM	L 8.20PM		L1'0.80PM	L 1.80PW
EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		REMOCKATION .	1			0.37 \$	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY
2.05	.10	1.20	.40	.40	.10	.30	.40	.7				Time Over Subdivision			.11	.10	.40	.40	.40	.35	.10	.55	1.00
5.0	.9	9.7	19.5	19.5	.9	26.0	19,5	.10				Average Speed per Hour			.9	.9	19.5	19.5	19.5	22.3	.9	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 and Gate.
Bulletin Stations.—Centralia.
Standard Clock.—Centralia.
Yard Limit Sign.—Centralia and Blakeslee. Yard limits at Centralia extend to a point 3,800 feet west of the west switch at Blakeslee.
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.

Between Centralia and Blakeslee Junction trains will be operated as follows:
Northern Pacific track will be known as Route No. 2, and O.-W. R. & N. track as Route No. 1. Northern Pacific yard limit rules will govern and both routes are included in Centralia yard.

All first class trains in both directions, and all westward second and inferior class trains, westward extras and westward switch engines will use Route No. 2.

All enstward second and inferior class trains, eastward extras and eastward switch engines, will use Route No. 1.

Normal position of switches at Blakeslee Junction: Switches connecting with Northern Pacific track, boths sides of crossing, be set for Route No. 2.

Switch on O.-W. R. & N. track west of crossing set for connection track leading to Route No. 2. Switch on O.-W. R. & N. track east of crossing set for Route No. 1. See diagram of tracks.

Westward

FOURTH SUBDIVISION (OCOSTA BRANCH)

Eastward

	SECOND CL	ASS		FII	RST CLA	SS		Scales, Wyes	82		Time Table No. 38B				FIRST	CLASS			SECONE	CLAS	S			
:	583	581	189	187	185	183	181	el, Sca	nmbe	from Jct.,	Succeeding No. 88A June 15, 1913.	from via is	sity	182	184	186	188	582	584					1
	Mixed	Mixed		Conn. with No. 365		Conn. with No. 321	Conn. with Moclips Spl.	er, Fu	lon N	ance deen	STATIONS.	tance from City, via mopolis	Capa		Conn. with No. 366	Conn. with No. 322		Mixed	Mixed	1 .				
	Wednesday Only	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	Wat	Stat	Distar Aberd via Co	Telegraph Offices and Calls	Dist Cosi	Car		EXCEPT SUNDAY	DAILY	SUNDAY ONLY	EXCEPT SUNDAY	Wednesday Only	. 1				
	700 100	L 1.15PM	r, 8.50bw	L 5.45PM	L 5.00PM 186	L12.45PM	L 8.10AM	Y	CM 37	0.0	ABERDEEN JCT 0.8	21.7	42	A 6.45AM	A 8.35AN	A 4.45PM 185	L 7.15PM	A 7.45AM	. Estropes, on the original	, and well-and the second	en geografia en desert		12.17 -11.17-11.17	* 100 100 100 1
		s 1.18	E. C. S. M. M. Box of Mo. C.	manda hari dari sa sense kari, disebatikan da kari	d rection A Declaration		,			0.8	JUNCTION CITY	20.9		und none of the congress	(president) to the section	See 100 - 200 20	Confidence of	s 7.37		enformer ones	*		and trapped and the second and the second	2 (2
AND TO SERVICE OF THE PARTY OF		1.20		No. 183, No. between Cos					CR 1	1.4	COSMOPOLIS JCT	20.3	No Sdg.	No. 182, N run betwee	o. 184, No. 1 n Cosmopoli	.86 and No.	188 do not opolis Jct.	7.85	\$ 7.5. WILE DESCRIPTION			The same of the same of the	The second secon	
	L 9.45AM	A 1.30PM						* **	2.	} :	MPCOSMOPOLIS	L' "						L 7.30AM	A12.15PM	posts of the Person State Constitution of	N. Re . Art 1 p. a. Strand Land (1820	ng - To the parties are a state of the state	And the control of th	4. Andreas
	9.50	• Marine of Marine and Services	8.25	5.50	5.05	12.50	8.15		CR 1	4.6	COSMOPOLIS JCT	17.1	No Sdg.	6.40	8.30	4.40	7.10	218672 8 10	1 12.10	- 180 JA / - 11	3 R O 22 24 34 3		· o sout at legiste	
	f 9.55		s 8.30	s 5.55	s 5.10	s 12.55	s 8.20		CR 3	5.7	SOUTH ABERDEEN	16.0	90	1' 6.35	8.25	š 4.35	s 7.05	ाद्याचारा प	1'12.05PM	. 10 20				
	f 10.80		f 9.05	f 6.80	f 5.45	f. 1.30	f 8.55		CR 13	16.2	MARKHAM2.5	5.5	10	f 6.05	f 7.50	f 4.00	f 6.30		f 11.30AM				,	
	s 10.40		f 9.12	f 6.87	f 5.52	f 1.37	f 9.02	T	CR 16	18.7	OCOSTAI	3.0	10	L 6.00AM	s 7.48	8.53 s 3.4 3	6.23 s 6.13		f 11.15					
	A11.00AM		A 9.20PM	A 6.45PM	A 6.00PM	A 1.45PM	A 9.10AM	i.	CR 19	21.7	BAY CITY	0.0		1	L 7.85AM	L 3.35PM	L 6.05 PM		L11.05AM					
337.7	Wednesday Only	EXCEPT SUNDAY	SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY	SUNDAY	SUNDAY ONLY							SUNDAY	EXCEPT SUNDAY	DAILY	SUNDAY ONLY	EXCEPT SUNDAY	Wednesday Only					
	1.15	.15	1.00	1.00	1.00	1.00	1.00				Time Over Subdivision			.45	1.00	1.10	1.10	.15	1.10					

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

Registering Stations.—Aberdeen Junction, Cosmopolis and Cosmopolis Junction.
Bulletin Station.—Cosmopolis. No. 583 has right over No. 584, Cosmopolis to Bay City.

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, 1/2 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 Q.-W. R. & N. Co. at various industry tracks in South Aberdeen and Cosmopolis. See Special Rules, page 10.

No. 183 has right over No. 186. No. 185 has right over No. 188, Aberdeen Jct. to Bay City.

Westward			F	FIFTH SUBDIVISION (YACOLT BRANCH)	3				Eastw	ard/	We	stward				SE	VENTH SUBDIVISION (SOUTH BEND BRANCH)			Eastw	ରୁ ନୁନ୍ତି ଅବସ୍ଥ
	SECOND CLASS	les, yes		Time Table No. 38B			SECOND	CLASS			THIRD CLASS.	FIRST	CLASS.	ž,		_	Time Table No. 38B		FIRST (CLASS.	THIRD CLASS.
	591 589	Scal	from	Succeeding No 38A June 15, 1913.	Jet.	ty	590	592		τ	969	393	391	Scale Wyes	nbers	from Junction	Succeeding No. 38A	y of	392	394	970
The group of the second of the	Mixed Mixed	r, Fuel	nce fr	STATIONS.	tance from	apaci ings	Mixed	Mixed			Freight		Passenge	Fuel	IN C	ce fre	STATIONS.	tpacit	Passenger See page 2		Freight See page 2
	EXCEPT DAILY	Water, Turnta Station	Distance Vacolt	Telegraph Offices and Calls	Dista	Car C of Sid	EXCEPT SUNDAY	DAILY			See page 1 EXCEPT	See page 1 DAILY	See page 1 DAILY	Water, Tables	Station	Distance Chehalis	STATIONS. Telegraph Offices and Calls	Car Ce Siding	DAILY	DAILY	EXCEPT SUNDAY
	L12.80PM L 6.00A		_l <u>`</u>	YCYACOLTD	27.2		A11.00AM A	6.40PM			SUNDAY L 6.45M		L12.05P	سنوس	2032	0.0	التكالية والمستحدين والمستحدين والمستحدين والمستحددين والمستحددين والمستحددين والمستحدد والمستحد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد والمستحد والمستحدد والمستحدد والمستحدد والمستحدد والمستحدد و	100 000 000 000	A 9 40AM	A 6.52PM	
	f 1.00 f 6.14	- C		WALL	20.6	No Sdg.	f 10.30 f	6.18			s 7.05	s 8.25	s 12.15	<u>.</u>	CW	3.4	AD 53.	1 20	s 9.26	s 6.44	s 8.10
	s 1.20 s 6.19	C 1	_	HEISON	19.2	25	s 10.20 s	6.18			s 7.15	s 8.29	s 12.19		C W	4.7	ADNA	.8 37	\$ 9.21	s 6.40	s 2.25
	s 1.40 s 6.24	C	y 9.8	CRAWFORD	17.4	No Sdg.	s 9.50 s	6.06		T. W. T. T.	f 7.25	f 8.35	f 12.25		cw	7.2	BUNKER 49.	.3 Spur	f 9.12	f 6.88	f 2.05
	s 2.10 s 6.35	W C	12.8	BABATTLE GROUNDD	14.4	20	s 9.80 s	5.56		72	s 7.55	f 8.44	s 12.33	W 2.4 m		10.1		.4 35	s 9.06	f 6.27	s 1.55
	s 2.40 s 6.50	·I		BRUSH PRAIRIE	10.2	25	s 8.50 s	5.46	, in the second		Latina			West	10	16.2	LUEDINGHAUS R. R. CROSSING 40.	.3	2 2 6 29	- Au	N 20 No. 14
	f 2.45 f 6.54	C ₈	Y 18.6	LAURIN	8.6	50 Spur	f 8.85 f	5.40			- 0.45	s 9.00	. 12 50	<u> </u>	CW	16.2	Track Connection DRDRYADD 40.	2 35	\$ 8.50	s 6.12	1.00
	f 2.50 f 6.57	C 7	Y 20.1	HOMAN	7.1	4 Spur	f 8.82 f	5.36			s 8 45 8 50 392	s 9.00	s 12.50 970		16	10.0	1.3	. E	969	ř ·	s 12.40 s 12.40
	f 8.00 f 7.00	C	Y 21.1	BARBERTON	6.1	4 Spur	f 8.80 f	5.80			s 9.05	s 9.05	s 12.54		17		DODOTY	35	s 8.45	s 6.08	s 12.30
	f 8.20 f 7.05		Y 24.1	HIDDEN		No Sdg.	f 8.20 f	5.22			s 10 15 11 30	s 9.19	s 1.10	W	C W	22.3	PLPB BLL	.2 50	s 8.85	s 5.55	s 12.05PM 11.30AM 969
	A 8.85PM A 7.10A	Y C	X 27.2	VANCOUVER JCTP	0.0	No Sdg.	L 8.10AN L	5.10P		N. 12	970	,	-			23.7	McCORMICK R. R. CROSSING 32.	.8			10 kg 1 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 1 2 1
3.7: 1 CV 1	EX. SUN. DAILY 2.05 1.10	7.744.9.2		Time Over Subdivision	* (*		1.50	1.30	24 A.C. VA	1 1 1 1 1 1	s 12.05PM	s 9.25	f 1.16	w	C W	24 3	Track Connection McCORMICK 32.	.2 Spur	f 8.21	s 5.48	s 11.10
EAST	9.0 18.5 Ward Trains are	SUPER	OR, TO	Average Speed per Hour TRAINS OF THE SAME GLA	ies i	in th	I 9.00 l IE OPPOSI	18.1 TE DIREC	TION.		s 12.30	s 9.33			1			15	1 8.16	s 5.42	10.40
} Standard	Clocks—Vancouver.	ancouver J	unction.	•	*						3 12.00	3 9.00	1.25	—	26	<u> </u>	.WALVILLE R. R. CROSSING 29	15		9 11 5-11	
Derail Sw wye. switch no	mal position for north leg c	f wye.		135 feet from the Yacolt end of the				ith's spur—Y	acolt, north leg of								No Track Connection				
Nos. 589,	590, 591 and 592 will ste	on flag a	Lucia,	vision Rights before occupying main line Moulton and Crusher for passenge	rs.	ancouv	er Jupasion.	Alexander Services		gangar sangaran	f 12.50	f 9.43	f 1.35	*	29		PLUVIUS27		1 8.07	f 5.85	10.10
Westward	and a consideration of the total field and a consideration of the consid	<u>.</u> .	, water of Account	SIXTH SUBDIVISION	N	emetpulsete it.	onestic user in tradebally forthe	usestinatu vii propustit sii 1965 ilis.	East	ward	s 1.25	s 10.00	s 1.55	W	35		FRFRANCESD 21	_		s 5.18	s 9.80
`		1 644		(ELMA BRANCH)		<u> </u>	1				f 1.35	f 10.05	_		37	1	1.4	15	f 7.89	f 5.08	s 8.40
FIRST	1 1	Vyes	E	Time Table No. 38B	E C	2	050		ST CLASS	1			s 2.03		38		BMD 18.		[s 8.80
	353 351	Fuel, Turn- and Wy	ce from	France 15 1913	Distance from Elma	Car Capacity of Sidings	352	354		,	1 2 03 5 2 23 5	s 10.18	s 2.13		42		Station and the second	.2 30	8 77 . 34 4 7	s 4.55	f 8.05
	Passenger Passenge	Water, I Scales, tables a	Distance Simpson	STATIONS. Telegraph Offices and	istan	ar C.	Passenger	Passenger			f 2.40	s 10.26	s 2.28		46		4.0	_	s 7.18		f 7.50
	DAILY DAILY		-	Cans			DAILY	DAILY	3A P		f 8.00	s 10.85	s 2.33	S	50		2.6			s 4.85	f 7.40
	• .	1	0	SIMPSON	11.6	Spur			y zw. z		s 3.30	s 10.45	ì	<u> </u>	53		NDRAYMONDD 3		s 6.57	s 4.30	s 7.80
			<u> </u>	SMITH		Spur					A 8.45P	A10.55	A 2.50	WC	C W 57	56.5	SBD 0	150	L 6.45A	L 4.20M	
			2	HILLGROVE		Spur	No. 25 No. 2	Sign of Section	The more sound of the	an republication	EXCEPT SUNDAY	DAILY	_		ļ		*	_	DAILY	DAILY	SUNDAY
			ر مختینین شکی	McCLEARY JUNCTION	9.1						9.00	2.40 21.0	2.45	-	-	-	Time Over Subdivision Average Speed per Hour		2.55 19.3	2.40	6.9
	L 4.10PM L 6.45			McCLEARY	-	Spur	A 1.05PM		*A 47		-		1		1			1			. 1 2-
	4.15 6.50		7	1McCLEARY JUNCTION	7.8		1.00	6.15				STWARD CTION.	TRAINS	ARE	SUF	ERIC	OR TO TRAINS OF THE SAME C)LASS	IN THE)PPOSIT	E
	* 4.25 \$ 7.00	C,	Н 6.	7RAYVILLE		Spur	s 12.55	s 6.07			Be.	gister Stat	ion.—Cheb	4.5.7 145.54	d Sout	h Bend					
				WHITE LUMBER CO. R. R. CR.	.					. <u> </u>			ck.—Centralians.—Sou		d.						
	s 4.28 s 7.08			8WHITE'S	-	5 Spur		s 6.02			-4						end), Mays, Lebam (mill spur), Nallpee (log	g spur),	Green Creek	Spur and	Wheaton.
Treaty a server may reserve	A 4.40PM A 7.15	T C	M 11.	6 EFELMAD	0.0	60	L12.40PM s	L 5.50									nond and South Bend. nute or sixty seconds per mile. This limit i	must ney	ve r be exce ed	led.	
2001 W 1994 - 1345 W 1994 1 1009 24 0 0015	DAILY DAILY	122.494.48	1 F F 18 15	Company of the control of the contro			DAILY	DAILY		-	_ Ms	ximum Gr	ade.—Betw	een Fra	nces a	nd Pe	Ell.				
1	30 .30 16.6 16.6	-	7	Time Over Subdivision Average Speed per Hour	2 2 2		17.0	16.6	1.4.	-	He	lper Distr	ict.—Betwe	en Frai	n dre	d Pe I	Ell. n over South Fork of Willapa River. a	at Raym	ond. Will n	not proceed	until draw
EASTW		UPERIO	R TO	TRAINS OF THE SAME CLAS	SIN	THE			ion.		is know	n to be clo	sed. No. 3	91, No.	392, 1	Vo. 393	n over South Fork of Willapa River, and No. 394, will stop on fing at Meskill,	Nallpee,	and make re	egular stop	at Ashlock.
							লাজ েকা স্থানিকী	जरू शार्क ः	(k) T -7 6		Th	e double he	ading of eng	ines ove	er the	Chehal	is river bridge between Pe Ell and McCormi	OK IS DIO	idelpeids.		
No. 352 w	II connect with No. 321 at	Clma.		ding at Simpson, must be set to act as division.			Tilms														
Trains from No. 351, N	o. 352, No. 353 and No. 35	will stop o	n flag at	vision main line rights before occupying Church's Crossing.	main	nne at	ejima.									/					

Westward							EIGHTH SUBDING (BUCKLEY LINE		ON			·		East	ward	Wes	tward				TH SUBDIVISION REEN RIVER BRANCH)		Eastv	vard
THIRD CLASS.	FII	RST CLA	SS.	les,	80		Time Table No. 38B			FI	RST CLA	ss.		THIRD	CLASS.	SECOND	FIRST CLASS.	iles,	s.	, [Time Table No. 38B		FIRST	SECON
971	397	367	395	iel, Sca es and	umber	from	Succeeding No. 38A June 15, 1913	from	city	368	396	398			972	579	395	uel, Sca es and	Number	from	Succeeding No. 38A June 15, 1913	from	398	-
Way Freight	Passenger	Passenger	Passenge	ter, Fr intable	Station N	Distance Kanaskat	STATIONS.	Distance from Tacoma Wharf	Capacity		Passenger	Passenger			Way Freight	Mixed	Passenger	ter, Fi rntabl es	Station N	Distance from Kerriston	STATIONS.	Distance from Kanaskat Car Capacity	Passenge	
EXCEPT SUNDAY	DAILY	DAILY	DAILY	Wa Tur	Sta	Dis	Telegraph Offices and Calls	Dis	of Si	DAILY	DAILY	DAILY			EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	Wa Wy	Sta		Telegraph Offices and Calls		DAILY	EXCEP SUNDA
6.80AM	L 5.05PM	L 9.25A	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		C J 15	0.0	KERRISTON	17.9	A 9.20	4 A 1.50
BETWEEN	PALME	R JCT. A	AND KAI	NASK			IS WILL BE GOVERNED BY				N TIME	TABLE F	ULES AND R	EGULATION	S	s 2.25	s 6.05	w	C _J	7.6	HEMLOCK	10.3 30	s 8.85	s 1.10
6.85	s 5.10	9.30	s 7.04		1932	1.2	JCPALMER JCT Dr 0.9	¥4.7	70	s 9.00	10.10	s 7.85			f 1.00	s 2.35	s 6.10		C ₂ J	8.4	BARNESTON	9.5 Spt	rf 8.25	s 1.00
6.50	s 5.11	9.32	s 7.06	W	1933	2.1		. 43.8	30	f 8.58	10.08	s 7.80			f 12.45	No. 579 does	s 6.22			_	KANGLEY JCT		s 8.06	s 11.40
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			f 12.80	not run be- tween Kang- ley Jct. and	s 6.32	 _		14.0	1.5 SELLECK	3.9	s 7.56	s 11.80
7.05	f 5.17	9.88	s 7.14	1-	1936	4.7	CUMBERLAND	41.2	No	f 8.54	10.02	s 7.23			f 12.01PM	Selleck.					0.1 C. M. & P. S. R. R. CROSSING	3.8		
7 10	5.19	9.40	7.16 971	-	1937	5.5	NAVY	40.4	Sdg.	f 8.58	10.00	s 7.19			f 11.50A					14.1	No track connection 1.4	3.0		
957:48	5.24	9.43	971 f 7.19				2.00 VEAZIE	38.4	Spur	8.48	9.56	f 7.14			11.25	s 3.00	s 6.40		C _J J	15.5	KANGLEY JCT.	2.4	s 7.46	s 11.18
7.50				ļ			3.4	_	10							A 3.15PM	A 6.50AA	WY	Ā	17.9 C	IVKANASKATN	0.0 7	L 7.41	L11.0(
8.20 9.00 368	s 5.81	s 9.50	s 7.28	w	1942	10.9	CWENUMCLAWI	35.0	105	s 8.43 971	s 9.50	s 7.06			s 11.00		g g		1				-	-
9.25 10.08 72.396.367	s 5.45	s 9.58 972 971	s 7.38		1945	14.3	BKBUCKLEYI	31.6	100	s 8.88	s 9.43 971 972	s 6.56			10.00 s 9.00 367 971 396	EXCEPT SUNDAY	DAILY						DAILY	EXCEP SUNDA
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	1.15	1.05				Time Over Subdivision		1.39	1.50
10.33 11.10	s 6.00	s 10.15	s 7.55	W.C	1950	19.7	SOSOUTH PRAIRIEI	D 26.2	135	s 8 .18	s 9.80	s 6:40			8.28 5 7.50 368-395	11.2	15.3			-	Average Speed per Hour		10.3	9.8
11.20	f 6.02	10.20	f 7.57		1951	20.7	BROOMFIELD	. 25.2	Spur	f 8.16	9.28	1 6.85			f 7.85	EA	STWARE	TRA			SUPERIOR TO TRAINS OF HE OPPOSITE DIRECTION	THE S	SAME CL	ASS
11.30AM	f 6.10	10.27	f 8.07	-	1955	24.2	CROCKER	. 21.7	100	f 8.07	9.21	f 6.25			f 7.80		Pagis	torino			Kanaskat.			
12.01PM	s 6.20	f 10.35	s 8.15	Т	1958	26.7	odorting	D 19.0	200	s 8.01	f 9.17	s 6.20			s 7.10		Maxi	mum	Grad	Ka	ngley to Kerriston.			
12.15	398 s 6.30	10.43	s 8.24		1961	30.3	McMILLIN	P 15.6	8	f 7.54	9.10	s 6.07			s 6.50		Derai Trains	I Swit will l	: ch —] look o	ocate ut for	d ½ mile west of Selleck on F engines of Cascade Timber Co	Cangley l . handlin	Line. g logs bet	ween
	s 6.85		s 8.34		,		2.1	_	Spur	f 7.51	9.07	s 6.01			s 6.85	ì	their siding	g and	Kangl	ey.			,	
12.25		10.47		1	_		ALDERTON										· See S	pecial	Rule	s, pag	ge 10.			
12.40	6.40	10.52		W	<u> </u>	<u> </u>			<u> </u>	<u> </u>	9.04		·		6.20									
BETWE				-	RAINS		LL BE GOVERNED BY PUG					TABLE F		EGULATION	S 								· ,	
	A 7.05PM	A11.15A	A 9.15A				QTACOMADI			L 7.80A	L 0.40A	E 0.50/2												
A 2.00PM					1976	45.9	TACOMA WHARF	. 0.0							L 5.80A									
EXCEPT SUNDAY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY			EXCEPT SUNDAY						•			
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, and west end of Crocker yard. East end of Mill siding, Meeker, must be kept in derailing position, when not in use.

Yard Limit Signs-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.!

At Paimer 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 rom 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 Puget Sound Division No. 323. No. 396 will connect with Puget Sound Division No. 321 at Puyallup. No. 368 will connect with Seattle Division No. 280, at Kanaskat. No. 367 will connect with Seattle Division No. 3, and No. 396 will connect with Seattle Division No. 4 at Kanaskat. No. 367 will stop on "Flag" at any station west of Palmer Junction, to let off passengers from Kanaskat, or beyond. Nos. 395 and 398 will stop at Boise Creek, 2.1 miles west of Enumelaw for passengers or express.

Conductors of trains carrying logs, before using double track, will carefully inspect loading, and if insecure, will obtain orders insuring that other trains will not be met while running.

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

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

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

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

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

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

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

	West	tward					TE	NTH SUBDIVISION (BURNETT BRANCH)					Eastv	vard
		FIRST	CLASS		, yes	bers	E	Time Table No. 38B	E	.		FIRST (CLASS	
	295	293	373	Fuel, Turn and W	n Numb	tance from keton	Succeeding No. 38A June 15, 1913	ice from de Jct.	apacity ings	374	376	294	296	
-		Passenger	Passenger	Passenger	ales oles	atio	star	STATIONS.	Distance Cascade	Car Ca	Passenger	Passenger	Passenger	
	DAILY	DAILY	DAILY		ŠS≅	Sta	Dis	Telegraph Offices and Calls	ದರ	రోడ	DAILY	DAILY	DAILY	DAILY
Ļ	7.11PM	L 5.30PM	L 9.55AM	L 7.26AN		C ₄ C	0.0	SPIKETON	3.4	45	A 7.25AM	A 9.55AM	A 5.80PM	A 7.10PM s
s	7.16	s 5.85	s 10.01	s 7.84	s	C_2^C	2.1	BNBURNETTD	1.3	45	s 7.15	s 9.45	s 5.20	s 7.00
Ā	7.21PM	A 5.40PM	A10.06AM	A 7.39AM		1949	3.4	CASCADE JCT	0.0	No Sdg.	L 7.10AM	L 9.40AM	L 5.15PM	L 6.55PM
}	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY
11	.10	.10	.11	.13				Time Over Subdivision			.15	.15	.15	.15
-	20.4	20.4	20.4	15.6				Average Speed per Hour			13.6	13.6	13.6	13.6

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

Registering Station.—Cascade Junction.

Derail Switch—East of station platform at Spiketon must be set for derail when not in use.

Switches above Burnett will be set to protect cars at quarries by derail.

Speed of trains when backing up must not exceed 20 miles per hour. Speed must not exceed six miles per hour within the corporate limits of Burnett.

Westward		The control of the co			rw	ELFTH SUBDIVISIO (ORTING BRANCH)	N				Eastw	ard
			Fuel, Turn- and Wyes	n Numbers	Distance from End of Track	Time Table No. 38B Succeeding No. 38A June 15, 1913	ce from	Car Capacity of Sidings			-	
			iter, ales,	ation	stan d of	STATIONS.	Distance Orting	Sid			-	
			Wat Sca tabl	Sts	D H	Telegraph Offices and Calls	ÖÖ	ర్థి	, ,			
					0.0	END OF TRACK	10.0					
					1.3	TACOMA & EASTERN CROSS'O	8.7					
				C _E	2.7	PUYALLUP RIVER	7.3	10	•	•		W.
	-		WТ	1958	10.0	OGD	0.0	200				
	l	<u> </u>										

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

Helper District.—South Prairie 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.

Junction switch at Wilkeson, Carbonado and Fairfax will be set for Fairfax Line.

Trains will stop at railroad crossing about ½ 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.

Westward		Đ		RT	EENTH SUBDIVISI	ON			East	tward
		Fuel, , Turn and Wyes	n Numbers	nce from	Time Table No. 38B Succeeding No. 38A June 15, 1913	nce from	Car Capacity Of Switch			
		Water Scales tables	atio	Distance Wingate	STATIONS.	istance rocker	ar C f Sw		_	
		t S≪	Sta	ֹ≩	Telegraph Offices and Calls	ದರ	ပိဝ			
		ws	C _D	0.0	WINGATE	5.2	140			
		Tropic and the second	1955	5.2	CROCKER	0.0	100			
			-					 	-	-

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 main line passing track.

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

Freight trains authorized to carry adult male passengers, when provided with proper transportation, Orting Log Train-Between Orting and End of track.

See special rules, page 10.

West	tward				Eastward										
THIRD	CLASS	1 297 377		FIRST CLASS		il, n= Wyes	umbers	E	Time Table No. 38B	E.	3 2	FIRST	CLASS	THIRD	CLASS
	981			Fuel, Turn	Z	Distance from Fairfax	Succeeding No. 38A June 15, 1913	Distance from Cascade Jct.	apacity ings	378	298	982			
	Way Freight			Water Scales tables	Station	star irfa	STATIONS.	star	r C Sid	Passenger	Passenger	Way Freight			
EX. SUNDAY		DAILY DAILY		SS≅	St	St. Die Fa	Telegraph Offices and Cails	దర్శ	of C	DAILY DAILY		EX. SUNDAY			
<u> </u>	L 1.40PM	L 4.25PM	L 6.10A	T	C B 15	0.0	FXFAIRFAXD	15.5	5 Spur	A11.10AM	A 8 20PM	A12.20PM			
	s 2.10	s 4.30	s 6.15		C B	1.7	MELMONT4.5	13.8	5 Spur	s 11.00	s 8.15	s 12.10PM			
-						6.2	CARBON COAL CO. CROSSING	9.3							
	s 2.30	s 4.45	s 6.35		C _B	6.8	CBD	8.7	5	s 10.45	s 8.00	s 11 .40AM			
	s 3.30	s 5.00	s 6.55	ST	C _B	10.6	WXD	4.9	90	s 10.30 10.20ន	s 7.45 7.35	s 11.00 8.00 8			
	A 4.00PM	A 5.15PM	A 7.10A		1949	15.5	CASCADE JCT	0.0	No Sdg.	L10.06AM	L 7.21PM	L 7 . 15 AM 377			
	EX. SUNDAY	DAILY	DAILY							DAILY	DAILY	EX. SUNDAY			
	2.20	.50	1.00				Time Over Subdivision			1.04	1.00	5.05			
	6.5	16.1	15.5				Average Speed per Hour			15.0	15.0	3.5			

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

Registering Station.—Crocker.

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

See Special Rules Page 10.

Freight trains authorized to carry adult male passengers, when provided with proper transportation, Elma Log Train-Between Elma and end of track.

Mountain Grades—Crocker to Wingate.

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

Switching Limits.—Signs indicate territory within which switching will be performed by yard crews. Switch engines going beyond yard limit boards must

secure train rights.—Olympia. Gate. Aberdeen Jot.. Aberdeen. "In Aberdeen passenger station yard limits all trains yard engines and light engines will move under control. Under control means to be able to stop within the distance the track can be seen to be clear." Hoquiam.

Clearance will not be issued at Olympia, Gate. Elma and Aberdeen Jot.. 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.

Clearance will not be issued at Olympia, Gate, Elma and Aberdeen Jet., unless Stop at Gation signal is displayed.

Trains will register by ticket at Lakaview will not be required to procure obcarance unless Stop of Caution signal is displayed.

Bulletin Stations.—Olympia, Hoquiam and Modiba.

Standard Clocks.—Post new west of Sherlock: 3 miles east to 2 miles west of Olympia.

Maximum Grades.—Olympia Hoquiam and Modiba.

Standard Clocks.—Post new west of Sherlock: 3 miles east to 2 miles west of Olympia.

Maximum Grades.—Olympia and one mile east of Bellone, must not exceed 30 miles per hour.

Junction switches will be set for line Olympia to Modiba.

No. 321 will connect with No. 183.

No. 305 will connect with No. 183.

No. 305 will connect with No. 184.

No. 305 will connect with No. 185.

No. 305 will connect with No. 184.

No. 305 will connect with No. 185.

No. 305 will connect with No. 185.

No. 305 will connect with No. 186.

No. 305 will stop on flag at Wilderness, 1.8 miles west of Tulips.

No. 305 will stop on flag at Wilderness, 1.8 miles west of Tulips.

No. 305 will stop on flag at Wilderness, 1.8 miles west of Tulips.

No. 305 will stop on flag at Union Miles Saturdays only.

No. 305 will stop on flag at Union Miles Saturdays only.

No. 305 will stop on flag at Union Miles Saturdays only.

No. 305 will stop on flag at Union Miles Saturdays only.

No. 307 will stop on flag at Union Miles Saturdays only.

No. 308 will stop on flag at Union Miles Saturdays only.

No. 308 will stop on flag at Union Miles Saturdays only.

No. 309 will stop on flag at Union Miles Saturdays only.

No. 300 will stop on flag at Union Miles Saturdays only.

No. 301 No. 302 No. 302 and 302 will stop on flag at Union Miles Saturdays only.

No. 303 will stop on flag at Union Miles Saturdays only.

No. 304 meets No. 304 meets No. 304 meets No. 304 will stop on flag at Niequally Gun Club, would not such the saturday of the Saturday only.

No. 305 will stop on flag at Union Miles Saturdays only.

No. 306 will stop on the saturda

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

# 12 To 12 T		141414	OF 11	~	U	4 4 K Bes 8 V	S	-16.00		146 6									
				EI	GHTH	SUBDIV	/SION—	EASTW	ARD.						,				
/	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			1200	80	1100	* 80	1000	60	900	60	800	60	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			1200	80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	12	
Tacoma to South Prairie			Maxi 80 C		Maxi 80 (Maxi 80 C		Maxi 60 C		Maxi 80 C		Maxi 60 C		Maxi 60 C			mum Cars	
				Ele	GHTH S	SUBDIV	ISION-	WESTV	VARD.										
Palmer to Tacoma			Maxi 80 (mum Cars				ximum Maximum Cars 80 Cars			Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		
				F	IRST S	UBDIVI	SION-	WESTW	ARD.										
Clas		ss W	Class	Y-2	Class	s F-1	Clas	s S	Clas	is P	Class	E-4	Class	E-3	Class D-3 Cl		Class	lass 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	70	1350	70	1200	60	1150	60	1050	60	850	28	825	27	825	27	700	23	
Rainier to Chehalis		110		110		60		60		60		60		50		50		40	
Chehalis to Napavine	1200	70	1000	70	900	60	850	60	750	60	550	18	525	17	525	17	400	13	
Napavine to Portland		110		110	1500	60	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35	
				F	IRST S	UBDIV	ISION-	EASTW	ARD.		<u> </u>								
Portland to Sopenah	. 2300		2000		1800		1 80 0	45	1250	41	1050	35	1025	34	1025	34	900	30	
Sopenah to Napavine	1350		1150		1010		960	32	860	29	660	22	635	21	635	21	510	17	
Napavine to Rainier	1500		1250		1100		1050	35	950	31	750	25	725	24	725	24	600	20	

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.

Rainier to Tacoma.....

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

1700

57

1500

50

1750

2100 |.....

2500 |.....

the rating for each car in excess of the normal.

42

1275

42

1150

1275

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

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

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

Second Subdivision, Gate to Hoquiam.—No engine heavier than S-4.

No engine must be run double header over Satsop river bridge No. 29, and over all Howe truss bridges on Grays Harbor Branch no engines heavier than Class D-3 should be double headed and speed limit of engine's run double header must not exceed eight miles per hour over Howe truss bridges.

Second Subdivision, Hoquiam to Moclips.—No engine

heavier than F-1.

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

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

Fourth Subdivision, Aberdeen Jct. to Cosmopolis.— No engine heavier than F-1.

Cosmopolis Jct. to Ocosta.—No engine heavier than D-3. Fifth Subdivision.—No engine heavier than F-1. 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.

1300

43

Rating of Locomotives In Tons of 2000 Pounds

					E	AST BOUN	11)	·		WEST BOUND						
CLASSIFICA	TION	Engine Numbers	Portland to Kalama	Kalama to Olequa	Olequa to Winlock	Winlock to Napavine	Centralia to Rainier	Rainier to So. Tacoma	Tacoma to Seattle	Seattle to Tacoma Jct	to	So. Tacoma to Centralia	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		
$\mathbf{T-69} \frac{22}{28}$	1 59	250–305	2200	1680	1380	1000	1110	1560	1790	1790	440	1250	900	2200		
$C-57\frac{15\frac{1}{2}x26}{30}$	<u>6</u> 176	330-349	2335	1790	1475	1075	1190	1680	, 1900	1900	500	1335	985	2335		
C-57 $\frac{22}{30}$	187	350–400	2940	2250	1860	1360	1490	2120	2380	2380	560	1680	1220	2940		
Mik-57 $\frac{23\frac{34}{30}}{30}$	2 08	500-540	3100	2340	1930	1450	1550	2200	2490	2490	580	1700	1250	3100		
M-63 $\frac{20}{28}$	147	C. R. Y. y P. 504-526.	2050	1550	1300	940	1035	1500	1710	1710	400	1150	840	2050		
$T-57 \frac{20}{26}$	132	720-727														
P-77 $\frac{25}{28}$	170	208–209	2500	1900	1550	1160	1280	1800	2000	2000	500	1420	1050	2500		
S-55 $\frac{19}{26}$	130	39-42		•••••					•••••		380	• • • • • • • •	• • • • • • • • •			

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

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

CLASS

-Eight Wheelers -Atlantic Type "A" —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

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.

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 Roy, Centralia, Chehalis, Winlock and Bucoda, and fifteen miles per hour through the corporate limits of Ridgefield.

Derailing Switches.—Rainier (Lindstrom Handforth Lumber Co.'s Spur); Tenino (Mentzer Spur); Stone Quarry; Wabash. Interlocking derail on O.-W. R. & N. connection; Chehalis, east end of the House track; west end of four Mill track; Napavine (Summerville's Spur and Pitcher's Spur); Winlock (west end of passing track) Capital Mills on spur 500 feet from main line switch, Carrolls House track, Knapps House track.

Switching Limits.—Signs indicate territory within which switching will be performed by yard crews. Switch engines going beyond yard limit boards must secure train rights.

Switching Limits,—Signs indicate territory within which switching will be performed by yard crews. Switching Limits,—Signs indicate territory within which switching will be performed by yard crews. Switching is going beyond yard annu local secure train rights.

Evaline is a "Flag" stop for trains Nos. 307, 308, 369, 370, 361 and 362.

No. 314 will stop at St. John's on flag for passengers for points north of Kalama.

Nos. 358 and 359 will stop on flag at any station between Tacoma and Portland to receive or discharge passengers holding Great Northern tickets reading "Spokane or points east thereof."

Lap Sidings.—Roy and Rainier. Trains taking sidings will head in at the lap.

Telephones are located at Chehalis Junction. Trains from seventh sub-division, South Bend branch, before leaving Chehalis Junction, will ascertain by telephone, position of all main line trains, and secure 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. Normal position of double track switch South Tacoma is for eastward track.
Rule 316 is modified as follows: "Where the telephone is used, signal men will transmit the words represented by the figures".
When reverse movement of trains is made, speed must not exceed 40 miles per hour on curves between Chehalis and Vader.
Train handling logs on double track will not be permitted to meet passenger trains between stations. Conductor will inform dispatcher when he has logs in train and such train and opposing passenger trains will be blocked at each telegraph office in double track district to insure that no passenger trains are met. This does not apply between Hoquiam and Aberdeen.

Special Rules for Movement of Trains on Double Track.

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

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

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

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

Except as modified above, the Transportation Rules govern.

RULES GOVERNING INTERLOCKING PLANTS LEWIS RIVER DRAW SPAN BETWEEN WOODLAND AND RIDGEFIELD

Automatic signal No. 115.9 west of Woodland is distant signal on west bound track; signal 117.8, east of Ridgefield, is distant signal on east bound track. Home signals located 1010 feet from draw span.

Dwarf signals, 660 feet from draw span, between tracks.

Home signals govern as follows:

Home signals govern as follows:

Upper arm governs trains moving in the direction of traffic, or using the right hand track.

Arm horizontal, stop.

45 degrees upward, caution.

90 degrees upward or vertical, proceed.

Lower arm governs trains moving with traffic to the double track switch and which are to be diverted to the lft hand track after crossing bridge, or. slow speed movements with traffic, when for any reason the proper indication cannot be given with the upper arm, in which case position of lower arm will govern. Lower arm has two positions only. Horizontal, stop; 45 degrees upward, caution.

Trains will not run against traffic even though proper signal to do so is received, without regular train order authority.

Under these instructions vertical indication will not be given with both arms of the semaphore at the same time, but engineers will be governed by the position of the arm which accords with movement they have been authorized to make, whether with or against traffic.

Dwarf Signals, arm horizontal, stop; 45 degrees upward, proceed with caution.

These dwarf signals have only two positions and govern back up movements with or against traffic and govern trains moving against traffic to the double

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

Denails are located 55 feet beyond signals, and are open when signals are at danger. Trains must come to a full stop at least thirty feet in advance of signal and wait until either "proceed" or "caution" signal is displayed.

and wait until either "proceed" or "caution" signal is displayed.

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

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

COMMERCIAL SPURS.

First Subdivision DISTANCE FROM TACOMA. Stone 37.4	Second Subdivision DISTANCE FROM LAKEVIEW.		Seventh Subdivision DISTANCE FROM CHEHALIS JC.	Seventh Subdivision Continued	Eighth Subdivision DISTANCE FROM PALMER JCT.	Eleventh Subdivision DISTANCE FROM CASCADE JCT.
Scheel	Molberg 16.0	Crusher 3.9	Tarmons.,	Guerrier. 35.0	Occidental 1.8 Nolte 1.8 Fleet 3.4	Twelfth Subdivision
	Standard On Co	Bouton Perkins 4.7 Lucia 4.9	Angel	Forrest	Rosemar 4.0 Myerson 5.8 Blackburn 11.1	DISTANCE FROM ORTING.
			18.U		Valley Mill. 13.9	Electron Rock Crusher 8.6
	Weatherwax 73.9	Sivth Subdivicion	Onn	Shore	Tonth Subdivision	Thirteenth Subdivision DISTANCE FROM CROCKER.
Hermione	Stockwell		Custer	Turney 54.0 Mayfair 55.5		Morse 2.1

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. 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.

SEATTLE-

Dr. Montgomery Russell, Division Surgeon. Dr. F. R. Underwood, Assistant Surgeon, 618-20-22 Leary Bldg.

District between Seattle and Tacoma. Drs. Woods & Samules, Oculist and Aurist, Cobb Bldg.

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

Dr. Chas. James, District Surgeon, 304 Ber-District between Auburn and Tenino.

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

VADER-Dr. R. H. Campbell, District Surgeon District between Castle Rock and Centralia.

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

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

CASTLE ROCK-

Dr. C. P. Fryer, District Surgeon. District between Kelso and Winlock.

KELSO-

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

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

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

ALBINA-

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

PORTLAND-

Dr. Kenneth A. J. Mackenzie, Chief Surgeon.

Dr. Geo. Ainslie, Consulting Oculist and Aurist.

Dr. Frank M. Taylor, Assistant Surgeon.

Dr. D. H. Jessup, Assistant Surgeon.

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

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

Dr. J. H. Sheets, Buckley (S). P. B. SWEET, 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. G. W. Kennicott, Chehalis. Dr. J. W. Mowell, Olympia (S). Dr. J. H. Dumon, Centralia (S). DR. P. B. SWEARINGEN, So. Tacoma (S).

DR. E. L. Carlsen, So, Tacoma (S).

DR. E. L. Carlsen, So, Tacoma (S).

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. C. A. MacCallum, Kalama (S). Dr. J. McChesney, St. John's. Dr. J. T. Guerin, Vancouver (S). Dr. Andrew C. Smith, Portland (S).

DR. T. C. CAMPBELL, Castle Rock.

DR. P. B. Wing, Oculist, Tacoma. DR. W. G. CAMERON, Specialist, Ta-Dr. J. F. Dickson, Oculist, Portland

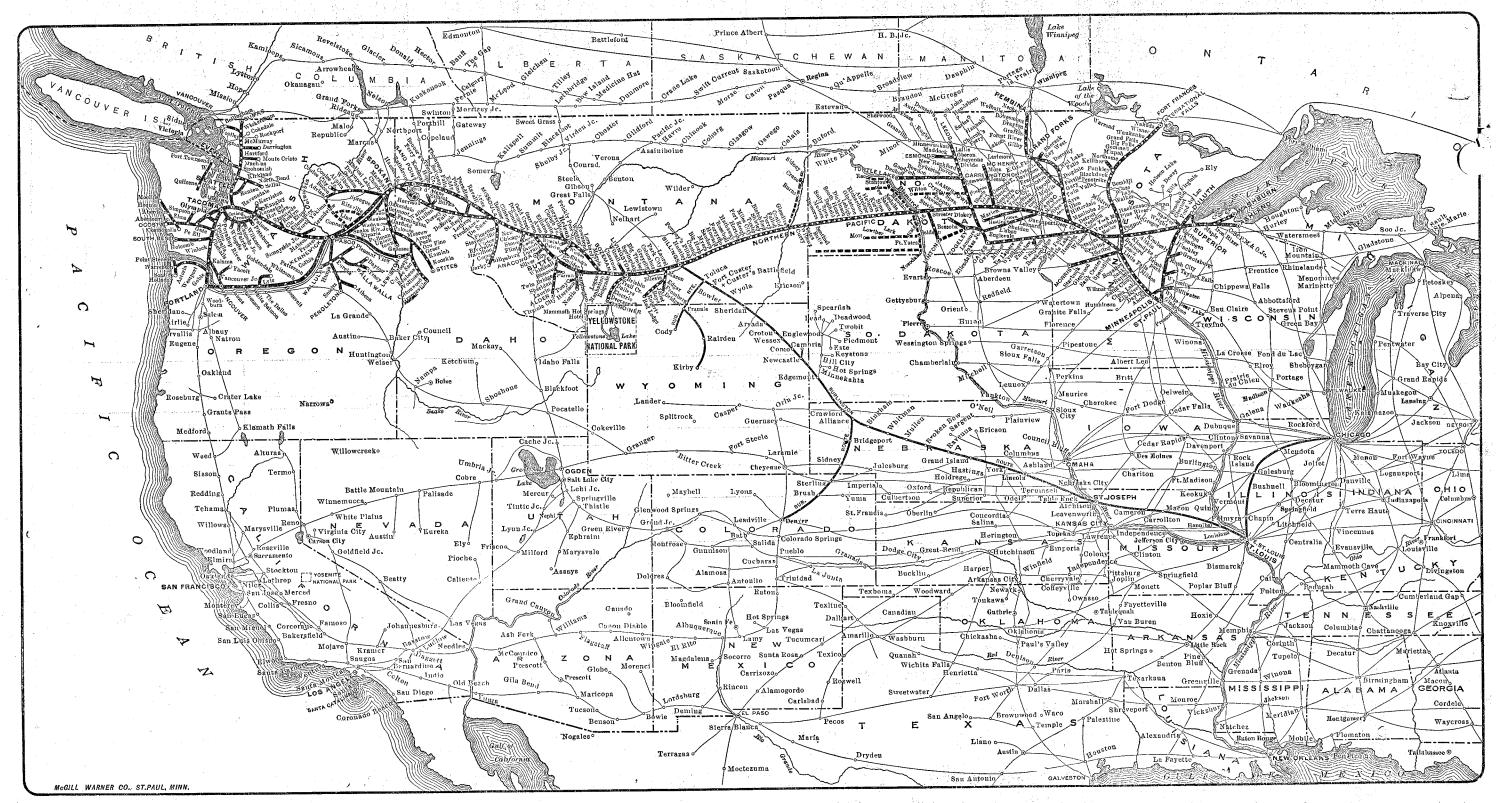
DR. D. D. STONE, Yacolt (S).

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 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