

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 31 TABLE

Original is missing
pages 2 and 3

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

(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, OCT. 31st, 1909.

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.

H. C. NUTT,
General Manager.

B. E. PALMER,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

W. C. ALBEE,
Superintendent.

T. E. COYLE,
Assistant Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

WEST BOUND.

MAIN LINE.

THIRD CLASS TRAINS

FIRST CLASS TRAINS

Time Table No. 31
October 31, 1909
Succeeding No. 30.

STATIONS.
Telegraph Offices and Calls

Distance from
Tacoma Wharf

THIRD CLASS TRAINS			SECOND CLASS	Water, Coal, Scales, Tables and Wyes	Station Numbers	STATIONS.										FIRST CLASS TRAINS									
969	963	965	679			301	371	311	307	365	367	333	309	313	369	301	371	311	307	365	367	333	309	313	369
Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
	7.15AM	5.10AM	1.00AM	1976	WCS T Y	TACOMA WHARF	0.0																		
	7.20	5.15	1.05	1977		Q.....TACOMA	1.3	12.15AM		8.20AM	9.40AM	11.10AM	3.05PM	4.55PM	5.30PM										
	8.00	5.55 302-880	1.80	1981	W S T	SU..SOUTH TACOMA	5.5	* 12.35		* 8.32	9.56	11.80	* 3.20	5.10	* 5.45										
	8.15	6.10AM	1.44	1985		VA...LAKEVIEW	9.1	* 12.43		* 8.40AM	* 10.05	11.40AM	* 3.28	5.20PM	* 5.53 964										
	8.30	See page 3	2.00	1990		.....HILLHURST	14.0	* 12.52		See page 3	f 10.15	See Page 3	* 3.37	See page 3	* 6.00									
	9.00		2.20	1996	W	RY.....ROY	20.1	1.03			10.29		3.49		* 6.11										
	9.30		2.35	2002		YA.....YELM	25.5	f 1.13			10.39		3.59		* 6.21										
	10.05		2.55	2007		RA.....RAINIER	31.1	f 1.24			10.50		f 4.10 964		* 6.31										
	10.20		3.10	2011		.....MCINTOSH	35.2	* 1.31			f 10.58		* 4.17		* 6.39									
	10.50 11.20 307		3.25 680	2015		NO.....TENINO	39.9	f 1.40			11.12 963		4.25		* 6.46										
	11.50AM		3.35	2020		B.....BUCODA	43.3	f 1.46			11.20		4.32		* 6.53 334										
	12.10PM		3.50	2025		WB....WABASH	48.5	* 1.56			* 11.30		* 4.40		* 7.03										
8.00AM	12.20 1.30 368-308-314 367-964		3.55 4.15 302	2027	W C S Y	CN....CENTRALIA	50.2	2.10			11.50AM 368		12.45PM 307-308	4.50	7.15	8.15PM									
8.40	2.00		4.35	2031		CH....CHEHALIS	54.4	2.25 680			12.05PM 308-964		12.55 1.15 314-964	5.05	7.27	8.30									
8.45AM				2032	Y	.....CHEHALIS JCT	55.3	*					* 1.20PM											
See page 4	2.10		4.45	2033	W	.....NEWAUKUM	57.1	* 2.30			* 12.10		See Page 4	* 5.10	* 7.31	See Page 4								
	3.00		5.15	2038		NA....NAPAVINE	61.8	2.50			12.30		5.26		* 7.47										
	4.00		5.35	2044	W	WI....WINLOCK	67.8	3.06			12.46 314		5.41		* 7.58										
	4.02		5.37	2045		...SOUTH WINLOCK	68.4	* 3.10 302			* 12.49		* 5.45 334		* 7.59										
	4.45		6.00	2050		PN....SOPENAH	74.6	* 3.30			1.05		5.57		* 8.10										
	5.15 5.20 334		6.10	2053		.....OLEQUA	77.0	* 3.36			f 1.11		* 6.02		* 8.15									
	5.57 6.36 333		6.35	2060	W	CA..CASTLE ROCK	84.5	4.00			1.27		6.17 963		* 8.27										
	6.50		6.51	2065		.....TILLCUM	90.3	* 4.17			* 1.37		* 6.26		* 8.37									
	6.55		6.54	2066		.....OSTRANDER	91.2	* 4.19			f 1.39		* 6.28		* 8.39									
	7.05		7.05 964	2071		KS....KELSO	94.9	4.31			1.46		6.36		* 8.46										
	7.20		7.20	2077		.....CARROLLS	100.8	* 4.45			f 1.59		* 6.46		* 8.56									
	7.30PM		7.45	2081	W Y	KA....KALAMA	105.1	5.00			2.10		7.00		* 9.05										
			8.05	Cx 4		.. MARTIN'S BLUFF	109.4	* 5.10			f 2.20		* 7.08		* 9.11										
			8.35	Cx 9		WD...WOODLAND	114.3	5.22			2.31		7.17		* 9.21										
			9.15 9.20 308	Cx 15		RG.. RIDGEFIELD	120.2	5.40			2.46		f 7.29		* 9.31										
			9.44	Cx 21		.....KNAPPS	125.9	f 5.58			f 2.59		* 7.39		* 9.41									
			9.54	Cx 23	W *	FD....FELIDA	128.1	f 6.04	See page 6		f 3.05		* 7.43		* 9.44										
			10.04	Cx 25	Y	VJ. VANCOUVER JCT	130.9	* 6.10		8.07AM	* 3.10		* 7.47		* 9.48										
			10.30 10.35 314	Cx 29	W T C	MX..VANCOUVER	134.0	6.25		8.20	3.25		8.00		9.55 680										
			10.50			.....St. JOHN	136.7	f 6.38		8.35 308	f 3.38 334		f 8.13		* 10.08									
			11.00	2117		...NORTH PORTLAND	139.3	* 6.48		* 8.45	* 3.48		* 8.28		* 10.18										
			11.02	2118		.....BEATTY	139.7	* 6.49		* 8.46	* 3.49		* 8.24		* 10.19									
			11.07	2119		C....CITY LIMITS	140.8	* 6.51		* 8.49	* 3.51		* 8.26		* 10.21										
			11.20AM	2121	W C S T	VC....PORTLAND	143.7	7.00AM		9.00AM	4.00PM 372		8.35PM 680		10.30PM										
EX. SUN.	EX. SUN.	EX. SUN.	DAILY					DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
.45	12.15	1.00	10.20					6.45	.53	.20	6.20	.30	.35	5.30	.25	5.00	.20								
6.8	8.8	9.1	13.9					21.3	10.6	27.3	22.3	18.2	8.7	26.1	18.3	28.3	15.								

WEST BOUND.					GATE LINE.					EAST BOUND.					WEST BOUND.					SOUTH BEND BRANCH.					EAST BOUND.							
FIRST CLASS.					Time Table No. 31.					FIRST CLASS.					THIRD CLASS.					FIRST CLASS.					THIRD CLASS.							
October 31, 1909.					Succeeding No. 30.					October 31, 1909.					Succeeding No. 30.					October 31, 1909.					Succeeding No. 30.							
THIRD CLASS	967	379	377	375	373	STATIONS.	374	376	378	380	968	THIRD CLASS	969	369	367	STATIONS.	368	370	970	THIRD CLASS	969	369	367	STATIONS.	368	370	970	THIRD CLASS				
Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Passenger	Passenger	Passenger	Telegraph Offices and Calls	Passenger	Passenger	Freight	Freight	Passenger	Passenger	Passenger	Telegraph Offices and Calls	Passenger	Passenger	Freight	Freight	Passenger	Passenger	Freight	
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	Water, Coal, Scales, Tables and Wyes	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	Water, Coal, Scales, Tables and Wyes	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	Water, Coal, Scales, Tables and Wyes	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	
	9.00AM	6.45PM	5.00PM	1.35PM	9.50AM	W C Y S	11.10AM	2.45PM	6.20PM	7.55PM	12.35PM		8.45AM	8.85PM	1.20PM	Y	10.44AM	5.55PM	3.20PM		8.45AM	8.85PM	1.20PM	Y	10.44AM	5.55PM	3.20PM		8.45AM	8.85PM	1.20PM	Y
	9.25	6.57	5.12	1.47	10.05	CK 51	10.58	2.33	6.07	7.42	12.10PM		9.15	8.45	1.30	CW 2	10.34	5.45	3.05		9.15	8.45	1.30	CW 2	10.34	5.45	3.05		9.15	8.45	1.30	CW 2
	9.45	7.05	5.20	1.55	10.15	CK 47	10.47	2.22	5.57	7.32	11.50AM		9.25	8.48	1.35	CW 5	10.30	5.41	2.50		9.25	8.48	1.35	CW 5	10.30	5.41	2.50		9.25	8.48	1.35	CW 5
	10.00AM	7.15PM	5.30PM	2.05PM	10.25AM	W Y CK 44	10.40AM	2.15PM	5.50PM	7.25PM	11.35AM		10.11	9.01	1.50	CW 10	10.16	5.25	2.35		10.11	9.01	1.50	CW 10	10.16	5.25	2.35		10.11	9.01	1.50	CW 10
	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY		EXCEPT SUNDAY	DAILY	DAILY		EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY		EXCEPT SUNDAY	DAILY	DAILY		EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY
	1.00	.30	.30	.30	.35		.30	.30	.30	.30	1.00		1.00	.30	.30		1.00	.30	.30		1.00	.30	.30		1.00	.30	.30		1.00	.30	.30	
	13.0	26.0	26.0	26.0	22.0		26.0	26.0	26.0	26.0	13.0		13.0	19.1	18.4		20.7	18.9	6.6		13.0	19.1	18.4		20.7	18.9	6.6		13.0	19.1	18.4	
					Time Over District										Time Over District																	
					Average Speed Per Hour										Average Speed per Hour																	

SPECIAL RULES FOR MAIN LINE

All trains using tracks between Vancouver and Portland will be governed by instructions and card order issued by Superintendent S. P. & S. Ry. at Vancouver.

Registering Stations—Tacoma, Tacoma Wharf, South Tacoma, Centralia, Vancouver and Portland.

Chehalis is registering station for Nos. 367, 368, 369, 370, 969 and 970.

Passenger trains will register by ticket at South Tacoma.

Trains running via Grays Harbor Line will register at Lakeview.

Trains will not be issued at Tacoma or South Tacoma, except when red signal is displayed.

Engineers will not be required to consult register except at initial or starting point.

Bulletin Station—Tacoma Wharf, Tacoma and Portland (Centralia and Vancouver are bulletin stations for trains originating at those points).

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

Trains will keep to the right on double track between Tacoma Wharf and South Tacoma, and will determine position of double track switch at South Tacoma before using.

Vancouver yard extends to point 1500 feet east of extreme east switch, Vancouver.

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

Freight trains leaving Tacoma Yard, or switch engines taking transfer to South Tacoma, will not pass crossover track above 15th Street leading from passenger yard to outgoing track without receiving 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. East-bound trains will stop at Stop Board 200 feet west of Commerce Street, Tacoma, and will not pass Pacific Avenue crossing without signal from switch tender indicating that crossovers at Pacific Avenue are clear.

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.

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

No. 314 will stop on flag at Kalama for passengers.

Speed of trains in Vancouver Yard must not exceed fifteen miles per hour between extreme east switch, and cross over about six hundred feet west of passenger depot and ten miles per hour between this cross over and east end of Columbia River bridge. Extreme caution is enjoined upon all concerned approaching curve east of depot.

Speed of passenger trains must not exceed 20 miles, and speed of freight trains must not exceed 15 miles per hour, between South Tacoma and Tacoma. All trains must not exceed ten miles per hour through corporate limits of Centralia, Chehalis, Winlock and Castle Rock and Roy.

Derail Switches are located as follows and must be kept set in derailing position when not in use: Tacoma (Harrison Bros. spur); Tacoma (Key-tone Lumber Co. spur); Rainier (Bob White Lumber Co. spur); Tenino (Derrickson spur, 2 miles east); Tenino (Stone Quarry); Wabash (Interlocking derail on O. & W. connection); Chehalis (east end of house track); Chehalis (west end of flour mill track); Newaukum (east and passing track); Napavine (Sommerville spur); Napavine (west end of storage track). Note—(Switch on west end of west extension of passing track must be set for Fitcher's spur, to act as derail) Winlock (west end of house track); South Winlock (west end of passing track).

Trains will stop 400 feet from Lewis River bridge, three miles east of Ridgefield, and will not proceed until drawbridge is known to be closed.

Tacoma Yard extends to South Tacoma, and Chehalis Yard to west wye switch at Chehalis Junction.

No. 308 will stop at Lakeview to let off passengers from points south of Lakeview. No. 307 will stop at Lakeview on flag to pick up passengers for points south of Lakeview.

Lap Sidings—Roy, Chehalis and Castle Rock.

At Sopenah trains taking siding will head in at first passing track switch.

Passing Track at Carrolls is time table station.

Passengers and freight will be handled at Carrolls loading track, one-quarter mile east of that station.

First-class trains when fifteen (15) minutes or more late, and extra trains running on schedule, will observe same precautions in yard limits at Centralia, Chehalis, Kalama, Vancouver and Portland, as are required of second and inferior class trains by Rule 298F.

All west-bound trains will approach Centralia Yard under full control, expecting to find trains and engines turning on wye.

Telephones are located at Chehalis and Chehalis Junction. All trains from the South Bend line, before leaving Chehalis Junction, will ascertain, by telephone, position of all main line trains, and secure train order authorizing them to use track between Chehalis Junction and Chehalis before proceeding.

Conductors and engineers will provide themselves with current time table of Northern Pacific Terminal Co. and will be governed by Special Rules thereon while in Portland Yard. Also provide themselves with current timetable of S. P. & S. Railway Co. governing use of track between Portland and Vancouver.

Conductor^s and Engineers must supply themselves with copy of Block Signal Rules governing the use of track between Vancouver and South Tacoma. Maximum grades, Tacoma Yard office to two and one-half miles west.

All trains will come to a full stop at fixed danger signals located 200 feet from draw spans of the Willamette and Columbia River bridges between North Portland and Vancouver. Engineers will then sound four short blasts of whistle for draw, and will not proceed until signalled ahead by green signal in hands of flagman on deck of draw span, which signal must be answered by engineer in usual manner.

No. 367 will wait at Chehalis for connection with No. 314.

Speed of passenger trains must not exceed 20 miles per hour, and speed of freight trains must not exceed 15 miles per hour, between Pluvius and Frances, and between Pluvius and Pe Ell.

All trains will stop 400 feet from draw span over South Fork Willapa River, three miles east of South Bend, and will not proceed until draw is known to be closed.

Chehalis Yard includes west "Wye" switch at Chehalis Junction.

Maximum grades between Pe Ell and Frances.

Engineers will not be required to consult register except at initial or starting point.

Derail switches are located as follows and must be kept in derailing position when not in use: Lebam, Timber Spur, Trap Creek Spur, Cram Spur and Wheaton.

Nos. 367 and 368 will stop on flag at Souter.

Trains from South Bend Branch must ascertain Main Line rights by Telephone before occupying Main Line at Chehalis Junction.

Speed of trains on South Bend Branch must not exceed 30 miles per hour.

AUTHORIZED SURGEONS, TACOMA DIVISION.

Location of Stretchers (S).

- | | | | | | | |
|--|--------------------------|---------------------------------------|---------------------------------|-------------------------------|-----------------------------------|--------------------------------------|
| DR. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma. | Puyallup (S). | Tacoma (Toolcar) (S). | DR. J. W. MOWELL, Olympia (S). | DR. H. C. WATKINS, Hoquiam. | DR. T. C. CAMPBELL, Castle Rock. | DR. ANDREW C. SMITH, Portland (S). |
| DR. J. H. SHEETS, Buckley (S). | Tacoma Hospital (S). | DR. P. B. SWEARINGEN, So. Tacoma (S). | DR. J. H. DUMON, Centralia (S). | DR. PAUL SMITS, Aberdeen. | DR. L. M. SIMS, Kalama (S). | DR. P. B. WING, Oculist, Tacoma. |
| DR. W. B. PENNY, Wilkeson, Wn. Orting (S). | Tacoma Round House (S). | DR. E. L. CARLSEN, So. Tacoma (S). | DR. E. P. FRENCH, Elma. | DR. W. GRUWELL, So. Bend (S). | DR. J. MCHESNEY, St. John's. | DR. J. F. DICKSON, Oculist, Portland |
| | Tacoma Baggage Room (S). | DR. G. W. KENNICOTT, Chehalis. | DR. F. L. CARR, Montesano (S). | DR. W. H. CAMPBELL, Sopenah. | DR. A. P. STOWELL, Vancouver (S). | DR. P. F. MCMURDO, Yaocolt (S) |
| | Tacoma Wharf (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 assume charge of the case.

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

WEST BOUND.

BUCKLEY LINE.

EAST BOUND.

WEST BOUND.

OCOSTA BRANCH.

EAST BOUND.

THIRD CLASS				FIRST CLASS.		Time Table No. 31 Oct. 31, 1909. Succeeding No. 30.		FIRST CLASS.		SECOND CLASS		THIRD CLASS		SECOND CLASS TRAINS.		Time Table No. 31. Oct. 31, 1909. Succeeding No. 30.		SECOND CLASS TRAINS.						
971	961	363	361					362	364	684	602	962	972	583	581			582	584					
Freight	Freight	Passenger	Passenger	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Eliensburg	STATIONS.	Distance from Tacoma Wharf	Capacity of Side Tracks	Passenger	Passenger	Freight	Freight	Freight	Freight	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Aberdeen Jct. via Cosmopolis	Distance from Ocosta via Cosmopolis	Capacity of Side Tracks				
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY				Telegraph Offices and Calls			DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	Wed. and Sat.	Mixed Except Sunday			EXCEPT SUNDAY	Wed. and Sat.			
1.00PM		5.15PM	6.54AM		1932	83.8	JC.....PALMER JCT.....N 0.7	44.4	70	11.05AM	7.40PM	8.15PM	2.30AM				CM 37	0.0		42	* 7.55AM			
1.05		5.17	6.55	W	1933	84.5	.....PALMER..... 1.3	43.7	30	11.00	7.36	8.05	22.5				CR 1	1.4		No Sdg.	* 7.50			
1.15		5.20	6.58		1934	85.8	.....BAYNE..... 1.4	42.4	Spur	10.57	f 7.31	8.00	2.05				CG 2	3.0	MP.....COSMOPOLIS.....D 1.6	15.7	90	7.45AM	6.30PM	
		f 5.23	f 7.00		1936	87.2	.....CUMBERLAND..... 0.7	41.0	No Sdg.	f 10.54	f 7.27	7.53	2.02				CR 1	4.6	.....COSMOPOLIS JCT..... 1.1	14.1	No Sdg.		6.27	
1.30		5.25	* 7.02		1937	87.9	.....NAVY..... 5.5	40.3	60	10.52	* 7.25	7.50	2.00				CR 3	5.7	.....SOUTH ABERDEEN..... 2.2	13.0	90		6.24	
2.00		5.40	7.15		1942	93.4	CW.....ENUMCLAW.....D 3.4	34.8	105	10.45 9.35 9.36	7.14	7.27	1.40				CR 5	7.9	.....WEST ABERDEEN..... 6.6	10.8	No Sdg.		6.20	
2.30		5.51	7.26		1945	96.8	BK.....BUCKLEY.....D 4.2	31.4	100	10.30	7.02 6.84	7.12 6.57 6.58	1.25				CR 11	14.5	.....SOUTH ARBOR..... 1.7	4.2	No Sdg.		5.51	
2.50		* 6.00	* 7.37		1949	101.0	.....CASCADE JCT..... 0.9	27.2	No Sdg.	* 10.16	* 6.50	6.28	1.08				CR 13	16.2	.....MARKHAM..... 2.5	2.5	10		5.50	
3.00PM	12.30PM	6.05 6.04	7.45 7.42	W C T	1950	101.9	SO.....SOUTH PRAIRIE.....N 3.7	26.3	135	10.14	6.46	6.22 6.00 6.03	1.05	6.25AM	8.00AM 8.01		WC T	18.7	.....OCOSTA.....	0.0	75		5.40PM	
	12.40	f 6.13	f 7.53		1954	105.6	.....ARLINE..... 1.0	22.6	Spur	f 10.04	f 6.35	5.45	12.32											
	12.45	f 6.15	f 7.55		1955	106.6	.....CROCKER..... 2.7	21.6	100	f 10.03	f 6.32	5.40	12.30											
	1.00	6.25 6.24	8.02	T	1958	109.3	OG.....ORTING.....D 3.5	18.9	200	9.58	6.25 6.26	5.30	12.18											
	1.12	6.33	8.10		1961	112.8	.....McMILLIN..... 2.1	15.4	8 Spur	9.50	6.14	5.16	12.06AM											
	1.17	6.38	8.16		1963	114.9	.....ALDERTON..... 2.3	13.3	25	9.45	6.09	5.08	11.59PM											
	1.25	* 6.43	* 8.23	Y W	1966	117.2	.....MEEKER..... 1.3	11.0	70	* 9.40	* 6.04	5.00	11.50											
	1.35	6.53	8.30		1967	118.5	PY.....PUYALLUP.....N 6.7	9.7	70	9.35	6.00	4.50	11.40											
	1.50	* 7.05	* 8.40		1972	125.2	RN.....PRESCOTT.....N 1.7	3.0		* 9.20	* 5.45	4.30	11.25											
		7.10PM	8.45AM				Q.....TACOMA.....N 1.3	1.3		9.15AM	5.40PM													
	2.05PM				1976	128.2	TACOMA WHARF 1.3	0.0				4.10PM	11.00PM											
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY									
2.00	1.35	1.55	1.51				Time Over District			1.50	2.00	4.05	3.30											3.30
9.0	17.6	22.1	22.2				Average Speed per Hour			20.3	22.2	11.1	12.6											5.2

583 and 584 will stop on flag at Redmon Creek, located one mile east of Ocosta, for transfer of passengers, baggage and express destined to and from Westport.
 All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed Chehahs River between Aberdeen Junction and Cosmopolis Junction, Johns River 1/2 mile west of Markham. No. 581 has right over No. 582 Cosmopolis Junction to Cosmopolis; No. 583 has right over No. 584 Cosmopolis to Ocosta.
 Register stations: Aberdeen Junction, Cosmopolis and Ocosta.
 Junction switches will be for line Junction City to Ocosta.
 Bulletin Station—Cosmopolis.

No. 362 will connect with Seattle Division No. 8 at Palmer Junction.
 Speed of trains over crossover switches at Prescott and Puyallup and over 15th Street Bridge, entering Tacoma passenger yard, must not exceed fifteen (15) miles per hour, and eight (8) miles per hour over switches Tacoma passenger yard.
 Tacoma yard extends to Prescott.
 Trains originating or terminating at Tacoma will run via Head of Bay yard. Trains from Seattle line for Tacoma Division main line or vice versa, will run via Draw Bridge line as heretofore.
 Tacoma Division trains using track between Prescott and Puyallup will provide themselves with copy of Seattle Division time card and be governed by instructions issued by Superintendent Seattle Division.
 Registering Stations—Tacoma Wharf, Tacoma, Puyallup, South Prairie and Palmer Junction.
 Crocker and Orting are registering stations for trains terminating there. (See Special Rules Staff Operation, page 7).
 Engineers will not be required to consult register, except at initial or starting point.
 At Puyallup and Palmer Junction all trains register by ticket, and no clearance required unless red signal displayed.
 At Tacoma Wharf and Tacoma no clearance required.
 Bulletin Stations—Tacoma Wharf, Tacoma, South Prairie.
 Standard Clock—Tacoma.
 South Prairie Yard extends to Cascade Junction.
 Trains will approach Cascade Junction under full control, looking out for branch line trains.
 Speed of passenger trains must not exceed twenty-five miles per hour, and speed of freight trains twenty miles per hour, from Buckley to Cascade Junction.
 Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Orting, Buckley and Enumclaw.
 Buckley line extends to Puyallup, and the new or extreme left hand track coming west between Meeker and Puyallup is main track for buckley line, and also is passing track and operated under yard limit rules. Puyallup yard limits extends from Meeker to Puyallup. Buckley line trains in either direction will use East bound main track of Seattle line in running around water tank at Meeker. All trains must approach this point under full control and be sure track is clear before proceeding. Buckley line trains will protect by flag when using this gauntlet.
 In order to fully safeguard operation of the track known as the Buckley line between Meeker and Puyallup and which track is also used as a passing track for main line trains, and for safeguarding the gauntlet in front of the tank in which Buckley line trains use the east bound line, following will govern during foggy weather:
 Conductors and engineers of trains from Buckley line, before leaving Meeker, will obtain from operator at Puyallup by telephone, block, indicating position of trains on east bound track between Puyallup and Meeker, and, in addition to this, before using gauntlet, will fully protect by flag. Will also ascertain from operator the position of trains on Buckley line between Puyallup and Meeker. No trains, either main line or Buckley line, will use this portion of the 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, that there will be no possibility of accident.
 Trains from Buckley line that have loads for Seattle line 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 West bound main line to passing track switch just west of the Jurin Mill under protection of flag, while occupying main track. Block must be obtained and the work handled in such way as not to delay passenger trains.
 Trains from Buckley Line must ascertain main line rights before occupying main line at Puyallup.
 Double track switches at Cascade Junction and South Prairie will be set for east bound track, and cross-over switch at west end of west bound track, near water tank, will be set for passing track.
 Maximum grades, one mile west of Buckley to Cascade Junction.

Trains will keep to the right on double track between Cascade Junction and South Prairie water tank and between Prescott and Tacoma Wharf.
 Derail switches at Valley Mill Co.'s Spur one mile west Buckley, west end of passing 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.
 Before entering double track at Prescott, all trains will be under full control, and will not pass switches until tracks are known to be clear and signal is received from switch tender.
 At Puyallup the upper Semaphore arms govern movement of trains using Seattle Line; lower Semaphore arms govern movements to and from Buckley Line.
 NOTE.—No. 362 will wait at Puyallup for connection with No. 307.
 No. 364 will wait at Tacoma for connection with No. 313.
 No. 962 has right to main line at South Prairie against all, except first-class, trains.
 No. 962 loses right and class when two (2) hours or more late.
 Between Prescott and Tacoma engineer will obtain card order at Prescott or Tacoma as authority to use draw-bridge line. Interlocking signals at east and west approach to drawbridge control use of bridge, and trains will not proceed unless Home semaphore shows clear indication.
 Trains will approach Prescott 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 tracks, will carefully inspect loading; and, if insecure, will obtain orders insuring that other trains will not be met while running.
 At Tacoma, a signal of the single arm semaphore pattern located near junction of temporary line leading to passenger station and the draw bridge line at 15th Street; another signal of the same pattern at the North end of passenger yard. The two signals are to be controlled by switch tender at 15th St. and will govern single track passenger line between 15th Street and Tacoma passenger station. No train from the draw bridge line or Second District will enter passenger station yard when signal at 15th Street is at "Danger" and no train will proceed from passenger station yard to draw bridge line or Second District when signal at the north end of the yard is at "Danger." Trains must be under full control and receive signal from switch tender at the North end of passenger yard before entering the yard.
 Tacoma Division trains using track between Prescott and Puyallup will provide themselves with copy of Seattle Division time card and be governed by instructions issued by Superintendent Seattle Division.
 Speed of trains over crossover switches at Prescott and Puyallup and over 15th Street Bridge, entering Tacoma passenger yard, must not exceed fifteen (15) miles per hour, and eight (8) miles per hour over switches Tacoma Passenger Yard.
 Trains originating or terminating at Tacoma will run via Head of Bay yard. Trains from Seattle line for Tacoma Division Main Line, or vice versa, will run via Draw Bridge line as heretofore.
 Tacoma Yard extends to Prescott.

WEST BOUND. ELMA BRANCH. EAST BOUND.

Time Table No. 31. October 31, 1909. Succeeding No. 30. STATIONS. Telegraph Offices and Calls. Simpson, Smiths Spur, Hillgrove, McCleary, Rayville, White's, Elma.

Train service irregular—dependent on amount of business to be handled. Registering Station—Elma. Engineers will not be required to consult register, except at initial or starting point.

WEST BOUND. WILKESON BRANCH. EAST BOUND.

Time Table No. 31. October 31, 1909. Succeeding No. 30. STATIONS. Telegraph Offices and Calls. Fairfax, Melmont, Carbonado, Wilkeson, Cascade Jct.

Maximum Grades. Registering Stations—Fairfax and Cascade Junction. Engineers will not be required to consult register, except at initial or starting point.

WEST BOUND. YACOLT BRANCH. EAST BOUND.

Time Table No. 31. October 31, 1909. Succeeding No. 30. STATIONS. Telegraph Offices and Calls. Yacolt, Wall, Heison, Crawford, Battle Ground, Brush Prairie, Laurin, Homan, Barberton, Hidden, Vancouver Jct.

Registering Stations—Yacolt and Vancouver Junction. Engineers will not be required to consult register except at initial or starting point.

WEST BOUND. BURNETT BRANCH. EAST BOUND.

Time Table No. 31. October 31, 1909. Succeeding No. 30. STATIONS. Telegraph Offices and Calls. Pittsburg, Burnett, Cascade Jct.

Registering Stations—Burnett and Cascade Junction. Engineers will not be required to consult register, except at initial or starting point.

WEST BOUND. ORTING BRANCH. EAST BOUND.

Time Table No. 31. October 31, 1909. Succeeding No. 30. STATIONS. Telegraph Offices and Calls. Puyallup River, Orting.

Registering Station—Orting. Engineers will not be required to consult register, except at initial or starting point.

WEST BOUND. CROCKER BRANCH. EAST BOUND.

Time Table No. 31. October 31, 1909. Succeeding No. 30. STATIONS. Telegraph Offices and Calls. Wingate, Crocker.

Registering Station—Crocker. Switches below station at Wingate will be set to act as derail. Engineers will not be required to consult register, except at initial or starting point.

WEST BOUND. GREEN RIVER BRCH. EAST BOUND.

Time Table No. 31. October 31, 1909. Succeeding No. 30. STATIONS. Telegraph Offices and Calls. Kerriston, Hemlock, Barneston, Kangley Jct., Kanaskat.

Registering Station—Kanaskat. Engineers will not be required to consult register except at initial or starting point.

RULES GOVERNING AUTOMATIC SIGNALS BETWEEN SOUTH TACOMA AND HALF MOON YARD, TACOMA.

Automatic signals of the three position semaphore type govern East and West bound main line between South Tacoma and Half Moon Yard, Tacoma.

First semaphore on East bound main line is located about 1500 feet east of passenger station, South Tacoma; the last semaphore before reaching Half Moon Yard, Tacoma, located just east of 15th street viaduct, and governs the use of track between that point and the overhead bridge at 9th street; the first semaphore on West bound main line located about 2000 feet west of the overhead bridge at 11th street; the last one is located one half mile west of South Tacoma Station, and governs the use of the track to the South Tacoma Station. The semaphore shows three indications as follows:

When semaphore arm is 90 degrees upward or light shows green, it indicates "Clear."

When semaphore arm is 45 degrees upward or light shows yellow, it indicates "Caution."

When semaphore arm is at horizontal position or light shows red, it is a signal to stop, block not clear.

All semaphore arms that govern are displayed to the right of signal mast as seen from approaching train. When semaphore arm is in horizontal position or light shows "red," it is a signal to stop, block immediately ahead is occupied. When semaphore is 45 degrees upward or light shows "yellow," it is caution signal, and indicates block immediately ahead is not occupied but next semaphore ahead is at Danger. When semaphore is 90 degrees upward or light shows "green," it indicates that block ahead is clear and the next signal is also clear. Train approaching semaphore and finding it at Danger, will come to full stop, and will proceed under full control, expecting to find block occupied. Train approaching semaphore and finding it at Caution, will proceed, expecting to find next signal in advance at Danger. Train approaching semaphore and finding it at Clear indication, will proceed, expecting to find next signal immediately ahead Clear.

Trains occupying East bound main line between 15th street viaduct and 9th street bridge, Half Moon Yard, will hold signal at 15th street viaduct at Danger. Trains occupying West bound main line between passenger station South Tacoma and the semaphore located one-half mile east, will hold this semaphore at Danger.

All main line switches and both ends of crossover switches within automatic block limits are provided with switch instruments so connected to switch point that the opening of any switch will hold signal of that block at Danger until switch is again closed. The opening of switch at either end of main track crossover will hold signals on both tracks at Danger. If either end of crossover leading

to siding is opened, it will hold the signal at Danger that controls block on track to which it is connected. Neither switch or crossover must, therefore, be opened until movement of train is to be made.

Switch indicators of semaphore pattern are located at both ends of crossover switches leading from West bound to East bound main line just east of Pacific avenue crossing. When indicator arm is in horizontal position it is an indication that block is occupied; when indicator arm is downward it indicates Clear, block not occupied. The opening of either end of crossover switches will set indicator at horizontal or Danger position; in case indicator does not go to Danger when switch points are opened, it is an indication that the signals governing the block have not gone to Danger and that signals are out of order. In such cases movement must be made under protection of flag. Trainmen or yard crews desiring to occupy main line, or to move from West bound track to East bound track, must not open switch leading to that track when indicators show Danger, but must wait until the approaching train shall have passed the switch and out of the block.

If switch indicator shows Danger, provided that after waiting five (5) minutes train does not appear or indicator does not go Clear position, switches may be used provided movement is fully protected by flag.

Passenger trains must not proceed through crossover from Pacific avenue passenger yard to outgoing main line when block on East bound main line is occupied, until it is positively known that descending train has stopped and will be held above crossovers until passenger train has passed and is clear of the crossover switches.

Cars and engines on side track must stand back of insulated joints in order that semaphore will not be held at Danger. Freight trains must clear block before passenger trains are due to enter same. Whenever a train is mentioned in these rules,—the term "Train" applies to either a road or switch engine with or without cars. The practice of dumping cinders from engines within automatic block limits is prohibited as it interferes with operation of signals.

The semaphore located at 15th street on East bound track and the one located one-half mile east of South Tacoma on West bound main track are of the cantilever pattern. These signals are equipped with a bracket upon which is erected a post four feet in length, four inches in diameter. The post is equipped with a yellow light at night, indicating that the semaphore upon which they are attached govern main line and NOT the side track.

SPECIAL RULES REGARDING USE OF STAFF ON BRANCH LINES.

Du Pont Spur, Mason County Logging Co.'s Spur, Elma Branch, Cosmopolis Branch, Hoquiam River Spur, Centralia Eastern, Smelter line at Tacoma, Orting Branch and Crocker Branch are operated under staff system. 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

of flag. For completion of Dispatcher's record of service, operator at main line junction point will telegraph copy of register showing departure and arrival and mileage made on branch. If there is no operator at junction point, conductor will telegraph this information from next open telegraph office.

RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNAL RULES.

(Always have for reference copy of Block Signal Rules.)

Rule 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond block signal. Under this rule only one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in such case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal Rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Block System Operation.

Rule 43—Any train which has taken siding must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

Operators MUST display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear except as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

If block signal at a station is at Danger when train is approaching on main track and is changed to Clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain caution card before entering the block, stating that "Train No. — and Train No. — will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. —." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or receives further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which would otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of block for the certain train it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office the opposing train must not enter block except under protection of flag. If, however, the trains are moving in the same direction caution cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights permitting it to go, but block rights also.

Special Rules Grays Harbor Line

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

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

Trains will register by ticket at Lakeview; will not be required to procure clearance unless red signal is displayed.

Standard Clocks—Tacoma.

Trains from Grays Harbor Line must ascertain Main Line rights before occupying Main Line at Lakeview.

Maximum grades, 3 1/4 miles west of Sherlock; 3 miles east to 2 miles west of Olympia.

Engines will not run on Mason County Logging Spur west of passing track two miles from junction and will look out for Mason County Logging Co.'s engine at that point. Derailing switch 200 feet from N. P. main line switch.

No. 309 will stop on flag at Union Mill on Saturdays and Sundays.

No. 309 will stop on flag at Nisqually Gun Club, two miles east of Sherlock.

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

Clearance will not be issued at Elma unless red signal is displayed.

Engineers will not be required to consult register, except at initial or starting point.

Bulletin Stations—Olympia, Hoquiam and Moclips.

All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed: Wishkah River, 1/2 mile east of Aberdeen; Hoquiam River, 1/2 miles east of Hoquiam and 1/2 mile west of Olympia.

No. 365 and No. 312 will stop on flag at Burrows and Wilderness.

No. 579 has right over No. 312 between Aberdeen Junction and Aberdeen.

Nos. 373 and 377 will turn on wye on arrival at Gate and back in on passing track. Deraill switches at east end of house track at Elma, at Vances spur, at MacIs spur, and at Java spur west of Elma, at east end of Satsop siding, and at Ninemire & Morgan's spur, two miles west of Aberdeen, must be kept set in derailing position when not in use.

Speed of trains when backing up must not exceed twenty miles per hour. No. 373 has right over No. 374. No. 375 has right over No. 376. No. 377 has right over No. 378. No. 379 has right over No. 380 Centralia to Gate.

No. 965 has right over No. 966 Lakeview to Olympia.

The tunnel district at Olympia is protected by automatic electric signals as follows: No. 1 large disc just west of passenger station. No. 2 small starting signal just east of passenger station. No. 3 switch indicator at east switch of team track. No. 4 large disc just east of tunnel. Trains and engines will be governed as follows: East bound—must not pass signal No. 1 or No. 2 at "Danger" and finding signals in this position must protect against west bound trains coming out of tunnel. East bound trains standing at station must be particular to get clear indication on signal No. 2 before proceeding east of same. Crews switching at east end of team track must have clear indication on No. 3 signal before throwing switch and thereafter while switching will find this signal at "Danger" when cars or engines are on main line and can continue to switch with switch indicator at "Danger," but when main line has been cleared and switch has been closed signal must show clear before switch is thrown or main line obstructed. Cars on team track must be left west of clearance post as cars overhanging this point will set signals No. 1, No. 2 and No. 3 at "Danger." Trains or engines on Jefferson street line, must get clear No. 4 signal before throwing switch or proceeding out of Jefferson Street line at east end of tunnel. West bound—west bound trains or engines must not pass No. 4 signal at "Danger." Signals at "Danger" show red banner by day and red light by night and when at safety a clear disc by day and white light by night. Train and engine men must observe position of signal before engine reaches the signal and not pass signal at "Danger." Finding signals in this position will be governed by Rule No. 299. In case of failure of signal apparatus, all signals will indicate danger and after five minutes has elapsed, train will proceed through the block under protection of flagman in advance.

Junction switches will be set for line Olympia to Moclips.

TONNAGE RATINGS—FREIGHT ENGINES.

BUCKLEY LINE—EAST BOUND.

	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Tacoma to South Prairie.....			1150	38	1100	37	950	32	900	30	800	27	500	17	475	16	350	12
South Prairie to Buckley			600	20	625	21	500	17	450	15	400	14	250	9	235	8	175	6
Buckley to Palmer Jct.			1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12

BUCKLEY LINE—WEST BOUND.

Palmer to Tacoma, via Auburn or Buckley Line	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars
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MAIN LINE—WEST BOUND.

GRADES.	Class W		Class Y-2		Class F-1		Class S		Class P		Class E-4		Class E-3		Class D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
South Tacoma to Rainier.....	1600	53	1350	45	1200	40	1150	38	1050	35	850	28	825	27	825	27	700	23
Rainier to Chehalis.....		60		60		60		60		60		60		50		50		40
Chehalis to Napavine.....	1150	38	1000	34	900	30	850	28	750	25	550	18	525	17	525	17	400	13
Napavine to Portland.....		60		60	1500	50	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35

Rating time freight, Class S, 1000 tons, Tacoma to Napavine.

MAIN LINE—EAST BOUND.

Portland to Winlock.....	1750	58	1550	52	1400	47	1350	45	1250	41	1050	35	1025	34	1025	34	900	30
Winlock to Napavine.....	1260	42	1110	37	1010	33	960	32	860	29	660	22	635	21	635	21	510	17
Napavine to Rainier.....	1500	50	1250	41	1100	36	1050	35	950	31	750	25	725	24	725	24	600	20
Rainier to Tacoma.....		60	1900	63	1750	58	1700	57	1500	50	1300	43	1275	42	1275	42	1150	38

Rating time freight, Class S engine, 850 tons, Winlock to Napavine.

Hereafter the above table of ratings will govern on ruling grades. These ratings are based on a normal number of cars of thirty tons each.

To find the rating of an engine when train contains more or less than normal number of cars, add five tons to the rating for each car less than the normal, and subtract five tons from the rating for each car in excess of the normal, thus:

Following instructions covering restrictions on the use of power on Tacoma Division will govern:

CLASS OF POWER MAY BE USED.

Buckley Line.—All classes except Class Z Mallet Engines.

Wilkeson Branch, Cascade Jct. to Wilkeson and Wilkeson to Carbonado.—No engine heavier than S.

Carbonado to Fairfax.—No engine heavier than mogul.

Burnett Branch.—All classes except Q. T., X Y and Z.

Crocker Branch.—No engine heavier than F-1.

Orting Branch.—No engine heavier than F-1.

Green River Branch.—No engine heavier than F-1.

Main Line.—All classes except no engine heavier than S-4 to be run over Cowlitz River bridge No. 95, west of Olequa.

Grays Harbor Line, Lakeview to Gate.—No engine heavier than P compound passenger engine and S at slow speed.

Grays Harbor Line, Gate to Moclips and Cosmopolis.—No engine heavier than F-1.

Cosmopolis Jct. to Ocosta.—No engine heavier than mogul.

Elma Branch.—No engine heavier than mogul.

South Bend Branch.—No engine heavier than Mogul.

Yacolt Branch.—No engine heavier than F-1. Engines class S to S-3, XY to Y-5, L-6, P-3, R and Q should not be run coupled together as double headers over the following bridges:

No. 254 Tacoma Draw Span.

No. 95 Cowlitz River.

If double headers of lighter classes of engines are run over the above enumerated bridges, the speed should not exceed ten miles per hour when the weight of the engines approximates the weight of two engines of the classes stated. Speed of class W and class T engines must not exceed twenty-five miles per hour at any point on the Division. Class W or Z engines must not be run over Tacoma draw span.

Double headers will not be run over the following bridges when road engine is heavier than mogul.

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

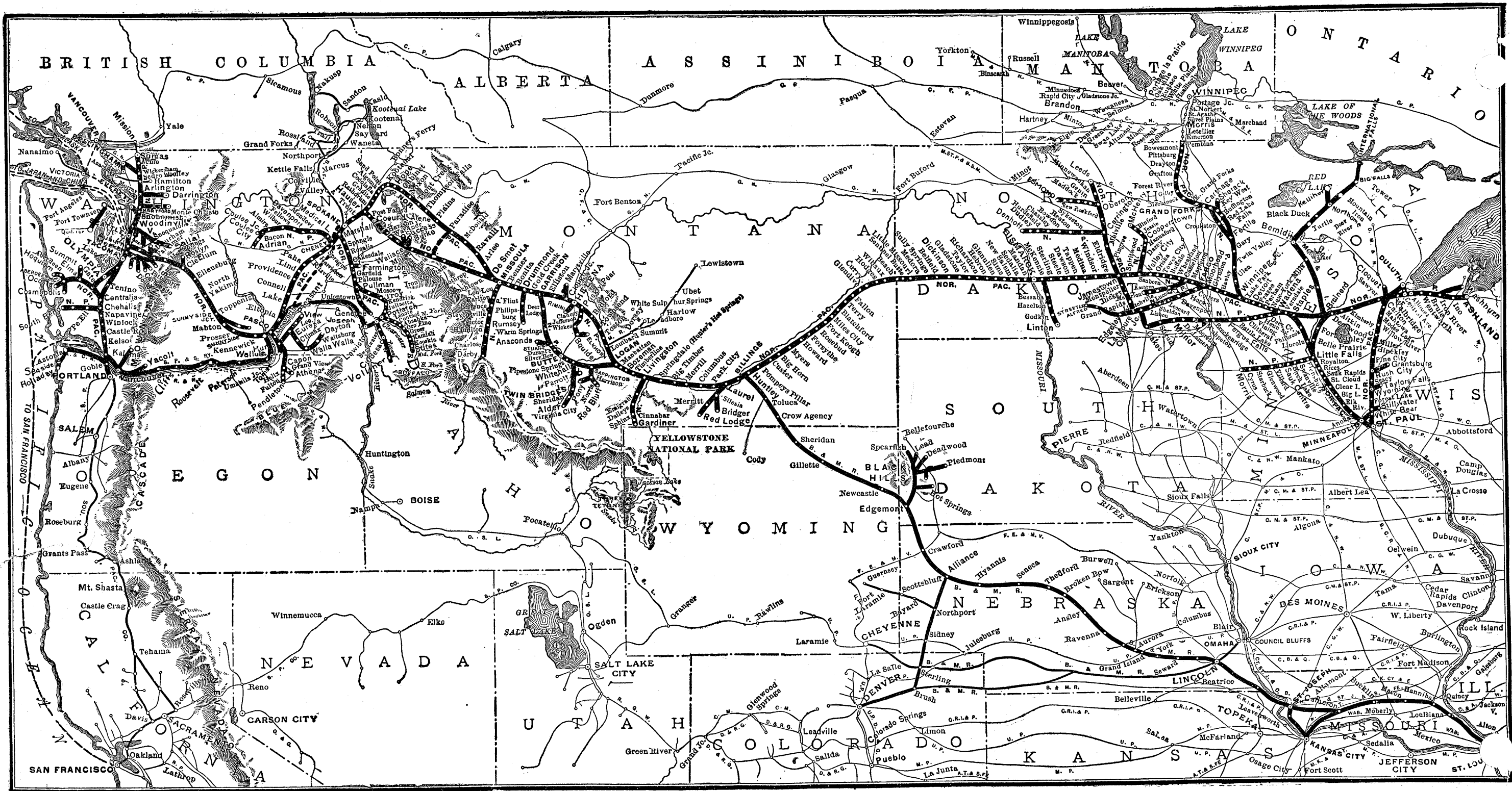
COMMERCIAL SPURS.

MAIN LINE.	MAIN LINE—Cont.	ORTING BRANCH.	BUCKLEY LINE.	GATE LINE	SOUTH BEND BRANCH.	YACOLT BRANCH—Cont.
DISTANCE FROM TACOMA.		DISTANCE FROM ORTING.	DISTANCE FROM PALMER JCT.	—Cont.	Cont.	
Stone..... 37.4	Capitol Mills..... 69.7	Veneer..... 3.1	Big 6..... 1.6	Foran..... 3.0	Soule..... 36.4	Smith..... 10.0
Mentzer..... 38.3	Metcalf..... 94.4	Fisks..... 5.2	Occidental..... 1.8	Duby..... 12.0	Lewis..... 40.2	Tenny..... 13.2
Tenino Stone Co..... 39.5	Hermione..... 109.1		Nolte..... 1.8		Trap Creek..... 41.2	
Blumauer..... 40.5			Blackburn..... 11.1	SOUTH BEND BRANCH.	Wheaton..... 45.0	GRAY'S HARBOR LINE.
Great Western Coal Co..... 41.3	BURNETT BRANCH.	WILKESON BRANCH.	Valley Mill..... 13.9	DISTANCE FROM CHEHALIS JCT.	Shore..... 52.0	DISTANCE FROM LAKEVIEW.
Martin Lbr. Co..... 49.2	DISTANCE FROM CASCADE JCT.	DISTANCE FROM CASCADE JCT.	Broomfield..... 19.1	Harmons..... 6.4	Turney..... 54.0	Molberg..... 16.0
Salzer..... 51.4	Myers..... 3.0	Brierhill Coal & Coke Co..... 4.5	Firville..... 22.8	Donahue..... 12.0	Mayfair..... 55.5	Standard Oil Co..... 23.4
Carlisle..... 51.5	CROCKER BRANCH.	Wilson's Mill..... 3.2		Meskill..... 12.5		Overton..... 33.4
Byckford..... 53.7	DISTANCE FROM CROCKER.		GATE LINE	Mays..... 13.0	YACOLT BRANCH.	Ames..... 45.6
Evaline..... 65.0	Morse..... 2.1		DISTANCE FROM CENTRALIA.	Onn..... 16.9	DISTANCE FROM YACOLT.	Bagshaw..... 50.5
			Ingall..... 1.5	Cases..... 27.8	McCUTCHEON..... 0.9	Malone..... 58.1
			Blakeslee..... 1.5	Siler..... 29.6	Bouton Perkins..... 4.7	Java..... 60.5
				Custer..... 34.6	Lucia..... 4.9	Vance..... 64.9
					Daley..... 7.9	Weatherwax..... 73.9
						Ninemire & Morgan..... 86.4

J. T. FOSTER,
Train Master, Tacoma.

H. C. BUCKLEY,
Train Master, Portland.

J. S. DEAN,
Chief Dispatcher, Tacoma.



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BLACK HILLS

PIERRE

MINNEAPOLIS

ST. PAUL

SIoux FALLS

ALBERT LEA

SIoux CITY

ALLIANCE

NEBRASKA

DES MOINES

CHEYENNE

OMAHA

COUNCIL BLUFFS

VENVER

TOPEKA

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