# NORTHERN PAGIFIC RAILWAY COMPANY

TACOMA DIVISION

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

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

SUNDAY, May 1st, 1910.

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.

	THIRD	CLASS. T	RAINS			SECON	D CLA	SS	ايا	age .	Time Table No. 318 Succeeding No. 31A.	E # 3		-				FIRST	CLASS TR			·····			
		973	963	969	965	6	79	691	ter, Coal, ies, Tables Wyes	Nun	Succeeding No. 31A. May 1, 1910	e fr	363	301	389	361	321	307	365	391	311			323	
			EX SUN.	EX. SUN.	EX. SUN.		AILY r. Pac.	DAILY O. and W.	es s	ton -	STATIONS.	tanc Soma	DAILY O. and W.	DAILY Nor. Pac.	DAILY Nor. Pac.	DAILY O. and W.	DAILY Nor. Pac.	DAILY Nor. Pac.	DAILY Nor. Pac.	DAILY Nor. Pac. South Bend	DAILY O, and W.	DAILY Nor. Pac.	Nor. Pac.	DAILY Nor. Pac.	DAILY Nor. Pac.
	-	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	F	eight	Freight	Scale and	#	Telegraph Offices and Calls	1 55 1	Portland Express	Portland Express	Yacolt	Portland Passenger	Grays Har. Limited	Portland Passenger	Grays Har. Passenger	Nor. Pac. South Bend Passenger	Shasta Limited	PugetSound Limited	Portland Special	Grays Har. Express	South Ben Limited
		Freight	7.15AM	- 1-teight	5.10AM		2.15AM		WCS	1976	TACOMA WHARF	0.0					<del></del>								
_			7.20		5.15	<u>-</u>	2.25	1.454			1.3 QTACOMAN	1.3	1.154	1.554%		8.45AM	9.004	9.404	10.000		12.25	8.05PM	5 3 OPM	5.35PM	
		<u> </u>	7.45		5.55 302-364-680		2.55	2.05 2.17 301	Ws	1981 5	SUSOUTH TACOMAN	5.5	* 1.30	* 2.10 691	<del></del>	* 9.00	* 9.14	9.56	10.15		* 12.40	f 8.20	* 5.45	5.58	
_										7005	VALAKEVIEWN		* 1 20	* 2.17		f 9.08	* 9 204	* 10 05	10.23AM		* 12.46 308-366	* 8.28	* 5 53	6.01PM	
			8.00		6.10AM	i	3.07	2.36		!	4.9	1 1		* 2.25		f 9.17	See page 3		See Page 3		* 12.55			See page 3	
			8.15		See page 3		3.25 692	2.50		1990	HILLHURST 6.1	14.0	1.43	2.20			Soo page 0	-							
			8.40				4 15 5 05	3 05 692	W	1996	RY ROYN	20.1	2.03	2.36		9.30		10.29 964			* 1.04	8.49	* 6.11		
			0.00			302	364-680 5.20	8.25	├	1 1			1	f 2.45	[ <del></del> -	9.40	<u> </u>	10.39		i	* 1.18	3.59	* 6.21		
			9 00		ļ						7AYELMN 5.6				<del></del>			10.50	<del></del> -		* 1.21	f 4.10	* 6.33	ļ <del></del>	
			9.30 11.50AM 361-307-308		· ·	<b></b>	5.35	3.45 680		1 1	RARAINIERN	1		f 2.55	· ·	9.51 963	ļ	10 50 963 f 10.58				* 4.17	* 6.44		<u></u>
			12.25PM				5.46	302 4.04 364 4.29	3	1 1	IS McINTOSH D			* 8.01	<u></u>	f 10.00					* 1.30 362		312		
			1.10				6.00	4.45		2015	NOTENINO N 3.4	39.9	f 2.43	f 3.09		10.09		11.10			* 1.40 314	4.25	* 6.52		ļ
			1.40 2.00 314-362-311	<del></del>			6.10	5.00	1	2020		43.3	f <b>2.50</b>	f 3.15		10.15	-	11.20 308			* 1.46 963	4.32			
			314-362-311 2.45				6.25	5.20	1	2025	WB WABASH D	1		* 8.25		10.25		* 11.80		-	* 1.55	* 4.40	* 7.05		
		8.00AM	3.00PM	9.00AM		<u>-</u>	6 40	5.30 6.00	w.c	2027	1.7 CNCENTRALIAN	50.2	3.10	3.35 364		10.30	·	11.45AM	:	1.10PM	2.00	4.50 974	7.10 334		7.30 334
				-			6.40 7.40 964		SY		4.2				i	10.45		12.0108		1 20	2.10	·	7.25		7.40
		8.40		9.50			8.00	6.30		2031	CHCHEHALISN 0.9	54.4	3.25 364	3.45 3.51 <sub>302</sub>		10.40		12.01PM		1 20 1 35 314		<b>5.05</b> 970			Ì
		<b> </b>	<del></del>	9.55AM		-			Ÿ	2032	CHEHALIS JCT	55.3	<del></del>	*		*		*		* 1.40PM	*	*	*		* 7.45
		9.00	<del></del>	See page 5	<del></del>		8.10	6.40	w ·	2033	NEWAUKUM	57.1	* 3.35	* 3.55		* 10.50		* 12.06		See page 5	* 2.15	* 5.10	* 7.30		See Page
		9.40 308 9.58					8.35	7.00	╫		4.7 NANAPAVINEN 6.0			4.10		11.03		12.20			* 2.29	5.26	* 7.46		
					<u></u>	<b></b>	8.55		w	2044	8.0 WIWINLOCKN	67.8	4.05	4.25		11.15 973		12.35 314-973			* 2.40	5.41 312	* 7.56		
		1 1 0 0 AM 1 0 0 PM 361-314-362-307						7.50		[ ]	6.8	.  :								ļ	<del> </del>		+ 6 10	<u> </u>	<u> </u>
		1.45				308	9.18 9.23	7.55	1	2050 I	PNSOPENAHN	74.6	* 4.21	* 4.44		11.30		1.00			* 2.50 974	334	* 8.10		
		2.00					9.35	8.10	$\vdash$	2053	·	77.0	* 4.26	* 4.48		f 11.35		f 1.06			* 2.55	* 6.02			
		2.45 3113.23			<del></del>	i	0.05	308 <b>8.5</b> 5	w	2060	CA., CASTLE ROCKN	84.5	4.44	5.07	7	11.59AM		1.25			* 3.06	6.17	* 8.27		
		8.45					0.80	9.25	4		5.8TILLICUM	90.3				*,12.11PM		* 1.35			* 8.15	* 6.26	* 8.37		
		3.55	<b></b>	<del></del>	ļ. <u></u>	<u> </u>	0.35	9.28	<del> </del>	2066	OSTRANDER	91.2	# 4.57 f 4.59	* 5.19 * 5.21	<del></del>	f 12.13	·	f 1.37			* 8.16	* 6.28	* 8.39		-
		-		- <del></del>						2000	2.0	`l	* 5.02		<del></del>	*12.16	·	* 1.41	[- <del></del> -		* 3.19	* 6.31	* 8.42	<del> </del>	
		4.00			ļ. <u></u>	I	0.40	9.33			KALOKEN	1						1.46	<u> </u>	·	* 8.28	6.86	* 8.46	-	<u> </u>
		312 4.40 334 5.17					0.55 1.00	9.42		2071	KSKELSON	94.9	5.07	5.31		12.21 974		1.40							
		5.45		· <del></del>	- <del></del>	5	74-362 11.28 11.33	10 05	1	2077	CX CARROLLS	100.8	* 5.20	* 5.45		f 12.35		f 1.59			* 3.82	* 6.46	* 8 56		
_		333 <b>6.30</b> 7.17		ŀ <del></del>	·				1	1 1	4.3 KAKALAMAN	<u></u>		5.55	···	12.45		2.10			* 3.40	7.00 973	* 9.05		
		7.17			ļ			362 10.41		1 4	4.3 MARTIN'S BLUFF	<b>!</b>		* 6.05		† 12.54		f 2.20			* 3.46	-I <del></del>	* 9.11		
		7.55			·	<u>.                                    </u>				{ I	4,9	<u> </u>		- 6.14		1.05		2.31			* 8.55	7.17	* 9.21	<del> </del>	
		-		·	·	L		11 00	•	1	WDWOODLANDN		I			1.20	·	2.45	<u></u>	l	* <del>4</del> .05	7.29	* 9.31		
		8.20			·	<u> </u>		11.22	. W	Cx 15	RGRIDGEFIELDN 5.7	20.2	5.58	6.26	ļ	f 1.34					* 4.15	* 7.39	* 9.41	<del> </del>	<u> </u>
		8.40				1		11.45		Cx 21	KNAPPS	125.9	f 6.08	1 6.37		L <b>,</b>		f 2.59	ļ			_	9.44		
		8.50				1	2.50		M W	Cx 23	FDFELIDAN	128.1	f 6.12	f 6.42				f 3.05			* 4.19	.		<u> </u>	
	-	9.02				1	2.58	12.03P	ЯÝ	Cx 25	VJ. VANCOUVER JCT	130.9	* 6.16	* 6.46	8.07AM	* 1.45		* 3.11			* 4.24		* 9.48	ļ. <u>.</u>	
		9.15PA	<u> </u>	·	<del></del>	<b> </b>	1.15	12.15	WŢ	Cx 29	3.1 MXVANCOUVERN 1.9	134.0	6.25	6.55	8.20	1.55		8.25			* 4.30	8.00	9.55	-	
وتشدين بالمعتبد	(SOURCES CONTRACTOR	*					1.25	12.30			1.9 STOCKDALEN 0.8			* 7.03	* 8.29	2.01PM		* 3.88			4.36	N * 8.08	* 10.03		
Name of Street, or other transfer of the Street, or other transfer	enstrum (congressions		***************************************		-		1.30		╢		0.8 St. JOHNA			f 7.08	8.85	1		1 8.88				f 8.18			
							1.40		Y	2117	2.5 NÖRTH PORTLAND BA 0.4	139.3		* 7.15	* 8.44			* 8.45				* 8.23	*10.18		
		-	<u> </u>			<u> </u>	1.43		_	2118	BA 0.4 NBEATTY2.2	139.7		* 7.16	* 8.45	ļ	·	* 3.46				* 8.24	* 10.19		
		-			·	1	1.50		-		2.2 CCITY LIMITS N			* 7.24	* 8.51	<u> </u>	·	* 3.54	<u> </u>			* 8.29	* 10.24		.,
-		-				!	2.00%		W C	2121	1.7 VCPORTLANDN	143.7		7.30AN	<u> </u>			4.00PM 390				8.35N	10.30		
_		EX STIN	EX, SUN.	EX. SIIN	EX. SIIN	Ĕ	AILY	DAILY	ST			-	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY.	DAILY	DAILY	
	<del></del>	13.15	7.45	0.55	1.00		11.45	10.45	1		Time Over District	·	5.16	5.35	.53	5,16	.20	6.20	.23	.30	4 11	5.30 26.1	5.00 28.3	.26	20.4

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<del></del>		500	804	A 1 Ps		394	314	362	392	366	308	302	364	from	May 1, 1910. Succeeding No. 31A.	e s	692		<del></del>	966	964	974	970		-
	322	390	334	312	324 DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	and	Succeeding No. 31A. STATIONS.	Tick	DAILY	DAILY		EX. SUN.	EX. MON.	EX. MON.			-
	DAILY Nor. Pac.	DAILY Nor. Pac.	Nor Pac	DAILY O. and W.	Nor Pac.	Nor. Pac.	Nor. Pac.	O. and W.	Nor. Pac.				O. and W.	Dista	Telegraph Offices and	Side	O. and W. Freight	Nor. Pac. Freight		Nor. Pac. Way	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight		
	Grays Har. Limited	Yacolt Passenger	Puget Snd. Limited	Shasta Limited	Grays Har. Express	South Bend Limited	Special	Passenger	Passenger	Passenger	Passenger		Seattle Express	143.7	CallsTACOMA WHARF	i I		5.15AM		Freight 3.30PM		Freight	Freight		
				<u> </u>										142.4	1.3		4.004		-	3.25	11.50	·			-
_	9.4UPM		9.05PM	8.00%	6.35PM		3.00PI			1.200			L		QTACOMAN				·		11.80	<del></del>			
_	* 9.26		* 8.45	* 7.40	6.18		* 2.45	* 2.25		1.05	f 12.55	* 5.35 965	* <b>5.15</b> 965		SU. SOUTH TACOMAN 3.6			4.50 965		3 05					
	* 9.20PM		* 8.35	* 7.31	6.10 <sup>PM</sup>		* 2.37 966	f 2.17 966		12 55PM 311-308	* 12 46	* 5.25	* 5.05	134.6	VALAKEVIEWN 4.9			4.40		2 45PM 362-314					_
	See page 3		* 8.25	* 7.22	See page 3		*. 2.28	f 2.09		See page 3	f 12.33	1 5.15	f 4.56	129.7	HILLHURST	60	679	4 30		See page 3		<u> </u>			
_	_		8.13	* 7.10		-	* 2.18	1.58			12.18	5.05 679	4.42 679	123.6	RYN 5.4		691	4.15 679			30710.29 361 9.25				
_			8.01	* 7.01	<del></del>		* 2.07	1.48	<del></del>		12.05P	f 4.50	f 4.30	118.2	YAYELMN 5.6	70	301 2 45 363 2 08	4.00			9 00 963				
			f 7.50	* 6.51	<del></del>		* 1.56	1.38			11.50#	f 4.39	f 4.19	112.6	RARAINIERN	120	1.44	3.45 691			8.80				_
_			* 7.42	* <b>6.44</b>			* 1.48	f 1.30			f 11.88	* 4.29 691	* 4 09 691		JS McINTOSHD			3.29			8.10				Ī
			7.88	* 6.36	<u> </u>		* 1.40 311	1.18			11.25	4.20	4.00	103.8	NOTENINON	60	1 10	3.09			7.50				-
_			7.25	* 6.80	<b></b> -		* 1.33 963	1 10	<u> </u>		11.10	* 4.13	* 3.51		3,4 BBUCODAN 5.2			2.45 363	`	<u>_</u>	7.30				-
				* 6.22		.	963 * 1.23	963 12.59	<u>-</u>		307 * 10.51	l	* 3.40		5.2 WBWABASHD			2.20			7.07				
			* 7.13			6.40PM		12.55	11.59AM			.			CNCENTRALIAN			2.15 1.55			7 004F	4.50PM	5.25PM		
			7.10 313	6.19		0.400	1.20	17.00	,11.00An		10.45 10.30		3.35 301		i l						679				_
	-		6.55	6.09		6.25	1.06	12.37	30711:50		10.20	3.45 301	<b>3 25</b>	89.3	CHCHEHALISN 0.9	240	12.05AN 11.55PM	1.45				4.25	333 <b>5 05</b> 4 45		
_			*	*		* 6.20PM	~	*	* 11.80AM		*	*	*	88.4	CHEHALIS JCT	Y							4.40PM		_
_			* 6.45	* 6.04		See page 5	* 1.00	+ 12.30	See page 5		* 10.08	* 3.35 363	* 3.16	86.6	NEWAUKUM	35	11.50	1.37					See page 5		_
			6.86	* 5.55			* 12.51	12.20			9.58 973	3.25	3.06	81.9	NANAPAVINEN		11.35	1.25				4.00			
							* 10 05				9.88	8.06	2.50		<u>                                     </u>	.	<u> </u>	12.58			· ·	3.30			-
			6.20	* <b>5.41</b>			* 12.35 973-307	12 01PM	·			* 2.50	* 2.26		WIWINLOCKN 6.8 PN SOPENAH N			12.35				3112.50 2.40	·	<del>"</del>	-
			<b>5.57</b>	* 5.26			* 12.19	11.41AN			9 23 . 679	2.50	- 2.20	05.1	PNSOPENAHN	- 1						l		··················· .	
_			* 5.50	* 5 21		·	* 12.14PM	f 11.35			f 9 16	* 2.41	* 2.20	66.7	OLEQUA	75	10.51	12.25				2.00 973			
						1	_				9.00	2.26	2.05	59.2	CACASTLE ROCKN			12.05A			<del></del>	1:25 1:20			-
-			5.85	* 5.09			* 11.59AM 361	11.20			9.00 691				5.8		ļ								_
-			* 5.25	* 4.59			* 11.50	* 11.09			* 8 45	* 2.14	* 1.52	53.4	TILLICUM	- 1	10.22	11.478	·			12.45			
-			* 5.23	* 4.57			* 11.48	f 11.07			f 8.48	* 2.12	* 1.50	52.5	OSTRANDER	Spur 3	10.18	11.45				12.40			
	-		* 519	* 4.53			* 11.44	*11.02			* 8.38	* 2.07	* 1.46	50.5	KALOKEN	70	10.14	11.37				12.26			
-			5.17 973	* 4.51 973			* 11 42 974	11.00 679-974			8 36	2.05	1.44	48.8	KSKELSON 5.9	. 40	10.09	11.32				12.21FM 10.30AM 362-381-314-879			
	<del></del>			973 * 4.42		·	* 11.33 679				f 8.23	* 1.58	* 1.32		CXCARROLLSD			11.18				691 10.05 10.00	-		
-  :	-	·		* 4.35			* 11.25	I		<del></del>	8.15	1.45	1.25		KAKALAMAN			11.05				9.80			_
			* 4.50		<del></del>		* 11.16		<u> </u>	•	f 8.05	* 11.34	* 1.16	34.3	MARTINS BLUFF		9.34	10.45				9.10			_
-				* 4.20		- <del></del>	*11.08	10.28			7.57	1.25		29.4	WD WOODLANDN			10.82				8.50			_
- <del> </del>			4.29	* 4.10		<del></del>	*10.58	10.18			7.46		12.58	23.5	RGRIDGEFIELD N	140		10.18				8.25			
-			* 4.19	* 4.03			*10.49	f 10.08			· ·	f 1.04		17.8	KNAPPS		8.52	10.05				8.00			_
		See page 6	* 4.15	* 3.59			* 10.45	l			<b>j</b>	f 1.00		15.6	FDFELIDA N 2.8		8.46	10.00				7.52			_
		* 4.52PM	* 4.10	* 3.55			* 10.40	l .				* 12.55		12.8	VJ., VANCOUVER JCT.,D	-1000	8.39	9.52				1			_
-		4.40	4.05	* 3.50			10.85	9.50			7 20 974				MXVANCOUVERN			9.45 9.25				7.30AM 308			_
	NING OF THE PROPERTY OF THE PR	* 4.25	* 8.55	3.44PM			* 10.25	9.44				* 12.40	12.29AM		STOCKDALEN		8.15PM	9.15							_
20 92-93-37		4.20	t 8.50			- 4	* 10.20					f 12.35		7.0	ST. JOHN 2.6			9.10			<del></del>				_
-		* 4.12	* 3.45		-		* 10.12				l	* 12.27		· ·	BA.NORTH PORTLAND.N			8.55							_
_		* 4.11		•		· .	*10.11				l	* 12.26		4.0	BEATTY	60	· ·	8.54			<del></del>			····	_
	_	* 4.09	* 8.85				* 10.05				:	* 12.20			CCITY LIMITS N			أحسيب							-
		4.00PM 307	3 3 OPM				10.00AM					12.15AM	1	0.0	VCPORTLANDN	1000	<u> </u>	8 35PW 333			1274 11/23	EV 12211	EV CITY		_
	DAILY	DAILY	DAILY	DAILY	DAILY .25	DAILY 20	DAILY 5.00	DAILY 5.00	DAILY 20	DAILY .25	DAILY 6,25	DAILY 5,35	DAILY 5.16	<u> </u>	Time Over District		DAILY 7.45	DAILY 8.40		.50	4.55	EX. MON. 9.20	.45		-
_	27.3	12.4	5.35 25.5	4.16 31.9	18.3	15.0		27.1	10.5	18.3				REEST	Average Speed per Hour		17.7	16.5		10.9	10.2	8.9	6.8		'

THIRT	CLASS TRAINS	S.	SECOND	CLASS.	FIRST	CLASS T	RAINS.		er3	ا ـ ا	Time Table No. 31B.	ا ے		FIRST	CLASS T	RAINS.	SECOND CLA	SS.	1	HIRD CLA	SS TRAIN	s.
	965			585	323	365	321	oat, ables	un de	from	May 1, 1910.	fron	18 S	366	324	322	586		968			
	Freight	Freight		Mixed	Passenger	Passenger	Passenger	ษีลู่≳	ion	Distance from Lakeview	Succeeding No. 31A Sl'ATIONS.	lips	Tra	Passenger	324 Passenger DAILY	Passenger	Mixed	Freigh		_		
	Except Sunday			Except Sunday		DAILY		a Seal	Stat		Telegraph Offices and Calls	MS S	Side	DAILY	DAILY	DAILY	Except Sunday		day Except Mon			
	6.10AM				6.01%	10.23AM	* 9.20A	M	1985	0.0	VALAKEVIEWD 115 2.5	5.9	100	12.55PM	6.10PM	* 9.20PM		2.80	DPM .			
					f 6.05	f 10.27	* 9.24		CK	2.5	COUNTRY CLUB113	3.4	No Sdg.	f 12.49	6.08	* 9.14						
	6.20			-	* 6.06	*10.28	* 9.25		_		AMERICAN LAKE				6.06	* 9.13			_	-		
-	6.25				324 f 6.09	f 10.31	* 9.28	-	C K	4.3	COSGROVE111	1.6	35	f 12.44	6.00	* 9 10	<u> </u>	2.10		-		
						10.86			5	1	3.1 DDU PONTD 108					* 9.02	<b></b> -					
	7.00				0.20	10.86	9.84	S	7	7.4	5.1	10.0	Spur	12.07	5.50	+ 9.02	.	2.00	J			
	7.20				6.80	10.48	* 9.45	w	CK 13	12.5	SHERLOCK	3.4	25	12.25	5.88	* 8.50		1.20	)			
	7.45				* 6.45	f 11.03	* 9.57				UNION MILL				f 5.20	* 8.39		12.5	5	-  <del>-</del>		i
-	7.55			ļ <del>-</del>	6.50	11.07	* 10.00	-			LACEY					* 8.37		12.40	<u> </u>	-		
	8.15AM						j		1 '		1	- 1				8.25	<b> </b>			_		
	3.10				7.ĭŏ	36611.40	10.15	"	25	24.0	OYD 91 0.6	1.0	110	11.50AM 11.40 365-966	5.00 4.55	0.20		12.10 365-36	6			1
										25.2	PORT TOWNSEND SOUTHERN CR'G 90	0.7							MB-3			<del></del>
				This Train	f 7.22	f 11.50M	* 10.26		CK	29.9	BELMORE	6.0	40	f 11.26	f 4.38	* 8.10				-		
				Has	7.88	12.06PM	* 10.39	-			RKD 79					* 7.55	<b> </b>		<del>-</del>	-		
_				Right Over	* 7.40	* 12.09		_	37		1.0 BORDEAUX		l	* 11.10	* 4.20	* 7.53		<b>j</b>		<u> </u>		
		See page 4		No. 366 Aber-				_	_		2.2		Ĺl.		İ				S	_		
				- deen	322	f 12.15	1				MIMA						<u> </u>		See page 4			
		12.05PM		Junc- tion to	8.00 8.10	12.30 12.40	36610.58 11.0	5 W Y			HK GATE D 72				4.05 8.55	* 7.39			1.30	M		ı
		12.30 1.15 365-968	- 1	Aber	8.21	12.55 967-968	11.15		C M	48.8	OXD 67	7.1	90	10.25	3.45	7.29			12.55 12.50 967-365		ĺ	
		1.45		deen	* 8.36	* 1.15	* 11.30	_	C M	55.7		0.2	80	* 10.02	* 3.27	* 7.19			12.20	-		
		2.00		over	8.39			1		1 .		I	ll			* 7.17			12.15			,
				No. 586 Aber-			* 11.82	_!	1	· ·	ORD 59					<u> </u>						ļ <del></del> -
		2.30 3243.12		deen	8.55	1.40	11 45 968		C M 19		EFELMA			9.40	3.12 967	7.05			E 11.45	M		l
		8.20		June- tion to	f 9.00	f 1.45	* 11.48			_l	MACKS			f 9.30	f 8.05	* 6.59			11.00			;
		3.50		Moclips	9.05	1.50	* 11.53	AM	C M 23	67.0	SP	8.9	37	9.25	3.01	* 6.57			10.50			
		4.25		See Page 6	9.20	2.10	12.06	W W	C M	72.6	MOMONTESANOD 43	3.3	70	9.10	2.50	6.47	See page 6		10.80			_ <del></del>
		5.00		7.454	* 9.43						AJABERDEEN JCT D 34				* 2.30 365	* 6.27	3.15PM		9.40	_		
		5.30		7.55	10.00	·	-[				3.2 SA	1	1		2.15	6.15	3.00		9.00	_		
_				7.55 8.45 366-968		586				İ		i					3.00 2.40 365		9.00 8.40 585			l
		5.55PM 322		9.00	10.20M	3.15	12.55	W C	C M 44	87.9	HOD 28	8.0	150	968 <b>8</b> : 10 8:00	2.00PM 586	6.00PW 967	3242 . 15 1 . 45		8.20/ 366	Uri .		1 -
				9.10		f 3.25			C M 47₄	91.0	GRAYS HARBOR CITY 24	4.9	No Sdg.	f 7.47			1.25					
				9.20	<u> </u>	f <b>3.4</b> 0	<del></del>				GRAY GABLES		1				1.05					
	<del> </del> -			9.25		f 8.46		-			CHENOIS CREEK		l				12.58			-		
-				9.40	ļ <del>,</del>	f 3.54	<del></del>	<del></del>		.1	2.4 TULIPS 15						12.48			-		
-				9.55		f 4.05	\ <u>-</u>	-	l b6	E .	COPALIS CROSSING 11	1.0	No				12.80	<b></b>		-		
-			<del>-  </del>	10.10		f 4.12	<del> </del>	-	I OT	4	2.7 KUHN 10	0.0	No.		ļ		12.26			-	<del></del>  -	_ <del></del> -
				10.15		f 4.15			C M	106.7	McGLAUFLIN	9.2	No.	f 6.59			12.24		_			
-				10.20		f 4.19		1	C M	108.0	ONSLOW	7.9	Sdg 30	f 6.55		£*	12.20.					
				10.30		f 4.21		1	C M 66	109.		6.4	No. 8de	f 6.50			12.12			-		
				10.41	-	f 4.30			C M 68	111.7	ALOHA 4	4.2	Spur 12	f 6.42			12.04PM	<u></u>		-  <del></del> -		
-				10.48		4.35	<u> </u>	w		_	PACIFIC						_11.58AM					
-		-		10.55		f 4.40		-		-		1.0	No	f 6.88			11.50			-		
-				11.00#		4.458		Y		-i	MCD	——	Sdg.	6.80AN			11.45AM			_		
	2.05	5.50	<del></del>	3.15	4.20	6.22		_	72		Time Over District Average Speed per Hour				4.10	3.20	3.30	2,10	5.10			

WEST BO	UND.								GATE LINE.										EAST BOUN
THIRD C	CLASS	FIRST	CLASS.				2		Time Table No. 31B.			-		FIR	ST CLASS	S			THIRD CLASS
	967	387	385	383	381	Coal, Fables es	Мишре	from	May 1, 1910. Succeeding No. 81A	from	of cks	382	384	386	388			968	
	Freight	Passenger	Passenger	Passenger	Passenger	es e	E .	traffic	STATIONS.	ance		Passenger	Passenger	Passenger	Passenger		1	Freight #	
	EXCEPT SUNDAY	DAILY	DAILY	DAILY	ואמונו	Scal	Stat	Cer	Telegraph Offices and Calls	Gate	- 1	DAILY	DAILY	DAILY	DAILY			EXCEPT MONDAY	
	9.15M	7.25 <sup>州</sup> 386	3.20PM 968	1 1.55AM 382	10.85AM	WC YS	2027	0.0	CNCENTRALIAN	13.0	170	11.35AM 383	1.10PM	4.35PM 387	8.409		<u>-</u>	8.00PM	
	10.00	7.35	8.80	12.05PM	f 10.48		C K 51	5.8	GRAND MOUND	7.2	90	11.25	1.00	4.25	8.30			2.85	
	10.40 11.15 381-382	7.45	3.40	12.15	f <b>10.50</b>		C K 47	10.0	RHBOCHESTERD	3.0	75	11.15 967	12.50	4.15	8.20			2.15	
	11.85AM	7.55PM 388	3.50PM 386	12.25PM 384	11.00AM	WY	CK 44	13.0	HKD	0.0	50	11.054M 381	12.40PM 383	4.05PH	8.10PM 387			2.00PM	
	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY			EXCEPT MONDAY	
	2.20	.30	.30	.30	.25				Time Over District			.30	.30	.30	.30			1.00	

# Special Rules Grays Harbor Line

Average Speed Per Hour

26.0

26.0

26.0

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 tracks. 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. No. 322 will register by ticket at Gate, and will not 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; 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 260 feet from N. P. main line switch.

No. 323 will stop on flag at Union Mile on Saturdays and Sundays.

No. 323 will stop on flag at Union Mill on Saturdays and Sundays.

No. 321 will stop on flag at Du Pont to let off passengers.

No. 322 will stop on flag at Du Pont to let off passengers.

No. 323 will stop on flag at Nisqually Gun Club, two miles east of Sherlock.

Registering Stations—Lakeview, Olympla, 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—Olympla, 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, # mile east of Aberdeen; Hoquiam River, ‡ mile east of Hoquiam.

No. 385 will turn on wye on arrival at Gate and back in on passing track.

26.0

Derail switches at east end of house track at Elma, at Vances spur, at Macks 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. 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. 385. 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 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," but when main line obstructed. Cars on team track must be left west of clearance post as cors 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." Signals at "Danger." inding signals in this position will be governed by Rule No. 293. 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.

26.0

# AUTHORIZED SURGEONS, OREGON & WASHINGTON RAILROAD CO.

#### SEATTLE-

Dr. Montgomery Russell, Division Surgeon, Bailey Bldg.
Dr. F. R. Underwood, Assistant Surgeon,

Oriental Bldg.

District between Seattle and Tacoma. Dr. E. B. Burwell, Oculist and Aurist, Empire Bldg.

#### AUBURN-

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

# TACOMA-

Dr. Chas. James, District Surgeon, 514 California Bldg.

District between Auburn and Tenino.

# TENINO-

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

# WINLOCK-

Dr. Irvin W. Weichbrod, District Sur-

# District between Castle Rock and Cen-

CENTRALIA-

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

## CASTLE ROCK-

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

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

#### KALAMA---

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

## VANCOUVER-

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

#### ALBINA-

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

## PORTLAND-

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

Dr. Geo. Ainslie, Consulting Oculist and Aurist.

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

# 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

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.

No. 2014 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.

No. 301, 302, 303, 304, 969 and 970.

Passenger trains will register by ticket at South Tacoma. No. 311 and 312 will register by ticket at Vancouver.

Passenger trains that do not stop at Kaisana will registerizely ticket.

Trains running via Grays Harbor Line will reguster by ticket.

Chearance will not be issued to the state of the control of the contr

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

thereon while in Portland Yard. Also provide 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 Williamette and Columbia River bridges between North Portland and Vancouver. Engineers will then sound four short blasts of whistic for draw, and will not proceed until signalled ahead by green signal in hands of flagman on deek of draw span, which signal must be answered by engineer in usual manner.

Trains terminating at Vancouver, or trains which should clear the block immediately upon arrival at Vancouver, will ascertain from Yard Master at Vancouver, before leaving Felida, what track to head in on at Vancouver.

Station heretofore known as South Winlock is discontinued.

The siding formerly used as passing track at South Winlock is east-bound passing track at Winlock and the siding formerly known as Winlock is west-bound passing track at Winlock.

# Special Rules Governing Use of Double Track Between Tenino and Bucoda, Centralia and Chehalis, Kalama and Vancouver.

Centralia and Chehalis, Kalama and Vancouver.

(1) Double track extends from a point 400 feet west of depot at Tenino to a point 150 feet west of depot at Bucoda and from a point 1706 feet west of depot at Centralia to a point 400 feet east of depot at Chehalis and from a point 1300 feet west of depot at Kalama to passenger station Vancouver, except single track across Lewis River Bridge.

(2) Trains must keep to the right unless otherwise provided.
(3) Before clearing any train entering double track at junction or initial points, or allowing any train to cross over to opposite track for the purpose of running on such track, operators must secure train dispatcher's authority.

(4) Upon receiving proper block clearance and displaying classification signals, any train may proceed without further orders, inferior class trains keeping clear of first class trains.

(5) Any train having work to do, or liable to be clayed by any cause, will report to the superintendent, and will not occupy the main track on the time of first class trains without permission.

(6) When a train crosses over to or that rack and permission of Block Operator secured.

(7) Work extrass must move with movement on double track against the current of traffic must receive either clearance or clearance and caution card are very block office they pass.

(9) If a train subsequent passed and proceed with caution until the separated train is passed.

(10) Caution must be used by engineers of trains approaching stations where any train is receiving or discharging passengers, full stop being made before passing such train.

(11) To insure personal safety, operators having train orders to deliver to passing trains should stand to the right hand side of train and avoid standing between tracks when possible to do so.

(12) Before using the single track across Lewis River Bridge, three miles east of Ridgefield, all trains will come to a full stop, before reaching point of clearance, and avait signal from the Draw Bridge Tender, before proceeding. Draw Brid

W	EST BO	UND.			SO	UTH BEND BRANCH			EAST	BOUN	υ
THIRD CLASS	FIRST	CLASS.				Time Table No. 31B.			FIRST	CLASS.	THIRD CLASS
969	393	391		ers	from Junction.	May 1, 1910. Succeeding No. 31A.	=		392	394	970
Freight	Passenger	Passenger	Coal, Tables	Station Numbers	ce fron	STATIONS.	Distance from South Bend	Capacity of Side Tracks	Passenger See page 2	Passenger See page 2	Freight See page 2
See page 1  EXCEPT SUNDAY	See page 1 DAILY	See page 1	Water, Scales, and Wy	Station	Distance Chehalis	Telegraph Offices and Calls	Distar	Capac Side 7	DAILY	DAILY	EXCEPT SUNDAY
9.55			Y	2032	0.0	CHEHALIS JCT	56.7	Y	* 11.30A%	* 6.20PW	4.40P
10.15	7.55	1.50		CW 2	3.5	A	53.2	5	11.17	6.09	4.00
10.20	7.58	1.55		CW 5	4.7	ADNA 5.4	52.0	37	11.12	6.05	2.40
10.52 39210.57	f 8.11	2.10 970		CW 10	10.1	CERES	46.6	58	10.57 969	f 5.50	2 10 3912 05
		-			16.3	LEUDINGHAUS R. R. CROSSING 0.1	40.4				
11.85	8.26	2.28		CW 16	16.4	DRDRYAD	40.3	90	10.40	5,85	1.00
11.50AM	8.80	2.31		CW 17	17.5	DO DOTY D	39.2	Spur	10.35	5.30	12.35
12.10PM 1.45 970	8.45	2.45	w	CW 22	22.4	PLPE ELL	34.3	75	10.25	5.15	12.10PH 11.15AN 969
					23.7	McCORMICK R. R. CROSSING O. 6	33.0				
2.00	8.50	f 2.52	w	CW 24	24.3	McCORMICK	32.4	Spur	f 10.15	5.08	11.00
2.15	8.56	f 3.00		CW 26	26.1	WALVILLE	30.6	Spur	f 10.10	4.58	10.30
] <del></del>					26.7	WALVILLE R R. CROSSING 2.2	30.0				
2.30	1 9.05	f 8.10		CW 29	28.9	PLUVIUS	27.8	36	f <b>10.00</b>	f 4.50	10 10 3929 45
3.15	19.25	8.85	w	CW 35	35.3	FRFRANCESD	21.4	35	9.85	4.25	9.15
8.25	f 9.80	f 8.40		CW 37	36.7	GLOBE	20.0	Spur	f 9.30	f 4.19	8.85
8.85	9.83	8.45		CW 38	38.0	BM LEBAM D	18.7	14	9.26	4.15	8.20
391 <b>3</b> .55 394 <b>4</b> .10	9.47	4 00 394-969		CW 42	42.3	HOLCOMB	14.4	30	9.13	<b>4.00</b> 391-969	7.55
4.40	10.01	4.10	-	CW 46	46.4	MENLO4.1	10.3	9	9.00	3.48	7.30
5.05	10.15	4.20	S	CW 50	50.5		6.2	16	8.47	8.88	7.12
5.40	10.25	4.80		CW 53	53.0	NDRAYMONDD	3.7	45	8.42	8.82	7.00
6.00PM	10.40PM	§ 4.40PM	W C	CW 57	56.7	SBSOUTH BENDD	0.0	150	8.80AM	3.20PM	6.804
EXCEPT SUNDAY	DAILY	DAILY	Î						DAILY	DAILY	EXCEPT SUNDAY
8.05	2.55	3.00				Time Over District			3.00	3.00	10.10 6.4
6.8	19.1	18.9		!	{	Average Speed per Hour	<u> </u>	1	18.9	18.9	0.4

COTTOTT DEND DDANCH

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 Eli.

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 Mill Spur, Trap Creek. Spur, Cram Spur and Wheaton.

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

# AUTHORIZED SURGEONS, TACOMA DIVISION.

Location of Stretchers (S)

Dr. S. W. Mowers, Chief Surgeon, Western Div., Tacoma. Dr. J. H. Sheets, Buckley (S) Dr. W. B. PENNY, Wilkeson, Wn. Orting (S).

Puyallup (S). Tacoma Hospital (S). Tacoma Round House (S). Tacoma Wharf (S).

Tacoma (Toolcar) (S). Dr. J. W. Mowell, Olympia (S). Dr. P. B. Swearingen, So. Tacoma (S) Dr. J. H. Dumon, Centralia (S). Dr. E. L. Carlsen, So. Tacoma (S). Dr. E. P. French, Elma. DR. F. L. CARR, Montesano (S). Tacoma Baggage Room (S) Dr. G. W. Kennicott, Chehalis.

DR. H. C. WATKINS, Hoquiam. DR. PAUL SMITS, Aberdeen. DR. W. GRUWELL, So. Bend (S). Dr. I. A. WEICHBROD, Winlock Dr. T. C. CAMPBELL, Castle Rock. DR. L. M. Sims, Kalama (S). DR. J. McCHESNEY, St. John's. DR. A. P. STOWELL, Vancouver (S).

| Dr. Andrew C. Smith, Portland (S). Dr. P. B. Wing, Oculist, Tacoma. Dr. J. F. Dickson, Oculist, Portland DR. A. W. STEVENSON, Yacolt (S).

TACT BOTTAD

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 physical services. sician. 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.

W	EST BO	UND.		WIE - 4.			BUCKLEY	LIN	E.				EAS	T BOU	ND. j
THIRD	CLASS	FIRST	CLASS.	1			Time Table No. 31B			FIRST	CLASS.	SECOND	CLASS	THIRD	CLASS
971	961	397	395	ss	Numbers	E	May 1, 1910. Succeeding No. 31A.	om harf		396	398	684	602	962	972
Freight	Freight	Passenger	Passenger	r, Coal, , Tables /yes	n Nun	Distance from Ellensburg	STATIONS.	Distance from Facoma Wharf	Capacity of Side Tracks	Passenger	Passenger	Freight	Freight	Freight	Freight
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	Water, Scales, and Wy	Station	Dista Ellen	Telegraph Offices and Calls	Dista	Capa	DAILY	DAILY	DÁILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
AZ.15AM	00/10/11	5.15PM	6.54AM		1932		JCPALMER JCTN	44.4	70	11.05AM	7.00PH	8.15PM	11.298		1.00PM
7.80		5.17	6.55	W	1933	84.5	PALMER	43.7	30	11.00	6.55	8.05	11.20		12.45
8.15		5.20	6.58		1934	85.8	BAYNE	42.4	Spur	10.57	6.52	8.00	11.07	This train	12.15PM
8.45		f 5.23	f 7.00	<u> </u>	1936	87.2	CUMBERLAND	41.0	No Sdg.	f 10.54	f 6.47	7.58	11.03	loses right and class when	11.55#
9.10		5.25	* 7.02		1937	87.9	NAVY	40.3	60	10.52	* 6.45	7.50	11.00	two (2) hours or more late.	11.45
9.45 10.45 396-972		5.40	7.15	<b> </b> -	1942	93.4	CWENUMCLAWD	34.8	105	10.45 972	6.34	7.27	10.45	anoro tuto.	11.00 9.20 971-396
396-972 11.05AM 12.05PM		5.51	7.26		1945	96.8	BKBUCKLEYD	31.4	100	10.30	6.22	7.10	10.80		9.00
		· .			7049	101.0	CASCADE JCT	27.2	No	* 10.16	* 6.10	6.36	10.05		8.05
12.35		* 6.00	* 7.37	W C		101.0	0.9	26.3	Sdg.	10.14	6 05 397-684	6.30	10.00	6.25AM	8.00M 7.00
12.45 2.00	12.80PM	6.05 398	7.45 972	T.	1500	102.5	SOSOUTH PRAIRIEN 3.7					6.30 5.45 397-398			395
2.25	12.40	f 6.18	f 7.53		1954	105.6	ARLINE	22.6	Spur	f 10.04	f 5.53	5.30	9.33	6.02	6 45
2.30	12.45	f 6.15	f 7.55		1955	106.6	CROCKER	21.6	100	f 10.03	f 5.50	5.25	9.80	5.55	6.40
3.00	1.00	6.25 364	8.02	т	1958	109.3	0GDRTINGD	18.9	200	9.58	5.45	5.16	9.20	5.40	6.30
8.20	1.12	6.33	8.10		1961	112.8		15.4	8 Spur	9.50	5.84	5.06	9.08	5.05	6.10
8.85	1.17	6.38	8.16		1963	114.9	ALDERTON	13.3	25	9.45	5.29	5.01	9.00	4.55	6.00
4.00	1.25	* 6.43	* 8.23	Y W	1	117.2	1.3	11.0	70	* 9.40	* 5.24	4.55	8.50	4.45	5.50
4.20	1.85	6.58	8.30		1		PYPUYALLUPN 6.7	.	70	9.35	5.20	4.50	8.40	4.35	5.40
4.50	1.50	* 7.05	* 8.40		1972	125.2	RN TIDEWATER	3:0		* 9.20	* 5.05	4.80	8.10	4.15	5.10
		7.10PM	8.45AM			-	Q TACOMA	1.3	3	9.15	5.00PM	` .			F 00:
5.00PM	2.05PM			·	1976	128.2	TACOMA WHARF	0.0		,		4.10PM	8.000	4.00₩	5.00AM
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	·	ļ					DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
SUNDAY 2.00	1.35	1.55	1.51	·			Time Over District			1.50	2.00	4.05	3.30	2.25	3,30
9.0	17.6	22.1	22.2				Average Speed per Hour	<u> </u>		20.3	22.2	11.1	12.6	10,5	5.2

Trains will keep to the right on double track between Cascade Junction and South Prairie water tank and

OCOSTA BRANCH.

Time Table No. 31B.

May 1, 1910.

Succeeding No 31A

STATIONS.

Telegraph Offices and Calls

.....ABERDEEN JCT.....

.....JUNCTION CITY....

......COSMOPOLIS JCT

.....SOUTH ABERDEEN .....

.....WEST ABERDEEN.....

......MARKHAM......

....OCOSTA.....

Time Over District

Average Speed per Hour

583 and 584 will stop on flag at Redmon Creek, locatedone 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; mile west of Markham. No. No. 581 has right over No. 582 Cosmopolis Junction to Cosmopolis; No. 583 has right over No. 584 Cosmopolis to Cosmo

1.4 ......COSMOPOLIS JCT.....

3.0 MP......COSMOPOLIS.

CR 14.5 ......SOUTH ARBOR......

WEST BOUND.

SECOND CLASS TRAINS

583

MIYED

3.35PM

8.40

f 3.48

f 3 58

f 4.21

4.28

4.35PM

Wed. and Sat. Except Sun

1.00 .15

Wed. and Sat. Except Sun

581

Mixed

3.15

3.18

3.20

3.308

Y CM 37 0.0

CR

CG.

CR 3

CR 5

CR 18.7

Register stations: Aberdeen Junction, Cosmopolis and Ocosta. Junction switches will be for line Junction City to Ocosta. Bulletin Station—Cosmopolis.

CR 4.6

7.9

EAST BOUND

SECOND CLASS TRAINS.

584

MIXED

Ved. and Sat.

5.85PM

5.32

5.29

5.25

4.56

4.55

4.45P

.50

Except Sunday Wed. and Sat

.10

582

Mixed

xcept Sunday \

7.45M

7.37

7.35

7.30AM

18.7 42

17.9

17.3

14.1 No Sdg

10.8 No Sdg

4.2 No

2.5

0.0 75

13.0

D 15.7

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

Before entering double track at Tidewater, 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 vern movements to and from Buckley Line.

NOTE.—No 396 will wait at Puyallup for connection with No. 307.

No. 398 will wait at Puyallup for connection with No. 323.

No. 962 has right to main line at South Prarie against all, except first-class, trains.

No. 962 loses right and class when two (2) hours or more late.

Between Tidewater and Tacoma engineer will obtain card order at Tidewater 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 Tidewater under full control, and will not proceed until tracks are known to be clear and

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 16th 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 Tidewater 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 Tidewater 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.

Speed of trains over crossing switches at Tidewater 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 Tidewater.

Trains originating or terminating at Tacoma will run via Head of Bay yard. Trains from Seattle line for Tacoma Division main line or vice verse, will run via Draw Bridge line as heretofore.

Tacoma Division trains using track between Tidewater 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.

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).

Crocker and Palmer Junction all trains 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.

Trains will approach Cascade Junction under full control, looking out for branch line trains.

Trains will approach Cascade Junction under full control, and speed of freight trains twenty miles per hour, from Buckley to Cescade Junction.

Speed must not exceed ten miles per hour within the corporate limits of Puvallup. Orting. Buckley and Enumelaw

SS SS

0

10

ΕO

10

5

PT AY

10

Trains will approach Cascade Junction under null control, looking out for brainen 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 Cescade Junction.

Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Orting, Buckley and Enumciaw.

Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Orting, Buckley and Enumciaw.

Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Buckley and Enumciaw.

Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Buckley and Enumciaw.

Buckley line extends to Puyallup, and the new or extreme left hand track coming west between Meeker and Puyallup. Buckley line trains in line, and also is passing track and operated under yard limit 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 protect by flag when using this gauntlet.

Conductor and establic trains 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 ing 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 line trains of trains on 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 use this portion of the track during foggy weather:

Conductors and engineers of trains on operator the position of trains on passibility of accident likely line, before between Puyallup and Meeker. No trains, either main line or Buckley line, be

				TYDIA DO ANT Y	ija iz aprir pilij Osto-Marcina	TA	CT D	OTTESTS.
WEST BOU	ŊD.			ELMA BRANCH.		EA.	91 D	OUND.
	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from End of Track	Time Table No. 31B.  May 1, 1910.  Succeeding No. 31A.  STATIONS.  Telegraph Offices and Calls	Distance from Elma	Capacity of Side Tracks	-	
		CH 10	0.0	SIMPSON	9.9	7		
		CH 9	1.1	SMITHS SPUR	8.8	4		-
		C H 7½	2.3	HILLGROVE	7.6	4		
		CH 7	2.4	McCLEARY2.6	7.5	8		
		CH 5	5.0	RAYVILLE	4.9	4		
		CH 4	5.9	WHITE'S	4.0	5		
		C M 19	9.9	EFD	0.0	60		
							•	
						<u> </u>		
egistering Statio	n—El be re will t ack ju	ma. equire un sl et ab	d to e	t on amount of business to be han consult register, except at initial of tween Simpson and Hillgrove act witch leading to siding at Simpson	or star	lioht r	ails.	as derail

WES	T BOU	ND.		]	BURNETT BRANCH.		ΕA	ST BOU	JND.
FIRST	CLASS.	S.	bers	E	Time Table No. 31B.	from Junction		FIRST	CLASS.
373	375	Water, Coal, Scales, Tables and Wyes	Numbers	e from	May 1, 1910. Succeeding No. 31A.	o fro	Capacity of Side Tracks	374	376
Passenger	Passenger	ter ≪	Station	Distance   Pittsburg	STATIONS.	Distance Cascade	acit o Tr	Passenger	Passenger
DAILY	DAILY	Sca	Sta	Sign	Telegraph Offices and Calls	ដូច្ន	28	DAILY	DAILY
6.35PM	7.16AM		C C	0.0	PITTSBURG	3.3	45	7.15AM	6.34PM
6.43	7.24	s	CC 2	2.0	BND  1.3	1.3	45	7.05	6.24
* 6,48PM	* 7.29AM		1949	3.3	CASCADE JCT	0.0	No Sdg.	* 7.00AM	* 6.18PM
								-	
DAILY	DAILY				·			DAILY	DAILY
.14	.14				Time Over District			.15	.15
14.1	14.1				Average Speed per Hour			13.2	13.2

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

	WEST BOU	JND.		-	ORTING BRANCH.		EA	ST BO	UND.
		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Puyallup River	Time Table No. 31B.  May 1, 1910.  Succeeding No. 31 A.  STATIONS.  Telegraph Offices and Calls	Distance from Orting	Capacity of Side Tracks		
			C <sub>E</sub>	0.0	PUYALLUP RIVER	7.6	10		
		WT	1958	7.6	OGD	0.0	200		
1								<u> </u>	<del></del>

Registering Station—Orting.
Engineers will not be required to consult register, except at initial or starting point.
Junction switch, one mile east of Orting station, will be set for cross-over, and track from cross-

over to station will be used as a main line passing track.

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

See special rules, page 8.

Derailing switch 200 feet east of Junction switch must be left set for derail Derail at Fisks must be left set for derail

WE	EST B	ισο	ND.	WILKESON BRANCE	н.	ΕA	ST BOT	JNĎ.	WES
FIRST CLASS 377		Numbers	e from	Time Table No. 31B.  May 1, 1910.  Succeeding No. 81 A.	Distance from Cascade Jct.	Capacity of Side Tracks	FIRST	CLASS.	FIRST CLASS. 389
Passenge		Station	Distance Fairfax	STATIONS.	tanc	acit Tr	Passenger		Passenger
DAILY	Scal	Stat	Dis	Telegraph Offices and Calls	Cas	Sign	DAILY		DAILY
6.00	AM	C B 15	0.0	FAIRFAX2.2	15.2	5 Spur	8.10PM		6.45AM
6.10		C B	2.2	MN MELMONT D	13.0	5 Spur	7.55		f 6.57
			6.2	CARBON COAL CO. CROSSING	9.0				7.04
6.80		C B	6.5	CBD	8.7	5	7.30		7.15
6.45	ST	CB 5	10.3	WX WILKESON D	4.9	90	7.08		7.28
* 7.00	IAM:	1949	15.2	CASCADE JCT	0.0	No Sdg.	* 6.489%		7.40
				-					f
DAILY	<b></b> [	J'			<u>                                     </u>		DAILY	ı	f 7.47
1.00	_ [	'		Time Over District	!		1.22		
15.2		<u> </u>		Average Speed per Hour		<u>                                      </u>	11.4		f 7.52
. м	aximun	n Gra	des.	7.1. 10 1 T d				- 1	f 7.57

Registering Stations-Fairfax and Cascade Junction.

Engineers will not be required to consult register, except at initial or starting point. Derailing switch at Cascade Junction will be set for derail. Derailing switch located 200 feet east of east switch at Montezuma will be kept set and locked for derail.

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

Speed of trains when backing up must not exceed 20 miles per hour. Trains will stop at railroad crossing near Fairfax Junction, between Carbonado and Fairfax.

Derail switches at west end of coal track at Melmont and 200 feet east of Cascade Junction must be kept set in derailing position when not in use.

Switch east of depot at Fairfax will be set to protect cars at Bunkers by derail. Trains between Fairfax and Montezuma will look out for logging train of Washington Manufacturing Company, switching at Montezuma.

Registering Stations-Yacolt and Vancouver Junction.

WEST BOUND.

WY CY

C Y 19

C Y 17

CY 16.9

CY 18.6

CY 20.0

C Y 21.2

C Y 23.5

CX 26.8

8.074

DAILY

1.22

19.6

Engineers will not be required to consult register except at initial or starting point. Builetin Stations—Vancouver and Yacolt. Standard Clock-Vancouver.

YACOLT BRANCH.

Time Table No. 31B.

STATIONS.

Telegraph Offices and Calls

0.0 YC.....YACOLT...

.....HEISON.

C Y 12.7 BA....BATTLE GROUND.....

.....LAURIN

.....CRAWFORD...

.....BRUSH PRAIRIE....

..... HOMAN ....

.....BARBERTON...

.....VANCOUVER JCT...

Time Over District

Average Speed per Hour

.....HIÐDEN..

May I, 1910.

Succeeding No. 31A.

EAST BOUND.

390

Passenger

DAILY

6.20PM

6.02

5.57

5.50

5.40

5.30

5.20

5.14

5.04

4.52

DAILY

1.28

18.3

Cap

35

No Sdg.

25 18.8

20

25

D 26.8

.D| 14.1 |

9.9

8.2 50

6.8 4

5.6 4

3.3 No

FIRST CLASS.

Derail switches located on Daly Spur and on Smith Spur must be kept in derailing position when not in use. Trains from Yacolt Branch must ascertain main line rights before occupying

main line at Vancouver Junction. No. 389 and No. 390 will stop on flag at Lucia and Dale for passengers.

# WEST BOUND. GREEN RIVER BRCH. EAST BOUND.

ı	CLASS.		ers	_	Time Table No. 31B.	_			CLASS.
-	395	ter, Coal, les, Tables Wyes	Numbers	from	May 1, 1910. Succeeding No. 31 A.	Distance from Kanaskat	cks	398	·
ı	Passenger	es, T	ioi L	Distance fi Kerriston	STATIONS.	ance	acity	Passenger	
ı	DAILY	Water, Scales, and Wy	Station	Ker	Telegraph Offices and Calls	Dist	Capacity of Side Tracks	DAILY	
	5.35AM		C J 15	0.0	KERRISTON	14.8		8.00PM	
-	6.10	w	С J 7	7.9	HEMLOCK	6.9	30	7.82	
_	6.13		CJ 6	8.6	BARNESTON	6.2	Spur 30	7.27	
	6.80		CJ 2	12.8	KANGLEY JCT	2.0	62	7.15	
=	6.40AM	WY	A 1	14.8	GVKANASKATN	0.0	75	7.10%	
_									
_[	DAILY							DAILY	
-1	1.05				Time Over District			.50	
	13.7				Average Speed per Hour	-		17.8	

Registering Station—Kanaskat.

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

Derailing switches west of main line log landings will be set for derail.

Trains will look out for engines of Logging Co. using track east of derail switch located 1100 feet west of Spur No. 1 at Kerriston.

Trains will look out for engines of Cascade Timber Co. handling logs between their

siding and Kangley.

Maximum grades.

Derailing switch is located 250 feet east of Kangley Jct., on Kangley Line. See special rules, page 8.

WEST B	OUNI	).	CROCKER BRANCE	I.	EAS	ТВО	UND.
Water, Coal, Scales, Tables and Wyes	2   9	Douty	Time Table No. 31B.  May 1, 1910.  Succeeding No. 31A.  STATIONS.  Telegraph Offices and Calls	Distance from Crocker	Capacity of Side Tracks		
ws	CD 0	.0	WINGATE	5.1	140	- · · · · · · · ·	
	1955 5	.1	CROCKER	0.0	100		
	<u> </u>	!					J

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. Derailing switches at Crocker, and in main track 550 feet west of depot at Wingate, See special rules, page 8. must be left set for derail.

Truss bridge over Carbon river has inside width of twelve feet. Maximum grades.

# 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

phore before reaching Half Moon Yard, Tacoma, 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 east 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 "Caution."

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 arm is 45 degrees upward or light shows "green," it 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 Clear indication, 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 inmediately ahead Clear.

Trains occupying East bound main line between 15th street viaduct and 9th street bridge. Half Moon Vard will held simulated.

ail-

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 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 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 pressed the switch and cut of the block shall have passed the switch and out of the block.

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.

Before using the cross over switches above Bailey St. and below Tacoma Ave., in order to cross over from one Main Line to the other, after throwing the first switch walt three (3) minutes before throwing the next switch and crossing over. This in order to be sure that no train has entered the block before cross over switch had been thrown setting

# 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, Crocker Branch and Green River 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 means that it an operator has no orders for this particular train, and the block anead 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 realize that concerning the process of the same 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 be 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

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, not-withtending it may have train rights which would attack the same received further orders as per Block Rules Nos. 53 and 54, not-with the same received or receives further orders as per Block Rules Nos. 53 and 54, not-with the same received or receives further orders as per Block Rules Nos. 53 and 54, not-with the same received or receives further orders as per Block Rules Nos. 53 and 54, not-with the same received or received further orders as per Block Rules Nos. 53 and 54, not-with the same received or received further orders as per Block Rules Nos. 55 and 54, not-with received further orders as per Block Rules Nos. 55 and 54, not-with received further orders as per Block Rules Nos. 55 and 54, not-with received further orders as per Block Rules Nos. withstanding 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,

# COMMERCIAL SPURS.

	COMMENSAL OF CITY													
MAIN LINE.	MAIN LINE—Cont.	ORTING BRANCH.	BUCKLEY LINE.	GATE LINE		YACOLT BRANCH—Cont.								
DISTANCE FROM TACOMA.	Byckford	DISTANCE FROM ORTING.	DISTANCE FROM PALMER JCT.	—Cont.	Soule 36.4	Smith.         10.0           Tenny.         13.2								
OLOMO, I I I I I I I I I I I I I I I I I I I	Evaline 65.0	Vaneer	Big 6	Duby	Lewis.       40.2         Trap Creek.       41.2	GRAY'S HARBOR LINE.								
	Capitol Mills 69.7	Fisks 5.2	Nolte	SOUTH BEND BRANCH.	Wheaton	DISTANCE FROM LAKEVIEW.  Molberg								
Tenino Stone Co	Metcalf 94.4		Valley Mill 13.9 Broomfield 19.1		Turney 54.0	Standard Oil Co								
Blumauer 40.5	Hermione 109.1	WILKESON BRANCH.	Firville	Harmons.       6.4         Donahue.       12.0	YACOLT BRANCH.	Ames								
Great Western Coal Co 41.3	CDUCKED BDYNCH	DISTANCE FROM CASCADE JCT.	GATE LINE	Meskill         12.5           Mays         13.0	DISTANCE FROM YACOLT.  McCutcheon	Bagshaw         50.5           Malone         58.1								
Martin Lbr. Co	DICKANOR PROM OROGERY	Brierhill Coal & Coke Co 4.5	DISTANCE FROM CENTRALIA.	Onn.         16.9           Cases.         27.8	Bouton Perkins 4.7	Java     60.5       Vance     64.9								
Carlisle 51.5				Siler         29.6           Custer         34.6		Weatherwax								
J. T. FOSTER,	I		H. C. BUCKLEY,		J. S. DEAN,									
Train Maste	er, Tacoma.		<ul> <li>Train Master, Por</li> </ul>	tland.	Chief Di	spatcher, Tacoma.								

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

# 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	1.4	250	9	235	8	175	6
Buckley to Palmer Jct		<i>:.</i>	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	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
	60 Cars	60 Cars	60 Cars	60 Cars	60 Cars	60 Cars	60 Cars	60 Cars

#### MAIN LINE-WEST BOUND.

GRADES,	Class W		Class Y-2		Class F-1		Class 8		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 Chebalis		60		60	<u></u>	60	<u></u>	60		60		60	<u></u>	50	<u></u>	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	<b> </b>	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
	Ra	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 anenginewhentrain 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 Wilke-

son 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 F1. 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

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

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 crasses 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.

# TONNAGE RATING—ENGINES OF O. & W. R. R. BETWEEN TACOMA AND PORTLAND.

	WEST	BOUND		EAST BOUND								
STATIONS	0. S. L. 720 to 727	S. P. 1740 to 1798	U. P. 1704 to 1705	S. P. 2290 to 2300	STATIONS	O. S. L. 720 to 727	S. P. 1740 to 1798	U. P. 1704 to 1705	S. P. 2290 to 2300			
	South Tacoma to Rainier 1120 1025 1120 1025		Portland to Winlock	1350	1245	1350	1245					
South Tacoma to Rainier		1025	1120	1025	Winlock to Napavine	950	850	960	880			
St. 1 die te Wesseline	680	765	820	765	Napavine to Rainier	1050	955	- 1050	955			
Chehalis to Napavine	. 000	703	. 620	703	Rainler to South Tacoma	1700	1575	1700	1575			

