

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 32A TABLE

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

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

SUNDAY, November 6th, 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.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. C. ALBEE,
Superintendent.

T. E. COYLE,
Assistant Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

WEST BOUND.

MAIN LINE.

FIRST CLASS TRAINS.

Table with columns for train numbers (995, 973, 969, 963, 997, 965, 589, 691, 679, 355, 363, 301, 361, 321, 357, 307, 365, 391, 311, 333, 359, 313, 323, 393), station names, and departure times. Includes sub-headers for 'THIRD CLASS TRAINS', 'SECOND CLASS', and 'FIRST CLASS TRAINS'. Station names include TACOMA WHARF, SOUTH TACOMA, LAKEVIEW, HILLHURST, ROY, VELM, RAINIER, McINTOSH, TENINO, BUCODA, WABASH, CENTRALIA, CHEHALIS, CHEHALIS JCT., NEWAUKUM, NAPAVINE, WINLOCK, SOPENAH, OLEQUA, CASTLE ROCK, TILLCUM, OSTRANDER, KALOKEN, KELSO, CARROLLS, KALAMA, MARTIN'S BLUFF, WOODLAND, RIDGEFIELD, KNAPPS, FELIDA, VANCOUVER JCT., VANCOUVER, North Portland Junc., St. Johns, WILLBRIDGE, BEATTY, CITY LIMITS, and PORTLAND.

WEST BOUND.

GRAY'S HARBOR LINE.

EAST BOUND.

| THIRD CLASS TRAINS. | | | | SECOND CLASS | | FIRST CLASS TRAINS. | | | Water, Coal Scales, Tables and Ways | Station Numbers | Distance from Lakeview | Time Table No. 32A Succeeding No. 32 November 6, 1910 | | | | | Distance from Moclips | Capacity of Passing Tracks | FIRST CLASS TRAINS. | | SECOND CLASS | | THIRD CLASS TRAINS. | | |
|---------------------------|------------------------------|----------------------|------------------------|--------------------|------------------------|---------------------|--------------------|--------------------|-------------------------------------|---|------------------------|---|----------------------|-----------------------------|---------------------------|-------------------------|-----------------------|----------------------------|-------------------------|--------------------|--------------------|----------------------|------------------------|---------------------------|-------------------------|
| 967 | 965 | 587 | 585 | 323 | 365 | 321 | 366 | 324 | | | | 322 | 588 | 586 | 966 | 968 | | | 366 | 324 | 322 | 588 | 586 | 966 | 968 |
| Way Frt. Except Sunday | Way Frt. Except Sunday | Mixed Except Sun. | Mixed Except Sunday | Passenger DAILY | Passenger DAILY | Passenger DAILY | Passenger DAILY | Passenger DAILY | | | | Passenger DAILY | Mixed Except Sun. | Mixed Except Sunday | Way Frt. Except Sunday | Way Frt. Except Mon. | | | Passenger DAILY | Passenger DAILY | Passenger DAILY | Mixed Except Sun. | Mixed Except Sunday | Way Frt. Except Sunday | Way Frt. Except Mon. |
| | 6.10AM | | | 6.01PM | 10.28AM | * 9.20AM | | 1985 | 0.0 | VA. LAKEVIEW | D | 115.9 | 100 | 12.55PM | 4.17PM | * 9.20PM | | | 8.30PM | | | | | | |
| | | | | f 6.05 | f 10.27 | * 9.24 | | CK 2 | 2.5 | COUNTRY CLUB | | 113.4 | No Sdg. | f 12.49 | f 4.18 | * 9.14 | | | | | | | | | |
| | 6.20 | | | * 6.06 | * 10.28 | * 9.25 | | CK 3 | 2.8 | AMERICAN LAKE | | 113.1 | 40 | * 12.47 | * 4.12 | * 9.13 | | | 8.10 | | | | | | |
| | 6.25 | | | f 6.09 | f 10.31 | * 9.28 | | CK 5 | 4.3 | COSGROVE | | 111.6 | 35 | f 12.44 | f 4.08 | * 9.10 | | | 8.00 | | | | | | |
| | 7.00 | | | f 6.16 | 10.36 | * 9.34 | S | CK 7 | 7.4 | D..... DU PONT | D | 108.5 | Spur | 12.37 | 4.00 | * 9.02 | | | 2.45 | | | | | | |
| | 7.20 | | | 6.30 | 10.48 | * 9.45 | W | CK 13 | 12.5 | SHERLOCK | | 103.4 | 25 | 12.23 | 3.45 | * 8.50 | | | 2.00 | | | | | | |
| | 7.45 | | | f 6.45 | f 11.03 | * 9.57 | | CK 18 | 18.0 | UNION MILL | | 97.9 | Spur | f 12.07 | f 3.34 | * 8.39 | | | 1.15 | | | | | | |
| | 7.55 | | | 6.50 | 11.07 | * 10.00 | | CK 20 | 19.5 | LACEY | | 96.4 | 40 | 12.05PM | 3.30 | * 8.37 | | | 1.00 | | | | | | |
| | 8.15AM | | | 7.05 7.10 | 966 11.30 366 11.40 | 10.15 | WT | CK 25 | 24.6 | OY..... OLYMPIA | D | 91.3 | 110 | 11.50AM 11.40 365-966 | 3.15 3.10 | 8.25 | | | 12.30PM 365-366 | | | | | | |
| | | | | | | | | | 25.2 | PORT TOWNSEND SOUTHERN CR'G (Track Connection) | | 90.7 | | | | | | | | | | | | | |
| | | | | f 7.22 | f 11.52AM | * 10.28 | | CK 30 | 29.9 | BELMORE | | 86.0 | 40 | f 11.30 | f 2.55 | * 8.10 | | | | | | | | | |
| | | | | 7.38 | 12.07PM | * 10.38 | | CK 37 | 36.4 | RK..... LITTLE ROCK | D | 79.5 | 43 | 11.17 | 2.40 | * 7.55 | | | | | | | | | |
| | | | | * 7.40 | * 12.09 | * 10.40 | | | 37.4 | BORDEAUX JUNCTION | | 78.5 | | * 11.14 | * 2.34 | * 7.51 | | | | | | | | | |
| | | | | f 7.47 322 | f 12.15 | * 10.45 | | CK 40 | 39.6 | MIMA | | 76.3 | 13 | f 11.10 | f 2.30 | * 7.47 323 | | | | See page 4 | | | | | |
| | 12.05PM | | | 8.00 8.10 | 12.30 1.00 | 366 10.55 11.05 | WY | CK 44 | 43.9 | HK..... GATE | D | 72.0 | 50 | 321 11.00 10.45 | 2.20 2.10 | 7.39 | | | 1.30PM | | | | | | |
| | 12.30 1.58 324-365-968 | | | 8.21 | 1.15 967-968 | 11.15 | CM | 5 | 48.8 | OX..... OAKVILLE | D | 67.1 | 90 | 10.25 | 1.58 967 | 7.29 | | | 1.15 1.00 365-967 | | | | | | |
| | 2.25 | | | * 8.36 | * 1.32 | * 11.30 | | CM 12 | 55.7 | LYTLE | | 60.2 | 80 | * 10.02 | * 1.38 | * 7.19 | | | 12.20 | | | | | | |
| | 2.35 | | | 8.39 | 1.35 324 | f 11.32 | W | CM 13 | 56.7 | OR..... PORTER | D | 59.2 | 20 | 10.00 | 1.35 365 | f 7.17 | | | 12.15PM | | | | | | |
| | 3.10 | | | 8.55 | 1.50 | 11.45 968 | | CM 19 | 63.3 | EF..... ELMA | D | 52.6 | 120 | 9.40 | 1.15 | 7.05 | | | 11.45AM 11.15 | | | | | | |
| | 3.20 | | | f 9.00 | f 1.54 | * 11.48 | | | 65.7 | MACKS | | 50.2 | | f 9.30 | f 1.05 | * 6.59 | | | 11.00 | | | | | | |
| | 3.50 | | | 9.05 | 2.00 | * 11.53AM | | CM 23 | 67.0 | SP..... SATSOP | D | 48.9 | 37 | 9.25 | 1.01 | * 6.57 | | | 10.50 | | | | | | |
| | 4.25 | | | See Page 6 | 9.20 | 12.06PM | W | CM 29 | 72.6 | MO..... MONTESANO | D | 43.3 | 70 | 9.10 | 12.50 | 6.47 | | See page 6 | 10.30 | | | | | | |
| | 5.00 | | | 7.45AM | * 9.48 | * 2.35 | CY | CM 37 | 81.2 | AJ..... ABERDEEN JCT. | D | 34.7 | 42 | * 8.45 | * 12.30 321 | * 6.27 | | 3.15PM | 9.40 | | | | | | |
| | 5.30 | | | 7.55AM 366-968 | 10.00 | 2.50 586 | | CM 40 | 84.4 | SA..... ABERDEEN | D | 31.5 | 50 | 8.30 585 | 12.15 | 6.15 | | 3.00PM 365 | 9.00 8.40 585 | | | | | | |
| | 5.55PM 322 | | | 10.20PM | 3.15 | 12.55PM | WC | CM 44 | 87.9 | HO..... HOQUIAM | D | 28.0 | 150 | 968 8.10 8.00 | 12.01PM | 6.00PM 967 | 1.45PM | | 8.20AM 366 | | | | | | |
| | | | | f 3.25 | | | | CM 47 | 91.0 | GRAYS HARBOR CITY | | 24.9 | No Sdg. | f 7.47 | | | 1.25 | | | | | | | | |
| | | | | f 3.40 | | | | CM 52 | 95.9 | GRAY GABLES | | 20.0 | No Sdg. | f 7.34 | | | 1.05 | | | | | | | | |
| | | | | f 3.46 | | | | CM 54 | 97.9 | CHENOIS CREEK | | 18.0 | No Sdg. | f 7.26 | | | 12.58 | | | | | | | | |
| | | | | f 3.54 | | | | CM 56 | 100.3 | TULIPS | | 15.6 | 40 | f 7.20 | | | 12.48 | | | | | | | | |
| | | | | f 4.05 | | | | CM 61 | 104.9 | COPALIS CROSSING | | 11.0 | No Sdg. | f 7.08 | | | 12.30 | | | | | | | | |
| | | | | f 4.12 | | | | CM 62 | 105.9 | KUHN | | 10.0 | No Sdg. | f 7.01 | | | 12.26 | | | | | | | | |
| | | | | f 4.15 | | | | CM 63 | 106.7 | McGLAUFN | | 9.2 | No Sdg. | f 6.59 | | | 12.24 | | | | | | | | |
| | | | | f 4.19 | | | | CM 64 | 108.0 | ONSLOW | | 7.9 | 30 | f 6.55 | | | 12.20 | | | | | | | | |
| | | | | f 4.24 | | | | CM 66 | 109.5 | STEARNSVILLE | | 6.4 | No Sdg. | f 6.50 | | | 12.12 | | | | | | | | |
| | | | | f 4.30 | | | | CM 68 | 111.7 | ALOHA | | 4.2 | Spur 12 | f 6.42 | | | 12.04PM | | | | | | | | |
| | | | | 4.35 | | | W | CM 69 | 113.4 | PACIFIC | | 2.5 | Spur 7 | 6.36 | | | 11.58AM | | | | | | | | |
| | | | | f 4.40 | | | | CM 71 | 114.9 | SUNSET BEACH | | 1.0 | No Sdg. | f 6.33 | | | 11.50 | | | | | | | | |
| | | | | 4.45PM | | | Y | CM 72 | 115.9 | MC..... MOCLIPS | D | 0.0 | 40 | 6.30AM | | | 11.45AM | | | | | | | | |
| | 5.50 | 2.05 | 2.00 | .10 | 4.20 | 6.22 | | | | Time Over District | | | | 6.25 | 4.16 | 3.20 | 2.00 | .15 | 3.00 | 5.10 | | | | | |
| | 7.5 | 11.8 | 14.0 | 29.1 | 20.2 | 18.2 | | | | Average Speed per Hour | | | | 18.1 | 21.1 | 26.3 | 14.0 | 12.8 | 8.2 | 8.5 | | | | | |

| WEST BOUND. | | | | GATE LINE. | | | | | | | | | | EAST BOUND. | | | | | | | |
|-------------|--|--|--|--------------|--|---|--|--|--|--|--|---|--|-------------|--|--------------|--|---------------|--|--|--|
| THIRD CLASS | | | | SECOND CLASS | | FIRST CLASS. | | | | | | FIRST CLASS. | | | | SECOND CLASS | | THIRD CLASS | | | |
| | | | | | | 387 385 383 381 | | | | | | 382 384 386 388 | | | | | | 968 | | | |
| | | | | | | Passenger Passenger Passenger Passenger | | | | | | Passenger Passenger Passenger Passenger | | | | | | Way Freight | | | |
| | | | | | | DAILY DAILY DAILY DAILY | | | | | | DAILY DAILY DAILY DAILY | | | | | | EXCEPT MONDAY | | | |
| | | | | | | 9.15 AM 7.20 PM 12.05 PM 10.40 AM 9.45 AM | | | | | | 11.30 AM 11.55 AM 8.00 PM 8.45 PM | | | | | | 2.80 PM | | | |
| | | | | | | 9.45 10.20 10.40 11.30 | | | | | | 11.15 11.40 2.42 8.80 | | | | | | 2.05 | | | |
| | | | | | | 7.45 12.35 11.00 10.20 | | | | | | 11.00 11.30 2.80 8.21 | | | | | | 1.45 | | | |
| | | | | | | 7.55 PM 12.45 PM 11.10 AM 10.35 AM | | | | | | 10.50 AM 11.20 AM 2.20 PM 8.10 PM | | | | | | 1.30 PM | | | |
| | | | | | | DAILY DAILY DAILY DAILY | | | | | | DAILY DAILY DAILY DAILY | | | | | | EXCEPT MONDAY | | | |
| | | | | | | .35 .40 .30 .50 | | | | | | .40 .35 .40 .35 | | | | | | 1.00 | | | |
| | | | | | | 22.3 19.5 26.0 15.6 | | | | | | 19.5 22.3 19.5 22.3 | | | | | | 13.0 | | | |
| | | | | | | Time Over District | | | | | | Average Speed Per Hour | | | | | | | | | |

Special Rules Grays Harbor and Gate 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. 385 and No. 386 will stop on flag at Burrows, 2.0 miles west of Chenois Creek; Wilderness, 1.8 miles west of Tuline, and at Bale, 0.9 miles west of Copalis Crossing.

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

No. 323 and No. 324 will stop on flag at Nisqually Gun Club, two miles east of Sherlock.

No. 322 will stop at Little Rock on Saturdays, only, to take on passengers.

No. 322 will stop on flag at Du Pont on Wednesdays and Sundays.

No. 323 and No. 386 will stop on flag at Overton, three miles east of Little Rock.

No. 321 and No. 386 will wait at Gate for connection with No. 383. No. 386 will get connection from No. 383 at east or Olympia leg of Wye.

Registering Stations—Lakeview, Olympia, Gate, Elma, Aberdeen Junction, Hoquiam and Moclipis.
Clearance will not be issued at Olympia, Elma and Aberdeen Jct., unless red signal is displayed. Engineers will not be required to consult register, except at initial or starting point.

Bulletin Stations—Olympia, Hoquiam and Moclipis.
All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed: Wishkah River, 1/4 mile east of Aberdeen; Hoquiam River, 1/4 mile east of Hoquiam.

No. 381, No. 383 and No. 385 will turn on wye on arrival at Gate.

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. 585 has right over No. 586 and No. 386, Aberdeen Junction to Aberdeen. No. 587 has right over No. 588, Hoquiam to Moclipis.

No. 381 has right over No. 382. No. 383 has right over No. 384. No. 385 has right over No. 386, and No. 387 has right over No. 388 between Centralia and 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 enginemen 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 Moclipis.

Trains will approach Gate looking out for trains to and from Gate line turning on wye.

Yard limits at Centralia extends to a point 2200 feet west of the west switch of the new yard at Blakeslee on Gate Line. Capacity of this yard 300 cars.

Telegraphones are located in Section House at Sherlock, in Depot at Lacey, and in Section House at Belmore and are connected with telegraph office at Olympia, and may be used by train crews in emergency.

Class S or S4 engines will not exceed 8 miles per hour over Satsop river bridge.

AUTHORIZED SURGEONS, OREGON & WASHINGTON RAILROAD CO.

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|--|--|--|--|---|
| <p>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.</p> <p>AUBURN— Dr. F. D. Merritt, District Surgeon District between Seattle and Tacoma.</p> | <p>TACOMA— Dr. Chas. James, District Surgeon, 514 California Bldg. District between Auburn and Tenino.</p> <p>TENINO— Dr. Chas. E. Robson, District Surgeon. District between Tacoma and Centralia.</p> <p>WINLOCK— Dr. Irvin W. Weichbrod, District Surgeon.</p> | <p>District between Castle Rock and Centralia.</p> <p>CENTRALIA— Dr. David Livingstone, District Surgeon. District between Winlock and Tenino, and Elma, and Hannaford Creek Branch.</p> <p>CASTLE ROCK— Dr. T. C. Campbell, District Surgeon. District between Kelso and Winlock.</p> | <p>KELSO— Dr. C. W. Bales, District Surgeon. District between Kalama and Castle Rock.</p> <p>KALAMA— Dr. Luther M. Simms, District Surgeon. District between Vancouver and Kelso.</p> <p>VANCOUVER— Dr. J. T. Guerin, District Surgeon. District between Kalama and Albina.</p> | <p>ALBINA— Dr. Curtis C. Holcomb, District Surgeon. District between Vancouver and Portland.</p> <p>PORTLAND— Dr. Kenneth A. J. Mackenzie, Chief Surgeon. Dr. Geo. Ainslie, Consulting Oculist and Aurist. Dr. Frank M. Taylor, Assistant Surgeon. Dr. D. H. Jessup, Assistant Surgeon.</p> |
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AUTHORIZED SURGEONS, TACOMA DIVISION.

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|---|---|--|--|---|--|---|
| <p>Dr. S. W. Mowers, Chief Surgeon, Western Div., Tacoma. Dr. J. H. SHEETS, Buckley (S). Dr. W. B. PENNY, Wilkeson, Wn. Orting (S).</p> | <p>Puyallup (S). Tacoma Hospital (S). Tacoma Round House (S). Tacoma Baggage Room (S) Tacoma Wharf (S).</p> | <p>Tacoma (Toolcar) (S). Dr. P. B. SWEARINGEN, So. Tacoma (S). Dr. E. L. CARLSEN, So. Tacoma (S). Dr. G. W. KENNICOTT, Chehalis.</p> | <p>Dr. J. W. MOWELL, Olympia (S). Dr. J. H. DUMON, Centralia (S). Dr. E. P. FRENCH, Elma. Dr. F. L. CARR, Montesano (S).</p> | <p>Dr. H. C. WATKINS, Hoquiam. Dr. PAUL SMITS, Aberdeen. Dr. A. B. MACLEAN, PeEll. Dr. W. GRUWELL, So. Bend (S). Dr. I. A. WEICHBROD, Winlock</p> | <p>Dr. T. C. CAMPBELL, Castle Rock. Dr. L. M. SIMS, Kalama (S). Dr. J. MCCHESENEY, St. John's. Dr. A. P. STOWELL, Vancouver (S).</p> | <p>Dr. ANDREW C. SMITH, Portland (S) Dr. P. B. WING, Oculist, Tacoma. Dr. W. G. CAMERON, Specialist, Tacoma Dr. J. F. DICKSON, Oculist, Portland Dr. A. W. STEVENSON, Yacolt (S).</p> |
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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.

SPECIAL RULES FOR MAIN LINE

Maximum speed of passenger trains is one minute, or 60 seconds per mile. This speed must not be exceeded. Vancouver yard extends to point 3000 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.
 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 Willbridge 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.
 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.
 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.
 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. At Vancouver west bound trains will stop at passenger station before engine reaches point of clearance between N. P. and S. P. & S. Ry. tracks, and must be under full control before passing Station Semaphore, expecting to find main line occupied.
 "At Vancouver extreme caution is enjoined upon all concerned approaching curve east of depot. Trains must be under slow speed and absolute control at that point."

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.
 Registering Stations—Tacoma, Tacoma Wharf, South Tacoma, Tenino, Centralia, Chehalis, Kalama, Vancouver and Portland.
 Chehalis is registering station for Nos. 391, 392, 393, 394, 969 and 970.
 Passenger trains will register by ticket at South Tacoma.
 Passenger trains that do not stop at Tenino and Kalama will register by ticket. No. 679, No. 680, No. 691 and No. 692 will register by ticket at Tenino.
 Trains running via Grays Harbor Line will register at Lakeview.
 Clearance will not be issued at South Tacoma, except when red signal is displayed.
 At Tacoma Wharf and Tacoma no clearance required.
 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, Vancouver and Portland.

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 be under absolute control approaching Pacific Avenue at Tacoma and will not pass Pacific Avenue crossing without signal from switch tender indicating that crossovers at Pacific Avenue are clear. All trains which will use the Draw Bridge Line at Tacoma without entering passenger station will stop above Pacific Avenue and not proceed beyond there until engineer is furnished with a bridge card and an understanding established with Tower man covering movement of train over Draw Bridge Line. If it is found that freight trains cannot use Draw Bridge Line and passenger train will be delayed on this account, conductor will arrange to enter Half Moon yard and be handled via freight tracks to Tidewater.

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 draw-bridge control use of bridge, and trains will not proceed unless home semaphore shows clear indication.
 No engine heavier than N. P. class S-4 road engine (weight on drivers, 143,000 pounds) or N. P. class L-6 switch engine (weight on drivers, 126,000 pounds) will be run over Bridge No. 254, Tacoma Draw Span. In helping trains out of the Passenger Station any class of engine, except the Mallet type, may be run on the Draw Bridge approach, provided the length of the train will permit the use of this line without the engine running onto the Draw Span. Speed of all trains must not exceed ten (10) miles per hour over Tacoma Draw Span.
 Class S or 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.

All trains must not exceed ten miles per hour through corporate limits of Roy, Centralia, Chehalis, Winlock and Castle Rock.
 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 end 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 Pitcher's spur, to act as derail) Winlock (west end of house 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. 303 and No. 333 will stop on flag Sundays only at Lewis River Bridge, west of Woodland.
 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.

No. 334 will stop at McIntosh Saturdays on flag. No. 333 will stop at McIntosh Sundays on flag.
 Lap Sidings—Roy, Rainier, Chehalis and Castle Rock. Trains taking siding will head in at Lap.
 At Sopenah and Winlock 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.
 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 and block rights authorizing them to use track between Chehalis Junction and Chehalis before proceeding.

Conductors 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.
 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.
 At Sopenah, passing track is that portion of the siding, between East Switch and the Cross-over opposite the depot. The portion of the track west of this Cross-over will be known as the West Extension, and will not be used for meeting trains except on special order specifying the location.
 Between Centralia and Wabash, the third, or extreme right hand track going east, will be used as a switching lead for the east end of Centralia yard, as far as the yard limit board; outside of yard limits any trains using this track will obtain train order authority from dispatcher at Tacoma by the use of telephone, which is located in the building formerly used for telegraph office. Communication with the dispatcher can be had by use of telephone located on the dispatcher's wire, in accordance with the instructions which will be found posted beside the telephone. Under such authority the third track will be used by trains to or from the Centralia Eastern Railway and the Tono Branch of the O. & W. Railway at Wabash, and for such east bound main line freight trains as may be designated by yardmaster, Centralia. No cars will be left on this third track either by train crews or yard crews without train order authority.
 Yard limits at Centralia extend to a point 2200 feet west of the west switch of the new yard at Blakeslee on the Gate Line. Capacity of this yard 300 cars.

Special Rules Governing Use of Double Track Between Tenino and Chehalis and Kalama and Vancouver.

- (1) Double track extends from a point 400 feet west of depot at Tenino 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, and single track from west end of passenger station platform at Centralia to a point 1700 feet west thereof.
 - (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 delayed 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 obstructs the opposite track unless otherwise provided it must first be protected as prescribed by Rule 299 in both directions on that track and permission of Block Operator secured.
 - (7) Work extras must move with current of traffic unless otherwise directed.
 - (8) Any train making reverse movement on double track against the current of traffic must receive either clearance or clearance and caution card at every block office they pass.
 - (9) If a train should part while in motion, the enginemen and trainmen of the front portion must give train parted signal to trains running on the opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted must immediately reduce speed 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. See rule No. 304, Transportation Rules.
 - (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 await signal from the Draw Bridge Tender, before proceeding. Draw Bridge Tender will attend switches at either end of the single track.
- The single track between depot and the double track switch at Centralia, Chehalis and Kalama, will be operated under Yard Limit rules. Before using single track trains must have time table, or train order rights, or be fully protected by flag. All trains will ascertain position double track switch before using, and will run under full control on the single track between the depot and the double track switch at either point.
 No. 1 track at Chehalis between double track switch and the west switch west of the depot, will be used as passing track for west bound trains. The siding on the South side of the main line, east of the depot will be used for east bound passing track. Switches at the end of the double track will be set and locked for east bound trains.

WEST BOUND. SOUTH BEND BRANCH. EAST BOUND.

| THIRD CLASS | FIRST CLASS. | | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Chehalis Junction. | Time Table No. 32A. Succeeding No. 32. November 6, 1910 | | | Distance from South Bend | Capacity of Passing Tracks | FIRST CLASS. | | | THIRD CLASS |
|------------------------------|--------------|-----------------|--------------------------------------|-----------------|----------------------------------|---|-----|-----------|--------------------------|----------------------------|--------------|---------------|--------------------------|-------------|
| | 969 | 393 | | | | 391 | 392 | 394 | | | 970 | | | |
| | | Passenger | | | | Passenger | | Passenger | | | Passenger | Freight | | |
| Freight | See page 1 | See page 1 | See page 1 | | | STATIONS. | | | | | See page 2 | See page 2 | See page 2 | |
| EXCEPT SUNDAY | DAILY | DAILY | | | | Telegraph Offices and Calls | | | | | DAILY | DAILY | EXCEPT SUNDAY | |
| 8.45AM | 7.55PM | 12.30PM | Y | 2032 | 0.0 | CHEHALIS JCT. | | | 56.7 | Y | 9.40AM | 6.30PM | 4.40PM | |
| 9.05 | 8.05 | 12.40 | | CW 2 | 3.5 | LITTELL D | | | 53.2 | 5 | 9.26 | 6.17 | 4.15 | |
| 9.16 9.21 | 8.08 | 12.44 | | CW 5 | 4.7 | ADNA D | | | 52.0 | 37 | 9.21 969 | 6.12 | 3.80 | |
| 10.00 | 8.24 | 12.58 | | CW 10 | 10.1 | CERES D | | | 46.6 | 58 | 9.06 | 5.55 | 3.00 | |
| | | | | | 16.3 | LEUDINGHAUS R. R. CROSSING 0.1 No Track Connection. | | | 40.4 | | | | | |
| 11.00 | 8.40 | 1.15 | | CW 16 | 16.4 | DR..... DRYAD D | | | 40.3 | 90 | 8.50 | 5.40 | 2.20 | |
| 11.20 | 8.45 | 1.19 | | CW 17 | 17.5 | DO..... DOTY D | | | 39.2 | Spur | 8.45 | 5.35 | 2.15 | |
| 11.45AM 1.45PM 391-970 | 9.00 | 1.35 969-970 | W | CW 22 | 22.4 | PL..... PE ELL D | | | 34.3 | 75 | 8.35 | 5.23 | 1.45 12.30 391-969 | |
| | | | | | 23.7 | McCORMICK R. R. CROSSING 0.6 Track Connection. | | | 33.0 | | | | | |
| 2.05 | 9.07 | 1.41 | W | CW 24 | 24.3 | McCORMICK D | | | 32.4 | Spur | 8.21 | 5.15 | 12.10PM | |
| 2.30 | 9.15 | 1.50 | | CW 26 | 26.1 | WALVILLE D | | | 30.6 | Spur | 8.16 | 5.11 | 11.55AM | |
| | | | | | 26.7 | WALVILLE R. R. CROSSING 2.2 No Track Connection. | | | 30.0 | | | | | |
| 2.55 | 9.25 | 2.00 | | CW 29 | 28.9 | PLUVIUS D | | | 27.8 | 36 | 8.07 | 5.05 | 11.40 | |
| 3.30 | 9.50 | 2.25 | W | CW 35 | 35.3 | FR..... FRANCES D | | | 21.4 | 35 | 7.45 | 4.40 | 11.00 | |
| 3.37 | 9.54 | 2.30 | | CW 37 | 36.7 | GLOBE D | | | 20.0 | Spur | 7.39 | 4.36 | 10.15 | |
| 3.46 | 9.58 | 2.34 | | CW 38 | 38.0 | BM..... LEBAM D | | | 18.7 | 14 | 7.36 | 4.32 | 10.00 | |
| 394 4.17 4.22 | 10.08 | 2.45 | | CW 42 | 42.3 | HOLCOMB D | | | 14.4 | 30 | 7.24 | 4.22 969 | 9.15 | |
| 4.40 | 10.18 | 2.58 | | CW 46 | 46.4 | MENOLO D | | | 10.3 | 9 | 7.13 | 4.12 | 8.45 | |
| 5.00 | 10.28 | 3.10 | S | CW 50 | 50.5 | WILLAPA D | | | 6.2 | 16 | 7.02 | 4.02 | 8.15 | |
| 5.30 | 10.40 | 3.20 | | CW 53 | 53.0 | ND..... RAYMOND D | | | 3.7 | 45 | 6.57 | 3.56 | 8.00 | |
| 6.00PM | 10.50PM | 3.30PM 394 | W C T | CW 57 | 56.7 | SB..... SOUTH BEND D | | | 0.0 | 150 | 6.45AM | 3.45PM 391 | 7.30AM | |
| EXCEPT SUNDAY | DAILY | DAILY | | | | Time Over District | | | | | DAILY | DAILY | EXCEPT SUNDAY | |
| 9.15 | 2.55 | 3.00 | | | | Average Speed per Hour | | | | | 2.55 | 2.40 | 9.10 | |
| 6.1 | 19.1 | 18.9 | | | | | | | | | 19.1 | 21.2 | 6.1 | |

Registering Stations—Chehalis and South Bend.
 Standard Clock—Centralia.
 Bulletin Station—South Bend.
 Speed of passenger trains must not exceed 30 miles per hour, and speed of freight trains must not exceed 20 miles per hour, 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 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. Nos. 391 and 392 will stop on flag at Trap Creek.

FREIGHT TRAINS AUTHORIZED TO CARRY ADULT MALE PASSENGERS, WHEN PROVIDED WITH PROPER TRANSPORTATION.

- ORTING LOG TRAIN—Between Orting and Puyallup River.
- ELMA LOG TRAIN—Between Elma and end of track on Elma Branch.
- OLYMPIA LOG TRAIN—Between Olympia and Bordeaux.
- VANCOUVER-YACOLT LOCAL—Between Vancouver and Yacolt.

20 P10

| WEST BOUND. | | | | | BUCKLEY LINE. | | | | | EAST BOUND. | | | | | WEST BOUND. | | | | | OCOSTA BRANCH. | | | | | EAST BOUND. | | | | | | | |
|---------------|-----|--------------|-----|-----|--------------------------------------|----------------------------|-------------------------------|---|-----|-------------|----------------------------|----------------------------|----------------------------|--------------|-------------|---------|--------------|-----|---------------|----------------|---------------|--|---------------|--|-------------------------------------|----------------------------|---------------|--|-------------------------------------|----------------------------|--------------|--|
| THIRD CLASS | | FIRST CLASS. | | | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Palmer Junction | Time Table No. 32A Succeeding No. 32 November 6, 1910 | | | | Distance from Tacoma Wharf | Capacity of Passing Tracks | FIRST CLASS. | | | SECOND CLASS | | THIRD CLASS | | SECOND CLASS | | THIRD CLASS | | SECOND CLASS | | THIRD CLASS | | Distance from Ocosta via Cosmopolis | Capacity of Passing Tracks | SECOND CLASS | |
| 971 | 961 | 397 | 367 | 395 | | | | 368 | 396 | 398 | 684 | | | 962 | 972 | 583 | 581 | 582 | 584 | | | | | | | | | | | | | |
| Way Freight | | Passenger | | | Distance from Tacoma Wharf | Capacity of Passing Tracks | STATIONS. | | | | Distance from Tacoma Wharf | Capacity of Passing Tracks | Passenger | | | Freight | Freight | | Mixed | | Mixed | | Mixed | | Distance from Ocosta via Cosmopolis | Capacity of Passing Tracks | Mixed | | | | | |
| EXCEPT SUNDAY | | DAILY | | | | | Telegraph Offices and Calls | | | | | | DAILY | | | DAILY | DAILY | | WED. and SAT. | | Except Sunday | | Except Sunday | | | | Except Sunday | | WED. and SAT. | | | |

Speed of trains over crossover switches at Tidewater and Puyallup and over 15th Street Bridge, entering Tacoma passenger yard, must not exceed ten (10) 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 versa, 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. 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 thirty miles per hour, and speed of freight trains twenty miles per hour, from Buckley to Cascade Junction.

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

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 extend 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 handed 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 handed 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. Engines of any class must not be double headed over bridge 228, Buckley loop, between Cascade Junction and Buckley.

No engine heavier than N. P. class S-4 road engine (weight on drivers, 126,000 pounds) will be run over Bridge No. 254, Tacoma Draw Span. In helping trains out of the Passenger Station any class of engine (except Mallet type) may be run on the Draw Bridge approach, provided the length of the train will permit the use of this line without the engine running onto the Draw Span. Speed of all trains must not exceed ten (10) miles per hour over Tacoma Draw Span.

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

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 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 Prairie against all, except first-class, trains. No. 962 loses right and class when two (2) hours or more late.

No. 367 will connect with Seattle Division No. 3 and No. 368 will connect with Seattle Division No. 4 at Kanaskat.

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 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.

Trains will not exceed 25 miles per hour around curves on Buckley Loop between Cascade Jet. and Buckley.

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 Street and will govern single track passenger line between 15th Street and Tacoma passenger station. No train from the drawbridge line or Tacoma Division Main Line will enter passenger station when signal at 15th Street is at "Danger" and no train will proceed from passenger station yard to drawbridge line or Tacoma Division Main Line 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.

Maximum speed of passenger trains is one minute, 60 seconds, per mile. This speed must not be exceeded.

WEST BOUND. ELMA BRANCH. EAST BOUND.

Time Table No. 32A. Succeeding No. 32. November 6, 1910. 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. BURNETT BRANCH. EAST BOUND.

Time Table No. 32A. Succeeding No. 32. November 6, 1910. STATIONS. Telegraph Offices and Calls. Spiketown, 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. 32A. Succeeding No. 32. November 6, 1910. 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. WILKESON BRANCH. EAST BOUND.

Time Table No. 32A. Succeeding No. 32. November 6, 1910. 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.

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.

WEST BOUND. CROCKER BRANCH. EAST BOUND.

Time Table No. 32A. Succeeding No. 32. November 6, 1910. 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. YACOLT BRANCH. EAST BOUND.

Time Table No. 32A. Succeeding No. 32. November 6, 1910. 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. GREEN RIVER BRCH. EAST BOUND.

Time Table No. 32A. Succeeding No. 32. November 6, 1910. 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 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 "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.

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 wait 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 signals at danger.

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 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.

COMMERCIAL SPURS.

| MAIN LINE. DISTANCE FROM TACOMA. | MAIN LINE—Cont. | ORTING BRANCH. DISTANCE FROM ORTING. | BUCKLEY LINE. DISTANCE FROM PALMER JCT. | GATE LINE —Cont. | SOUTH BEND BRANCH. Cont. | YACOLT BRANCH—Cont. | |
|-------------------------------------|-------------------------|---|--|-----------------------------|-----------------------------|-----------------------------|--|
| Stone..... 37.4 | Byckford..... 53.7 | Veneer..... 3.1 | Big 6..... 1.6 | Foran..... 3.0 | Soule..... 35.8 | Smith..... 10.0 | |
| Mentzer..... 38.3 | Evaline..... 65.0 | Fisks..... 5.2 | Occidental..... 1.8 | Duby..... 12.0 | Lewis..... 40.2 | Tenny..... 13.2 | |
| Tenino Stone Co..... 39.5 | Capitol Mills..... 69.7 | | Nolte..... 1.8 | SOUTH BEND BRANCH. | | GRAY'S HARBOR LINE. | |
| Blumauer..... 40.5 | Metcalf..... 94.4 | | Rosemar..... 4.0 | DISTANCE FROM CHEHALIS JCT. | | DISTANCE FROM LAKEVIEW. | |
| Great Western Coal Co..... 41.3 | Hermione..... 109.1 | | Blackburn..... 11.1 | Harmons..... 6.4 | Wheaton..... 45.0 | Molberg..... 16.0 | |
| Martin Lbr. Co..... 49.2 | | | Webstone..... 12.5 | Donahue..... 12.0 | Shore..... 52.0 | Standard Oil Co..... 23.4 | |
| Salzer..... 51.4 | | | Valley Mill..... 13.9 | Meskill..... 12.5 | Turney..... 54.0 | Black Lake..... 28.2 | |
| Carlisle..... 51.5 | | | Broomfield..... 19.1 | Mays..... 13.0 | Mayfair..... 55.5 | Overton..... 33.4 | |
| | | | Firville..... 22.8 | Onn..... 16.9 | | Ames..... 45.6 | |
| | | | | Cases..... 27.8 | YACOLT BRANCH. | | |
| | | | | Ashlock..... 28.1 | DISTANCE FROM YACOLT. | | |
| | | | | Siler..... 29.6 | McCutcheon..... 0.9 | Bagshaw..... 50.5 | |
| | | | | Custer..... 34.6 | Dole..... 2.4 | Malone..... 58.1 | |
| | | | | Guerrier..... 35.0 | Bouton Perkins..... 4.7 | Java..... 60.5 | |
| | | | | | 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.

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 | 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 |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|

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..... | 1200 | 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.

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 F1.

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

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

Main Line.—All classes.

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

Grays Harbor and Gate Line, Gate to Hoquiam.—No Engine heavier than S4.

Grays Harbor Line, Hoquiam to Moclips.—No engine heavier than F1.

Ocosta Branch, Aberdeen Jct. to Cosmopolis.—No engine heavier than F1.

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.

No engine heavier than class S-4 road engine (weight on drivers, 143,800 pounds) or class L-6 switch engine (weight on drivers, 126,000 pounds) will be run over Bridge No. 254, Tacoma Draw Span; no engine of any class will double head over this bridge.

Speed of trains will be restricted to ten (10) miles per hour over this bridge.

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 | O. 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 |
| | | | | | Winlock to Napavine..... | 950 | 850 | 960 | 880 |
| Chehalis to Napavine..... | 680 | 765 | 820 | 765 | Napavine to Rainier..... | 1050 | 955 | 1050 | 955 |
| | | | | | Rainier to South Tacoma | 1700 | 1575 | 1700 | 1575 |

