

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME **33B** TABLE

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

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

SUNDAY, February 5th, 1911.

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.

GRAY'S HARBOR LINE.

EAST BOUND.

THIRD CLASS TRAINS.			SECOND CLASS			FIRST CLASS TRAINS.			Time Table No. 33B Succeeding No. 33A February 5, 1911										FIRST CLASS TRAINS.			SECOND CLASS			THIRD CLASS TRAINS.			
967	965		693	587	585	323	365	321	STATIONS. Telegraph Offices and Cabs										366	324	322	588	586	694	966	968		
Way Frt.	Way Frt.		Freight	Mixed	Mixed	Passenger	Passenger	Passenger											Passenger	Passenger	Passenger	Mixed	Mixed	Freight	Way Frt.	Way Frt.		
Except Sunday	Except Sunday		Except Sun.	DAILY	Except Sunday	DAILY	DAILY	DAILY											DAILY	DAILY	DAILY	DAILY	Except Sunday	Except Sun.	Except Sunday	Except Sun.		
	6.10AM					6.01PM	10.28AM	9.20AM	1885	0.0	VA.....	LAKESIDE.....	D	115.9	100	18.41PM	4.17PM	9.20PM				8.50PM						
						6.05	10.27	9.24	CK	2.5		COUNTRY CLUB.....	D	115.4	No Sdg.	18.37	4.18	9.14										
	6.20					6.06	10.28	9.25	CK	3.8		AMERICAN LAKE.....	D	115.1	40	18.36	4.18	9.15				8.10						
	6.25					6.09	10.31	9.28	OK	4.3		COSGROVE.....	D	111.6	25	17.38	4.08	9.10				8.00						
	7.00					6.16	10.36	9.34	CK	7.4	D	DU PONT.....	D	105.5	Spur	18.24	4.00	9.08				8.45						
	7.20					6.30	10.48	9.45	CK	12.5		SHERLOCK.....	D	105.4	25	18.07PM	3.45	8.50				1.25						
	7.45					6.45	11.08	9.57	CK	15.0		UNION HILL.....	D	97.9	Spur	11.52AM	3.34	8.39				18.45						
	7.55					6.50	11.07	10.00	CK	19.5		LACEY.....	D	96.4	40	11.45	3.30	8.37				18.25						
	8.15AM					7.05	11.22	10.15	WT	24.6	OY.....	OLYMPIA.....	D	91.3	110	11.32	3.15	8.25				18.01PM						
						7.10	11.40					PORT TOWNSEND SOUTHERN CR'G (Truck Connection)	D	90.7														
						7.22	11.52M	10.26	OK	29.9		BELMORE.....	D	86.0	40	11.10	3.55	8.10										
						7.28	12.07PM	10.32	OK	37.4	RK.....	LITTLE ROCK.....	D	79.5	45	10.55	3.40	7.55										
						7.40	12.09	10.40				BURDEAUX JUNCTION.....	D	78.5		10.49	3.34	7.51										
						7.47	12.15	10.45	CK	40.0		MIMA.....	D	76.3	15	10.45	3.30	7.47										
	See page 4		See page 4			8.00	12.20	10.55	WY	43.9	HK.....	GATE.....	D	73.0	50	10.25	3.20	7.39			See page 4	See page 4						
	12.05PM		6.50AM			8.10	1.00	11.10	CK	48.8	OX.....	OAKVILLE.....	D	67.1	60	10.10	3.15	7.29				1.55						
	12.20		7.00			8.21	1.15	11.18	CK	5												1.15						
	324-365-368					8.26	1.20	11.20	CK	12		LYTLE.....	D	60.5	20	9.45	3.05	7.19				1.57	18.20					
	9.25		7.15			8.39	1.25	11.22	W	15	OR.....	PORTER.....	D	59.3	20	9.47	3.05	7.17				1.55	18.15PM					
	8.25		7.15			8.55	1.30	11.42	CK	19	SP.....	ELMA.....	D	53.6	150	9.31	3.05	7.05				1.50	11.15PM					
	8.10		7.30			9.00	1.34	11.45	CK	19		MACKS.....	D	53.3		9.21	3.05	6.59				1.18	11.00					
	8.30		7.26			9.05	1.40	11.52M				SATSOP.....	D	48.9	37	9.17	3.01	6.57				1.10	10.50					
	8.50		7.40			9.20	1.50	12.00PM	W	20	MO.....	MONTESANO.....	D	43.3	70	9.08	2.50	6.47			See page 4	18.55	10.30					
	4.25		8.00			7.45M	2.00	12.00	OY	37	AJ.....	ABERDEEN JCT.....	D	34.7	45	8.43	2.30	6.27				8.15PM	18.25					
	5.00		8.30			7.55M	2.10	12.15	CK	40	SA.....	ABERDEEN.....	D	31.5	50	8.29	2.15	6.15				8.00PM	18.01M					
	5.30		8.50			8.15M	2.20	12.25	WO	44	HO.....	HOOHAN.....	D	28.0	150	8.10M	2.01PM	6.00M				8.00M	11.30M					
	8.55M		9.30AM			8.15PM	2.25	12.35				GRAY'S HARBOR CITY.....	D	24.0	No Sdg.			7.40										
						8.25	2.30	12.40				GRAY GABLES.....	D	20.0	No Sdg.			7.20										
						8.40	2.35	12.45				CHENOS CREEK.....	D	18.0	No Sdg.			7.15										
						8.55	2.40	12.50				TULPE.....	D	15.5	40			7.08										
						4.10	2.45	12.55				COPALS CROSSING.....	D	11.0	No Sdg.			6.45										
						4.25	2.50	1.00				EYES.....	D	10.0	No Sdg.			6.41										
						4.30	2.55	1.05				McLAWLIN.....	D	9.5	No Sdg.			6.39										
						4.35	3.00	1.10				ONHOW.....	D	7.5	30			6.35										
						4.45	3.05	1.15				STRAKESVILLE.....	D	6.4	No Sdg.			6.27										
						4.55	3.10	1.20				ALPHA.....	D	4.5	Spur 15			6.19										
						5.05	3.15	1.25	W	113.4		PACIFIC.....	D	3.5	Spur 7			6.15										
						5.10	3.20	1.30				SUNSET BEACH.....	D	1.0	No Sdg.			6.05										
						5.15PM	3.25	1.35	Y	115.9	MC.....	MOCLIPS.....	D	0.0	40			6.00M										
	8.20		3.40			4.22	4.53	3.25				Time Over District				4.41	4.18	3.20	3.20	1.15	3.25	3.20	5.10					
	7.5		11.5			14.0	29.1	24.4				Average Speed Per Hour				18.4	21.1	26.3	14.0	12.5	17.0	7.1	5.5					

THIRD CLASS	SEK CI
967	6
Way Frt.	Fr
EXCEPT SUNDAY	DA
9.00M	
8.30	
10.37	
11.35M	
EXCEPT SUNDAY	D
2.35	
4.0	

WEST BOUND.						GATE LINE.						EAST BOUND.						WEST BOUND.						OCOSTA BRANCH.						EAST BOUND.					
THIRD CLASS		SECOND CLASS		FIRST CLASS.						Time Table No. 33B.				FIRST CLASS.		SECOND CLASS		THIRD CLASS		SECOND CLASS		583 581		Time Table No. 33B				SECOND CLASS		582 584					
967		693		387 385 383 381						Succeeding No. 88A				382 384 386 388		694 688						Mixed		Succeeding No. 88A		STATIONS.				Mixed		MIXED			
Way Freight		Freight		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Freight		Way Freight		Wed. and Sat. Except Sunday		Telegraph Offices and Calls		Miles		Miles		Wed. and Sat.		Wed. and Sat.			
EXCEPT SUNDAY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		EXCEPT MONDAY															
9.00AM		6.00AM		7.30AM		12.05PM		10.40AM		9.30AM		9.00AM		8.55PM		8.00AM		8.30AM																	
8.30AM		6.30		7.45		18.30		10.51		8.45		8.51		11.40		8.48		8.40		8.30		8.15		Y		CM 27		0.0		7.45AM		7.45AM			
10.30AM		6.40		7.55		18.55		11.00		10.00		10.51		11.40		8.48		8.40		8.30		8.15		Y		CM 27		0.0		7.57		7.57			
11.35AM		6.50AM		8.05AM		12.45PM		11.10AM		10.15AM		10.51		11.40		8.48		8.40		8.30		8.15		Y		CM 27		0.0		7.55		7.55			
EXCEPT SUNDAY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		EXCEPT MONDAY															
3.35		.50		.35		.40		.30		.45																									
6.0		15.6		22.3		19.5		20.0		17.3																									
						Time Over District												Time Over District																	
						Average Speed Per Hour												Average Speed per Hour																	

Special Rules Grays Harbor and Gate Line

Registering Stations—Lakeview, Olympia, Gata, Elma, Aberdeen Junction, Hoquiam and Moclipa.
 Clearance will not be issued at Olympia, Elma and Aberdeen Jct., unless red signal is displayed.
 Trains will register by ticket at Lakeview; will not be required to procure clearance unless red signal is displayed.

Trains from Grays Harbor Line must ascertain Main Line rights before occupying Main Line at Lakeview.
 Engineers will not be required to consult register, except at initial or starting point.

Standard Clocks—Olympia, Hoquiam and Moclipa.
 Standard Clocks—Tacoma.
 Maximum grade, 2 1/2 miles west of Sberlock; 3 miles east to 1 mile west of Olympia.
 Speed of trains when backing up must not exceed twenty miles per hour.
 Junction switches will be set for line Olympia to Moclipa.

No. 385 and No. 386 will stop on flag at Burrows, 2.0 miles west of Chenos Creek; Wilderness, 1.8 miles west of Tulles, and at Bala, 0.9 miles west of Copalis Crossing.
 No. 381 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 Sberlock.
 No. 322 will stop at Little Rock on Saturdays, only, to take on passengers.
 No. 325 and No. 326 will stop on flag at Oraton, three miles east of Little Rock.
 No. 327 and No. 328 will stop at Aberdeen Junction. No. 321 will take siding on Ocosta line.
 No. 321 will wait at Gata for connection with No. 322.
 Trains will approach Gata looking out for trains to and from Gate line turning on wye
 No. 325 has right over No. 323 and No. 324, Aberdeen Junction to Aberdeen.
 No. 321 has right over No. 322. No. 323 has right over No. 324. No. 326 has right over No. 325, and No. 327 has right over No. 328 between Centralia and Gata.
 No. 325 has right over No. 326 Lakeview to Olympia.
 No. 321 will then cross wye on arrival at Gata.

Yard limits at Centralia extend to a point 2300 feet west of the west switch of the new yard at Blakeslee on Gate Line. Capacity of this yard 300 cars.
 Telephones are located in Section House at Sberlock, 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 B or B4 engines will not exceed 8 miles per hour over Satsop river bridge.
 All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed: Wishkah River, 1/2 mile east of Aberdeen; Hoquiam River, 1/2 mile east of Hoquiam.
 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 300 feet from N. P. main line switch.
 Derail switches at east end of house track at Elma, at Vance 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.
 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.
 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. 3 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 Jackson street line, must get clear No. 4 signal before throwing switch or proceeding out of Jackson Street line at east end of tunnel. West bound west bound trains or engines must pass No. 4 signal at "Danger" and signal at "Danger" show red banner by day and red light by night and when at safety a clear disc by day and white light by night. Train and engine men must observe position of signal before engine reaches the signal and not pass signal at "Danger." Finding signals in this position will be governed by Rule No. 289. 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.

Register Stations—Aberdeen Junction, Cosmopolis and Ocosta.
 Bulletin Station—Cosmopolis.
 583 and 584 will stop on flag at Redmon Creek, located one mile east of Ocosta, for transfer of passenger, baggage and express destined to and from Westport.
 All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed: Chehalis River between Aberdeen Junction and Cosmopolis Junction, Johns River, 1/2 mile west of Markham. No. 583 has right over No. 584 Cosmopolis Junction to Ocosta. Cosmopolis; No. 583 has right over No. 584 Cosmopolis to Ocosta.
 Junction switches will be set for line Junction City to Ocosta.
 Trains will come to full stop before passing over grade crossings of O.-W. R. & N. Co. at various industry tracks in South Aberdeen and Cosmopolis.

WEST BOUND.						YACOLT BRANCH.						EAST BOUND.							
FIRST CLASS		SECOND CLASS		THIRD CLASS						Time Table No. 33B.				FIRST CLASS.		SECOND CLASS		THIRD CLASS	
389		389		389						Succeeding No. 88A				389					
Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger	
DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY	
7.30AM		7.30AM		7.30AM		7.30AM		7.30AM		7.30AM		7.30AM		7.30AM		7.30AM		7.30AM	
8.08		8.08		8.08		8.08		8.08		8.08		8.08		8.08		8.08		8.08	
8.10		8.10		8.10		8.10		8.10		8.10		8.10		8.10		8.10		8.10	
8.21		8.21		8.21		8.21		8.21		8.21		8.21		8.21		8.21		8.21	
8.35		8.35		8.35		8.35		8.35		8.35		8.35		8.35		8.35		8.35	
8.50		8.50		8.50		8.50		8.50		8.50		8.50		8.50		8.50		8.50	
8.54		8.54		8.54		8.54		8.54		8.54		8.54		8.54		8.54		8.54	
8.57		8.57		8.57		8.57		8.57		8.57		8.57		8.57		8.57		8.57	
9.08		9.08		9.08		9.08		9.08		9.08		9.08		9.08		9.08		9.08	
9.07		9.07		9.07		9.07		9.07		9.07		9.07		9.07		9.07		9.07	
9.17AM		9.17AM		9.17AM		9.17AM		9.17AM		9.17AM		9.17AM		9.17AM		9.17AM		9.17AM	
DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY	
1.27		1.27		1.27		1.27		1.27		1.27		1.27		1.27		1.27		1.27	
						Time Over District						Time Over District							
						Average Speed per Hour						Average Speed per Hour							

Registering Stations—Yacolt and Vancouver Junction.
 Bulletin Stations—Vancouver and Yacolt.
 Standard Clock—Vancouver.
 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.
 The east switch of the north leg of the wye at Yacolt will be kept set and locked for the north leg of the wye.
 Derail has been installed about three hundred feet south of the south end of passing track switch at Rileys, North of Yacolt. This derail must be kept open and locked at all times when not in use.

Freight
100 page 3
EXCEPT SUNDAY
8.85M
8.10
8.80
1.55
1.15
1.00
8.80
8.10M
1.55M
1.40
1.00
7.15
1.00
1.15
1.45
1.15
1.00
1.80
1.05
1.05

WEST BOUND.				BUCKLEY LINE.				EAST BOUND.				WEST BOUND. GREEN RIVER BRANCH.				EAST BOUND.							
THIRD CLASS				FIRST CLASS.				Time Table No. 33B				THIRD CLASS				FIRST CLASS.							
971				397 367 395				Succeeding No. 38A February 5, 1911				368 396 398				972							
Way Freight				Passenger				STATIONS.				Passenger				Passenger							
EXCEPT SUNDAY				DAILY				Telegraph Office and Calls				EXCEPT SUNDAY				DAILY							
8.45M	8.15M	10.00M	7.24M	1932	0.0	JC	PALMER JCT. 0.7	44.4	70	8.48M	11.20M	7.00M	8.45M	6.05M	CJ	0.0	KERRISTON 7.9	14.8	8.80M				
6.50	5.16	10.01	7.25	1933	0.7		PALMER 1.3	43.7	30	8.48	11.18	6.55	12.45	6.40	W	CJ	7.9	HEMLOCK 0.7	6.9	30	7.40		
7.05	5.19	10.08	7.28	1934	2.0		DAYNE 1.4	42.4	Spur	8.41	11.14	6.51	19.80	6.48		CJ	6	3.3	BARNESTON 4.3	6.9	Spur 30	7.25	
7.10	5.23	10.05	7.30	1936	3.4		CUMBERLAND 0.7	41.0	No Sdg.	8.39	11.10	6.46	19.01M	7.00		CJ	2	13.8	KANGLEY JCT. 2.0	2.0	63	7.15	
7.15	5.24	10.06	7.32	1937	4.1		NAVY 5.5	40.3	60	8.38	11.09	6.43	11.50M	7.10M	WY	A	1	14.8	OV	0.0	75	7.10M	
8.20	5.27	10.14	7.44	1943	9.6	CW	ENUNCLAW 3.4	34.8	105	8.35	10.55	6.80	11.05	DAILY								DAILY	
8.25	5.30	10.17	7.47	1945	13.0	BK	BUCKLEY 4.3	31.4	100	8.18	10.45	6.18	8.45	1.05								1.10	
8.30	5.33	10.20	7.50	1949	17.3		CASCADE JCT. 0.9	27.2	No Sdg.	8.05	10.34	6.00	8.00	13.7								Average Speed per Hour	12.6
11.00	6.00	10.34	8.03	1950	18.1	SO	SOUTH PRAIRIE 3.7	26.3	124	8.03	10.30	5.50	8.15										
11.10M	6.03	10.40	8.12	1954	21.8		ARLINE 1.0	22.6	Spur	7.55	10.12	5.28	8.05										
12.15M	6.11	10.47	8.20	1956	22.8		CROCKER 2.7	21.6	100	7.53	10.10	5.20	6.00										
19.35	6.15	10.49	8.22	1958	26.5	OG	ORTING 2.5	18.0	200	7.47	10.04	5.22	5.40										
19.40	6.25	10.55	8.25	1961	29.0		McMILLIN 2.1	15.4	5 Spur	7.40	9.55	5.12	5.80										
1.10	6.28	11.01	8.27	1962	31.1		ALBERTON 2.3	13.3	26	7.27	9.50	5.06	5.05										
1.24	6.28	11.05	8.44	1963	31.1		MEEKER 1.3	11.0	70	7.24	9.45	5.00	4.50										
1.30	6.48	11.10	8.50	1967	34.7	PV	PUYALLUP 5.7	9.7	70	7.20	9.35	4.55	4.40										
1.40	6.58	11.15	9.00	1972	41.4	RN	TIDEWATER 1.7	3.0		7.20	9.20	4.55	4.10										
8.25	7.05	11.25	9.10	1974	43.1		TACOMA 1.3	1.3		7.15M	9.15M	4.30M	4.00M										
9.45M	7.10M	11.30M	9.15M	1976	44.4		TACOMA WHARF 0.0	0.0															
EXCEPT SUNDAY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	EXCEPT SUNDAY										
5.00	1.55	1.30	1.51							1.30	2.05	2.30	9.00										
5.5	23.1	29.5	23.2							29.6	31.3	17.7	4.9										
Time Over District				Average Speed per Hour				Time Over District				Average Speed per Hour				Time Over District				Average Speed per Hour			

Registering Station—Kanasat.
 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 Karrison.
 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 3.

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 derailing 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.
 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.
 Crossover and Derailing switches 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 hook, and no clearance required unless red signal displayed.
 At Tacoma Wharf and Tacoma no clearance required.
 Bufile Stations—Tacoma Wharf, Tacoma, South Prairie.
 Standard Gaps—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 extends from Meeker to Puyallup. Buckley line trains in either direction will use East bound main track of Seattle line in running around water tank at Meeker. All trains must approach this point under full control and be 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 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 tank at Meeker on siding located between east and west legs of the wye. Any loads for the industries at Meeker will be taken to Puyallup, and from there handled to the industries by using West bound main line to passing track switch just west of the Jurin Mill under protection of flag, while occupying main track. Hook must be obtained and the work handled in such way as not to delay passenger trains.
 Trains from Buckley line must ascertain main line rights before occupying main line at Puyallup.
 Double track switches at Cascade Junction and South Prairie will be set for east bound track, and cross-over switch at west end of west bound track, near water tank, will be set for passing track.
 Maximum grades, one mile west of Buckley to Cascade Junction. Engines of any class must not be double headed over bridge 222, Buckley loop, between Cascade Junction and Buckley.

No engine heavier than N. F. class Q-3, loaded weights of which are as follows: Drivers, 144,350; Engine Truck, 47,900; Trailer, 41,300; Total Engine, 233,550; Tender, 141,350; Total Engine and Tender, 374,900, will be run over Bridge No. 154, Tacoma Draw Span.
 No two engines of any class will double head over this bridge where the combined weight is greater than N. F. class Q-3. 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 222 will wait at Puyallup for connection with No. 227.
 No. 228 will wait at Puyallup for connection with No. 222.
 No. 267 will connect with Seattle Division No. 3 and No. 265 will connect with Seattle Division No. 4 at Kanasat. No. 267 and No. 265 will stop on flag at Cumberland for passengers to or from points east of Palmer Junction.
 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 Crossover switches on double track between Tidewater and Tacoma Wharf, located at East L Street (near head of Bay Yard Office), East D Street (near Round House) and South Twenty-first Street (entering Passenger Station) under full control and will not proceed until tracks are known to be clear and signal is received from Switch Tender.
 Trains 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 20 miles per hour around curves on Buckley Loop between Cascade Jct. and Buckley.
 At Tacoma, a signal of the double 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 draw-bridge 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 draw-bridge 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, 50 seconds, per mile. This speed must not be exceeded.

WEST BOUND.		BURNETT BRANCH.		EAST BOUND.	
FIRST CLASS.		Time Table No. 33B.		FIRST CLASS.	
373 376		Succeeding No. 33A.		374 376	
Passenger		February 5, 1911		Passenger	
DAILY		STATIONS.		DAILY	
6.21PM		Telegraph Offices and Calls		6.20PM	
7.46AM		SPIKETON.....		6.30PM	
6.26		BURNETT.....		6.40	
7.54		CASCADe JCT.....		6.10PM	
6.31PM				7.00	
7.59AM				7.15	
DAILY		Time Over District		7.30M	
.10				1940	
19.5		Average Speed per Hour		15.2	
14.1				19.2	

WEST BOUND.		ORTING BRANCH.		EAST BOUND.	
FIRST CLASS.		Time Table No. 33B.		FIRST CLASS.	
373 376		Succeeding No. 33A.		374 376	
Passenger		February 5, 1911		Passenger	
DAILY		STATIONS.		DAILY	
6.21PM		Telegraph Offices and Calls		6.20PM	
7.46AM		END OF TRACK.....		6.30PM	
6.26		TACOMA & EASTERN CROSS'G.....		6.40	
7.54		PUYALLUP RIVER.....		6.10PM	
6.31PM		ORTING.....		7.00	
7.59AM				7.15	
DAILY		Time Over District		7.30M	
.10				1940	
19.5		Average Speed per Hour		15.2	
14.1				19.2	

WEST BOUND.		WILKESON BRANCH.		EAST BOUND.	
FIRST CLASS.		Time Table No. 33B.		FIRST CLASS.	
373 376		Succeeding No. 33A.		377	
Passenger		February 5, 1911		Passenger	
DAILY		STATIONS.		DAILY	
6.21PM		Telegraph Offices and Calls		6.20PM	
7.46AM		FAIRFAX.....		6.30PM	
6.26		MELMONT.....		6.40	
7.54		CARBON COAL CO. CROSSING.....		6.10PM	
6.31PM		CARBONADO.....		7.00	
7.59AM		WILKESON.....		7.15	
DAILY		CASCADe JCT.....		7.30M	
.10				1940	
19.5		Average Speed per Hour		15.2	
14.1				19.2	

Maximum Grades.
 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 Montesuma will be kept set and looked 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 Montesuma will look out for logging train of Washington Manufacturing Company, switching at Montesuma.
 No. 377 has right over No. 378 Fairfax to Cascade Junction.

WEST BOUND.		ELMA BRANCH.		EAST BOUND.	
FIRST CLASS.		Time Table No. 33B.		FIRST CLASS.	
373 376		Succeeding No. 33A.		378	
Passenger		February 5, 1911		Passenger	
DAILY		STATIONS.		DAILY	
6.21PM		Telegraph Offices and Calls		6.20PM	
7.46AM		SIMPSON.....		6.30PM	
6.26		SMITHS SPUR.....		6.40	
7.54		HILLGROVE.....		6.10PM	
6.31PM		McCLEARY.....		7.00	
7.59AM		RAYVILLE.....		7.15	
DAILY		WHITE'S.....		7.30M	
.10		ELMA.....		1940	
19.5		Average Speed per Hour		15.2	
14.1				19.2	

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. Kraft, 2.0 miles west of Elma, is spur for carload shipments.
 NOTE—All trains will run slow between Simpson and Hillgrove account light rails. Switch in main track just above switch leading to siding at Simpson must be left to set as derail. See Special Rules, page 3.

WEST BOUND.		CROCKER BRANCH.		EAST BOUND.	
FIRST CLASS.		Time Table No. 33B.		FIRST CLASS.	
373 376		Succeeding No. 33A.		378	
Passenger		February 5, 1911		Passenger	
DAILY		STATIONS.		DAILY	
6.21PM		Telegraph Offices and Calls		6.20PM	
7.46AM		WINGATE.....		6.30PM	
6.26		CROCKER.....		6.40	
7.54				6.10PM	
6.31PM				7.00	
7.59AM				7.15	
DAILY		Time Over District		7.30M	
.10				1940	
19.5		Average Speed per Hour		15.2	
14.1				19.2	

Registering Station—Crocker. Switches below station at Wingate will be set to set 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, must be left set for derail. See special rules, page 3.
 Maximum grades.

COMMERCIAL SPURS.

MAIN LINE.	MAIN LINE—Cont.	ORTING BRANCH.	BUCKLEY LINE.	GATE LINE	SOUTH BEND BRANCH.	YACOLT BRANCH—Cont.	
DISTANCE FROM TACOMA.		DISTANCE FROM ORTING.	DISTANCE FROM PALMER JCT.	—Cont.	Cont.		
Stone..... 37.4	Byakford..... 53.7	Venier..... 3.1	Big S..... 1.6	Foran..... 3.0	Souls..... 35.8	Smith..... 10.0	
Mentzer..... 38.3	Evaline..... 65.0	Fleiss..... 5.2	Ocidental..... 1.8	Duby..... 12.0	Lewis..... 40.2	Tenny..... 13.2	
Tanino Stone Co..... 39.5	Capitol Mills..... 69.7	Dempsey Lumber Co..... 8.8	Meln..... 1.5	SOUTH BEND BRANCH.		GRAY'S HARBOR LINE.	
Blumauer..... 40.5	Metcalf..... 94.4	Electron Rock Crusher..... 8.6	Rossmar..... 4.0	DISTANCE FROM CHEHALIS JCT.		DISTANCE FROM LAKEVIEW.	
Great Western Coal Co..... 41.3	Hermione..... 109.1		Washburn..... 11.1	Maxson..... 6.4	Wharton..... 43.0	Walberg..... 18.8	
Martin Lbr. Co..... 49.2			Webster..... 12.5	Donahue..... 13.0	Shore..... 51.0	Standard Oil Co..... 23.4	
Salzer..... 51.4			Valley Mill..... 13.9	Macmill..... 12.3	Turney..... 54.0	Black Lake..... 28.2	
Cardale..... 51.5			Bronfield..... 19.1	Mays..... 19.0	Mayhew..... 55.8	Overson..... 33.4	
			Fiville..... 22.8	Omn..... 16.9		Ames..... 45.6	
				Canon..... 27.8	YACOLT BRANCH.		
				Ashlock..... 28.1	DISTANCE FROM YACOLT.		
				Eller..... 29.6	McCutcheon..... 0.9	Bagshaw..... 50.8	
				Custer..... 34.6	Dale..... 2.4	Malone..... 55.1	
				Guerrier..... 38.0	Boston Perkins..... 4.7	Java..... 60.3	
					Lusk..... 4.9	Vance..... 64.9	
					Daley..... 7.9	Weatherwax..... 73.9	
						Hinswre & Morgan..... 88.4	

FREIGHT TRAINS AUTHORIZED TO CARRY ADULT MALE PASSENGERS, WHEN PROVIDED WITH PROPER TRANSPORTATION.
 ORTING LOG TRAIN—Between Orting and End of Track on Orting Branch.
 ELMA LOG TRAIN—Between Elma and end of track on Elma Branch.
 OLYMPIA LOG TRAIN—Between Olympia and Bordenau.

Automatic at Half Moon Yard, T. First semaphore before reach point and the over head bridge at 111 the South Tacoma. Wh Wh Wh
 All semaphore arm is in horizontal 45 degree upward phone ahead is at I the next signal, is a full control, expect find next signal in find next signal in 15th street viaduct located one-half mi All main line so connected to switching of switch a to siding is opened over should, therefor

Du Pont Sp Smelter line at Tacoma, trains will c

SEATTLE—
 Dr. Mon geon.
 Dr. F. R. 618-20 District
 Dr. E. I. 800-1
 AUBURN—
 Dr. F. D. District

Dr. S. W. Mow. Western Div., T
 Dr. J. H. Sweeney
 Dr. W. B. PERRY O.

Surgeons w SICKNESS it is t exists, for which d Railway Of are needed. Who Helan. In the ev

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 should, 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 semaphores 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 semaphores 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.

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

SEATTLE—

Dr. Montgomery Russell, Division Surgeon.
Dr. F. R. Underwood, Assistant Surgeon, 618-20-22 Leary Bldg.
District between Seattle and Tacoma.
Dr. E. B. Burwell, Oculist and Aurist, 300-1 Cobb 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. Welchbrod, District Surgeon.

District between Castle Rock and Centralia.

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.

KELSO—

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 Portland.

PORTLAND—

Dr. Kenneth A. J. Mackenzie, Chief Surgeon.
Dr. Geo. Ainslie, Consulting Oculist and Aurist.
Dr. Frank M. Taylor, Assistant Surgeon.
Dr. D. H. Jessup, Assistant Surgeon.

AUTHORIZED SURGEONS, N. P. RY. CO., TACOMA DIVISION.

Location of Stretchers (S)

Dr. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.
Dr. J. H. SHERRIS, Buckley (S).
Dr. W. B. PENNY, Wilkinson, Wn. Orting (S).

Fuyallup (S).
Tacoma Hospital (S).
Tacoma Round House (S).
Tacoma Baggage Room (S)
Tacoma Wharf (S).

Tacoma (Toolcar) (S)
Dr. P. B. SWANBERGEN, So. Tacoma (S)
Dr. E. L. CARLSON, So. Tacoma (S)
Dr. G. W. KENWICOTT, Chehalis (S).

Dr. J. W. MOWELL, Olympia (S).
Dr. J. H. DUMON, Centralia (S).
Dr. E. P. FAWCOT, Elma.
Dr. F. L. CABR, Montesano (S).

Dr. H. C. WATKINS, Hoquiam.
Dr. PAUL SMITH, Aberdeen.
Dr. A. B. MACLEMAN, Pe Ell.
Dr. W. GRUWELL, So. Bend (S).
Dr. I. A. WICKERSON, Winlock.

Dr. T. C. CAMPBELL, Castle Rock.
Dr. L. M. SMY, Kalama (S).
Dr. J. MCCORMACK, St. John's.
Dr. J. T. GUERIN, Vancouver (S).

Dr. ANDREW C. SMITH, Portland (S)
Dr. P. B. WING, Oculist, Tacoma.
Dr. W. G. CAMERON, Specialist, Tacoma.
Dr. J. F. DICKSON, Oculist, Portland.
Dr. A. W. STEVENSON, Tacoma (S).

NOTE.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

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

Train Master Tacoma.

H. C. BUCKLEY,
Train Master, Portland.

J. S. DEAN,
Chief Dispatcher, Tacoma.

UND.
Cont.
10.6
12.2
INE.
16.8
21.4
26.2
31.4
36.4
41.2
46.1
51.1
56.3
61.3
66.3
71.3
76.4

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

BUCKLEY LINE—EAST BOUND.

	Class Z		Class W		Class Y-5		Class Y-9		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
Tacoma to South Prairie.....			Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars	

BUCKLEY LINE—WEST BOUND.

Palmer to Tacoma.....			Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars	
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MAIN LINE—WEST BOUND.

GRADES.	Class W		Class Y-2		Class F-1		Class S		Class P		Class E-4		Class E-3		Class D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
South Tacoma to Rainier.....	1600	58	1350	45	1300	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	49	1110	37	1010	38	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	1800	48	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 of each car less than the normal, and subtract

five tons from the rating for each car in excess of the normal.

RESTRICTIONS GOVERNING CLASS OF POWER THAT MAY BE USED ON TACOMA DIVISION

Buckley Line.—All classes except Class E Mallet Engines.
 Wilkeson Branch, Cascade Jct. to Wilkeson and Wilkeson to Carbonado.—No engine heavier than S.
 Carbonado to Fabrix.—No engine heavier than F-1.
 Burnett Branch.—All classes except Q, T, W, X, Y and Z.
 Creeker Branch.—No engine heavier than F-1.
 Orting Branch.—No engine heavier than F-1.
 Green River Branch.—No engine heavier than F-1.
 Main Line.—All classes.
 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 S-4.
 Grays Harbor Line, Hoquiam to Meclips.—No engine heavier than F-1.
 Cooswa Branch, Aberdeen Jct. to Cooswa.—No engine heavier than F-1.
 Cooswa Jct. to Cooswa.—No engine heavier than mogul.
 Elma Branch.—No engine heavier than mogul.
 South Bend Branch.—No engine heavier than S, except Draw Span between Raymond and South Bend; no engine heavier than Mogul.
 Yacolt Branch.—No engine heavier than S-4.
 No engine heavier than N. P. class Q-3, loaded weights of which are as follows: Drivers, 144,350; Engine Truck, 47,900; Trailer, 41,900; Total Engine, 233,250; Tender, 141,350; Total Engine and Tender, 374,600; will be run over Bridge No. 254, Tacoma Draw Span.
 No two engines of any class will double head over this bridge where combined weight is greater than N. P. Class Q-3.
 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. & N. CO. BETWEEN SEATTLE AND PORTLAND.

CLASSIFICATION	Engine Numbers and Road	WEST BOUND					EAST BOUND						
		Seattle to Tacoma	Tacoma to So. Tacoma	So. Tacoma to Chehalis	Chehalis to Napavine	Napavine to Portland	Portland to Winlock	Winlock to Napavine	Napavine to Rainier	Rainier to Tacoma	Tacoma to Seattle		
T-63 20 24 26	113.....	O. R. & N.	136-146	850	310	900	675	1325	1100	780	645	1390	850
T-57 20 26	182.....	O. S. L.	720-727	1055	400	1120	820	1600	1350	960	1050	1700	1055
T-68 20 28	134.....	U. P.	1703-1705	1055	400	1120	820	1600	1350	960	1050	1700	1055
T-69 15 1/4-26 28	142.....	S. P.	2291-2300	955	350	1025	765	1500	1245	880	950	1575	955
M-63 20 28	147.....	C. R. Y. y P.	504-514	1055	400	1120	820	1600	1350	960	1050	1700	1055
M-68 15 1/4-26 28	144.....	S. P.	1740-1798	955	350	1025	765	1500	1245	880	950	1575	955
S-55 19 28	130.....	O. S. L.	552	.....	380	.....	.....	.....	.....	.....	.....	.....	.....

Ratings for time freight trains, Albia to Tacoma, is 10% less than tabulated rating as shown between Winlock and Napavine and between Centralia and Tacoma.

CLASS

E, Eight Wheelers; A, Atlantic Type; P, Pacific Type; T, Ten Wheeler; M, Moguls; C, Consolidation Engines; TW, Twelve Wheelers; S, Switch.

These ratings include total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown. Between stations for which no rating is shown, maximum will apply.

Example.—Consolidation engine having 57 inch drivers, cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

$$C-57 \frac{22}{30} 187$$

