# ACRIER PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

# OO TABLE

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

SUNDAY, April 27, 1913

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD, General Manager.

I. B. RICHARDS,
General SuperIntendent.

P. H. McCAULEY,

Superintendent of Transportation.

W. C. ALBEE, Superintendent.

T. E. COYLE,
Assistant Superintendent.

W	estward	i									F	IRST	SUB!		ION		-										
	THIRD	CLASS.			SECONE	CLASS		, s		T: Table 90	I								FIRST	CLASS.							
973	963	997	965	591	589	691	679	Table	bers	Time Table 38	۽   ءَ	355	363	301	361	321	307	357	391	311	369	333	365	359	313	323	393
EXCEPT	EXCEPT SUNDAY	DAILY	EXCEPT	EXCEPT	DAILY	DAILY	DAILY	Fuel, Furn	Num	Succeeding No. 87A April 27, 1913. STATIONS.	¥ [	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	Nor. Pac. Way	Gt. Nor.	Nor Pac					ter, les,	lon	Telegraph Offices and	a a	it. Nor.	0.=W. R. & N.	Portland	O.=W. R. & N. Portland	Nor. Pac. Grays	Nor. Pac. Portland	Gt. Nor.	Nor. Pac. South Bend Passenger	O.=W. R. & N. Sheete	OW. R. & N. Ore-Wash	Nor. Pac. Evergreen	Nor. Pac. Grays Harbor	Gt. Nor.	Nor. Pac. Portland Special	Nor. Pac. Grays Harbor	Nor. Pac South Bend
Way Freight	Freight	Freight	Freight	<u> </u>	Mixed	Freight		≥0 g	S	Calls	Ę		Express		Passenger	Limited						I	ļ <del></del>		L 5.45PW	Express	Limited
	L 5.00AM	L 4.50AM	L 7.00AM			L 9.30PM		1		QTACOMADN			***************************************		· · · · · · · · · · · · · · · · · · ·								L 1.50PM	L D.USPM	L 5.45/m	L 6.00PM	A
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, , , , , , , , , , , , , , , , , , , ,	<b>5.45</b> 360	5.15	7.45			10.00 356	9.45 356	WS	1981	SU .SOUTH TACOMA 8	5.9 1	18.15	1.00	1.55	9.09	9.15	s 9.50	11. <b>44</b> 964		1.04	362	f 1.55	s 2.05	5.19	5.59	° 6.15	
	6.00	5 30 5 35	A 8.00AM			10.15	10.00		1	VALAKEVIEWD					f 9.14			366		Committee of the Commit	f 1.80		A 2.15PM s 358 966	5.25		A 6.23PM s	
	6.15	5.55	See page 3			10.85	10.15		-	HIHILLHURSTD 14	. 1							308			1.38	l———	See page 3	5 82		See page 3	
	7.00	6.15				10.55	10.88	W		RY ROY DN 20			V 1	680	s 9.33 964	-	s 10.15 964	s 12.15		998	s 1.49 998	s 2.30			s <b>6</b> .20		
·	7.25	6.30				11.15	10.44		2002	YA YELM D 20	6.1 <b>f 1</b>	12.55	f 1.40 680	f 2.31	s 9.48		s 10.24	s 12.25 998	-	1.83	f 1.58 358	f 2.40		5.50	f 6.29		
	8.10 964	6.50		<b></b>		11.85	11.05		2007	RARAINIERDN 3	1.5 <b>f</b>	1.05	f 1.50	f 2.41	s 9.54		s 10.84	f 12.36		1.42	f 2.10	1 2.50		<b>5.58</b>	6.40		
	8.30	7.05				11.50PM	11.19	W	2011	JSMcINTOSHD	5.8 <b>f</b>	1.13	1.58	f 2.48	f 10.02		f 10.42	f 12.47			f 2.18	f 2.56		6.08	6.50		
er an kee jaar te saar ja te	9.00	<del>7</del> 7.20				12.01M	11.81		2015	NOTENINODN 4	0.4 f	1.23	f 2.05	f 2.55	s 10.09		s 10.52 998 308	s 12.57		1.56	s 2.27	s 3.03		s 6.09	f 7.00	***************************************	
	9.20	8.00				12.10	11.41PW		2020	BuBUCODAD 4	3.8 f	1.80	f 2.18	f 8.00	f 10.14		s 10.57			2.01	f 2.88	s 3.10			i 7.08		
	0.20					20.20				5.1																	
							***		1	1.8 4	- 1				10.00			- 1 09	L11.45AM	- 0 1K	2 9 49	- 9 OK		s 6.27	s 7 30		L 8.00
6.00	A10.00AM	8.20 9.00 9.30				12.80 1.00 1.15	12.05A 12.30	$\mathbf{S}\mathbf{Y}$	1 .	CNCENTRALIA DN 5 4.1 CHCHEHALIS DN 5		!			1				s 12.01PM					s 6.37		(1 ) Yes	s 8.10
0.00				***************************************						1.0 CHEHALIS JCTP 5	_  _								A12.05PM					6.40 394			A 8.15
7.00		10.10				1.55	1.15	-	1	6. 4 NANAPAVINED 6		2.20	s 3.00	s 8.45	s 11.00		s 11.40	f 1.55	See page 6	2.45	s 8.20	s 3.55			s 7.55		See page
8.00		10.40			ļ <del></del>	2.10	1.80		2044	WIWINLOCKD 6	8.5 s	2.85	s 8.15	s 4.00	s 11.18	ļ	s 11.52AM	s 2.08	-	2.55	s 8.88	s 4.07		f 7.06	s 8.05		-
•		-								6.4							10.05				s 8.45	- 4.00		f 7.17	f 0 15		
8.80		11.02				2.25	2.07	W		PN VADERDN 7	- 1				-		s 12.05PM	1 2.20		8.08	8 0.40	\$ 4.20		1 7.17			
9.00		11.10				2.85	2.15		l	3OLEQUA 7	!						f 12.09	-			f 8.50			7.23			
10.15		11.35AM 12.45PM 361 307	i i			3.00 4.58 355 363 301	2.42	W	2060	CACASTLE ROCK.DN 8	4.4 s	3.20 691	s <b>3.55</b>	s <b>4.35</b>	s 11.48AM		s 12.25 997	s 2.40		8.25	s 4.08	s 4.87		s 7.40	s 8.82		
10.35		1.00				5.15	2.55	1	1	6OSTRANDER 9				f 4.49	f 12.01PM	1	f 12.38			8.86		f 4.48		7.55	8.42		
11.80	-	1.80				5.25	8.02			1 KSKELSOD 9 5.7					s 12.09		s 12.43				s 4.30				s 8.48 8.56		
11.45		1.45				5.40	8.18	<u> </u>	i	7CARROLLS 10 4.4 1 KAKALAMADN 10			4.87 s 4.50		f 12.19		s 12.53		-	8.50	s 4.55	f 5.05		8.15	s 9.04		
11.55A 12.45P 1.00		2.10	-	ļ		6.08	4.00	<u>   "</u>		4.3 4 MARTIN'S BLUFF	_	4.25	f 5.01		s 12.30 973 f 12.89		f 1.15	8.28	-	4.08		f 5.23	-	8.35	9.18		
1.155		2.40				6.20	4.15			9 WDWOODLANDD				]	s 12.49	-	s 1.25	f 8.38	-	4.18	s 5.16	s 5.88		8.45	9.22		-
1.35 1.55		8.05	-		-	6.85	4.81	- w	Cx 1	RGRIDGEFIELDD	9.6 s	4.49	s 5.26	s 5.52	s 1.00		s 1.37	f 8.49	-	4.30	f 5.28	s 5.45	-	8.58	9.82		
2.10	-	3.25		<u> </u>		6.50	4.46	1	Cx 2	21KNAPPS 12	5.2 f	5.02	f 5.40	f 6.03	f 1.10		f 1.48	f 8.59		4.41	f 5.40	f 5.55		9.12	9.41		
2.25		3.85			See page 5		4.52	ı		23FELIDAP 12 2.8		7.5,	f 5.45		f 1.15			f 4.04		4.45	and the state of t	f 6.00		9.17	9.45		
,2.35		8.45			L 7.10A		5.00			VANCOUVER JCTP 13		5.15	5.50	6.20	1		1.58			4.50		6.05		9.25	Newson .		
A 2.50P		A 4.00P	M	A 3.50P	A 7.254	A 7.15AN	5.15 5.4535	5 CY	Cx 2	MX .VANCOUVER . DN 13	3.4 A	5.25AM	A 6.00AM	s 6.80	A 1.27P	A	s 2.10	A 4.15P		A 4.59P	A5.58PA	s 6.15		A 9.85%	s 9.55	V	
				BETWEE	N VANC	OUVER	AND PO	RTL/	ND	TRAINS WILL BE GO	VER	NED BY	SPOK/	NE, PO	RTLAND	AND SE	ATTLE I	RAILWAY	TIME .	TABLE F	RULES A	ND REG	ULATION	IS			
							A 6.45A	WC	212	VCPORTLANDDN	3.4			A 7.00A	w		A 2.40P			-	-	A 6.45P			A10.30PM		
EXCEPT	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	1	-			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
9.20	5.00	11.10	1.00	.15	.13	9.45	9.45	1	-	Time Over Subdivision	-	5.24	5.15	5.20	4.32	.20	5.05	4.45	.20	4.9	4.48	5.05	.25	4.30	4.45	.26	.15
8.7	10.0	11.6	9.6	.20	14.3	13.3	14.8		-	Average Speed per Hour			24.9	26.9	27.8	24.6	28.3	27.6	12.4	32.6	26.9	27.5	19.6	29.5	30.0	18.9	13.2

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must not be exceeded.

Double track between Tenino and Vancouver, except single track from the east end of station platform at Centralia to a point 1,700 feet east thereof, and the single track across Lewis River Bridge, three miles east of Ridgefield. See page 6 for Special Rules governing

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

/	1	/	Ž.						<i>j</i>	·		FIR		BDIVI	SION.	<u> </u>									Eastwa	ard
$\overline{}$							FIRST	CLASS.	$\overline{J}$							1	Time Table 38			SECOND	CLASS.			THIRD	CLASS.	
356	322	334	394	312	370	324	314	358	362	366	308	392	360	302	364	8	Succeeding No. 87A April 27, 1913.	y of	590	592	680	692	964	966	998	974
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Se fro	STATIONS.	pacit	EXCEPT SUNDAY	DAILY	DAILY	DAILY	EXCEPT MON DAY	EXCEPT SUNDAY	DAILY	EXCEP' MONDA
Gt. Nor.		Nor. Pac. Evergreen		& N.	0.=W. R. & N.	Grays	Nor. Pac. Seattle	Gt. Nor.	& N.	Nor. Pac. Grays	Nor. Pac. Seattle	Nor. Pac. South	Gt. Nor.	Nor. Pac. Seattle	0W. R. & N.	Distance Portland	Telegraph Offices and	Car Ca Siding	Nor. Pac.		Nor. Pac.	0.=W. R. & N.	Nor. Pac. Way	Nor. Pac. Way	Gt. Nor. Way	Way
-	Harbor Limited	State Limited	Bend Limited	Shasta Limited	Ore-Wash Express	Harbor Express	Special A 8.25PM	A Q KKM		Harbor Passenger	Passenger	Bend Passenger		Express	Seattle Express L 4.454	142.0	Calls QTACOMADN		Mixed	Mixed	Freight A 8.80A	Freight	Freight	Freight A 2.50PW	Freight	Freight
410.00PM	A 8.20m	A 9.10PM		A 7.35	A 7.00				A 1.85				A 6.00		A 4.40,		4.5		C AND DE	CULATI		t	·			
- 45	0.10	O E E		7.20	<i>*</i>	S 4.05		2.40		SOMA TR		LL BE G		4.45	GET SOU 4.25	ND DIVIS	SION TIME TABLE I		S AND RE	GULATI	8.00	8.40	Js 11,39AN	s 2.30	2.55	<del></del>
<b>9.45</b> 691–679	8.10	8.55			1				369				5.45 963				3.7 D		:		2.50		357		f 9.45	
	L 8.00PM			7.14	f 6.37	L 3.55PM See page 4			f 1.10				f 5.35 997 s 5.25	f 4.32 f 4.25	4.16 f 4.09	128.8	VALAKEVIEW D 5.0 HIHILLHURST D				2.85	8.10	11.00	L 2.15PM s 358-365-333 See page 4	3332.30 f 3582.07	f
9.80	See page 4	f 8.35 s 8.25	· · · ·		s 6.20	See page 4		998 333 f 2.07	f 1.04 s 12.55	- Dec page 1	357 s 11.52AM			s 4.15	i		6.0 RYROYDN				2.21 3012.05	2.50				
				٠,			0.40	1 50	998 s 12.45		s 11.40		. 4 KS	s 4.05	# 9 AP	117.3	5.5 YAYELMD					2.31	s 10.33 9.28 361 307 s 8.55		12.45 12.45 362 311 369	2
9.10		s 8.13		6.48	f 6.08		2.40	369		·							5.4				1.40	2.31 2.26 301			12.25 s 12.15PM 357	
9.01		f 8.05		6.40	f 5.58		2.27		s 12.36		s 11.29			f 8.55			RARAINIERDN 4.3 JSMcINTOSHD	W 85			1.05 3551.00 12.40		8 <b>8.10</b> 963 f 7.45		s 11.55AM f 11.40	-
8.58		f 7.55	-	6.80	f 5.48	-	2.18 369		f 12.27		f 11.19			f 8.47	8.27		4.6				•	1. <b>58</b> 1. <b>53</b> 363				
8.48		s 7.45		6.20 359	s 5.88		s 2.10	f 1.27	s 12.18		s 11.10 307 998		7 4.18	s 8.88	s 8.17	103.0	NOTENINO DN 3.4	E 85 W 85	-		12.25 691	1.23 355	s 7.20 997		s 11.26 10.35 308-307	
8.87		s 7.88		6.15	s 5.82		2.02	1.21	s 12.11M		s 11.02		f 4.04	r 8.80	î 3.11	99.6	BUBUCODAD	65			12.01AN	12.58	s 6.80		s 10.20	
											<u> </u>			-		94.5	WABASHP									
8.25		s 7.25	A 7.10PM	s 6.00	s 5.20	·	s 1.50	s 1.10	s 11.58AM		10.50 s 10.40	A10.05A	s 8.45	s 8.15	s 2.55	92.7	CNCENTRALIA DN	120			11.40PM	12.30	L 6.00AM		s 10.00 9.25	A 8.00P
8.15		s 7.10	s 7.00	s 5.5%	s 5.08		s 1.38	s 1.00	s 11.45			s 9.50	s 8.85	s 8.00	s 2.40	88.6	CHCHEHALISDN	110		-	10.50	12.05AM 11.55PM	***************************************		s 9.10	s 2.30
			L 6.52PM 359									L 9.40AM	·			87.6	CHEHALIS JCTP 6.4	Y			10.00	11.05			- 0.08	1.05
8.05		s 7.00	See page 6	5.89	s 4.48		8 1.18 974	12 50 974	s 11.80		s 10.07	See page 6	f 8.18	s 2.45	s 2.20	81.2	NANAPAVINED	E 85 W 85	-		10.27	11.85			s 8.85	s 12.10P 358-314
7.50		s 6.40		5.27	s 4.80		s 1.05	s 12.87	s 11.15		s 9.54		s 8.02	s 2.25	s 2.00	74.9	WIWINLOCKD	70			10.07	11.08			s 8.00	s 11.45A
7.88		s 6.94		5.15	s 4.17		s 12.50	12.25	s 11.02		s 9.40	·	f. 2.47	f 2.07	f 1.40	68.5	PNVADERDN	E 60 W 65			9.47	10.48			s 7.25	11.07 8 10.30
7.88	:	f 6.18		5.10	f 4.12		f 12.45	12.19	f 10.56		f 9.84		f 2.40	f 2.00	1.80	65.8	OLEQUA	No			9.40	10.88			f 7.05	f 10.15
7.17		s 6.08		4.58	s 8.58	-	s 12.82	s 12.05P	s 10.40		s 9.20		s 2.25	s 1.40	s 1.15	59.0	CA.CASTLE ROCKDN	E 80 W 81			9.20	10.18			s 6.40	s 9.45
7.02		f 5.50		4.45	f 8.45	·	12.15	11.504	f 10.25		f 9.07		f 2.06	f 1.28	12.55	52.7	OSTRANDER		<u></u>	<del></del>	8.55	9.58			f 6.10	f 9.20
6.55		s 5.42		4.40	s 8.87		s 12.09PM	f 11.42	s 10.19		s 9.00		s 2.00	s 1.15	s 12.45	49.0	KSKELSOD	70			8.45	9.50			s 6.00	3089.20 s 8.15
6.48		f 5.80		4.80	f 8.27	-	f 11.58AN	11.82	f 10.09		s 8.48			f 12.59		43.3	CARROLLS				8.80	9.40				f 7.45
6.85		s 5.20			s 8.17			s 11.25			s 8.40			s 12.49			KAKALAMADN	140			8.20	9.80			s 5.80	7.80 s 6.80
6.25		f 5.05			f 8.05 s 2.56			11.15 s 11.05			f 8.81 s 8.23		1.29 f 1.19		f 12.16	29.8	MARTINS BLUFF 4.8 WDWOODLAND D				7.58	9.28			s 5.00	f 6.15 s 6.00
6.15		s 4.57 s 4.44			s 2.56			s 10.55	l		s 8.18				s 11.57PM	23.8	RGRIDGEFIELDD	E 130			7.45	9.00	<b></b>		s 4.40	İ
5.52		f 4.82		<u> </u>	f 2.88	-	11.08		f 9.18		f 8.08		f 12.56	f 11.59PM	f 11.47	18.2	5.6 KNAPPS	W106		-	7.84	8.52			f 4.20	f 5.27
5.46		f 4.27		8.42	f 2.28	-	11.04	10.40	f 9.18		s 7.59		f 12.51	f 11.55	f 11.42	15.9	FELIDAP			See Page 5	7.80	8.46				f <b>5</b> .20
5.42		4.21		8.87			11.00		9.08		7.55		12.46	11.50	11.87	13.1	VANCOUVER JCTP		A 8.10AM	A 5.10PM		8.89			4.10	
L 5.85PM		s 4.15		s 8.82PM L	8/ 2.17PM	<i>'</i>	s 10.55	L10.804	s 9.08AM L		s 7.50		L12.40A	s 11.45	s 11.32PM	10.0	MXVANCOUVERDN	1000	L 8.00AM	L 5.00PM	7.15 7.05	L 8.80PM	<u>L</u>		L,4.00AM	4 F 8.00
				BETW	EEN VAN	COUVER	AND PO	RTLANI	TRAINS	WILL	BE GOVE	RNED BY	Y SPOKA	NE, POR	TLAND A	ND SEAT	TLE RAILWAY TIM	EŠTAI	BLE RULI	ES AND	REGULA	rions		<del>,</del>	,	
	-	L 8.45PM					L10.80A				L 7.25M			L11.15PM		0.0	VCPORTLANDDN	1000			L 6.15M					
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				EXCEPT SUNDAY	DAILY	DAILY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	EXCEP'
4.25	.20	5.25	.18	4.08	4.48	.30	4.55	4.25	4.37	16.9	5.10	.25	5.25	5.45	5.13		Time Over Subdivision		.10	.10	9.15	7.30	6.15	. 35	11.15	10.0
30.1	24.6	26.8	20.5	32.4	28.8	16.4	29.1	30.1	29.5	.22	28.0	12.2	25.0	24.7	26.2		Average Speed per Hour	l l	18.6	18.6	15.5	17.3	8.1	18.0	11.2	8.03

Automatic Block.—Between Tenino and Vancouver.

Manual Block.—Between South Tacoma and Tenino.

Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A," from the Operator upon entering double track. Operators must secure authority from Dispatcher before issuing clearance

It is possible for a light engine using cross over in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed. Light engines using cross overs in automatic signal territory must have at least one switch open while engine is on any part of the cross over.

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

SEE SPECIAL RULES PAGES 9, AND 10.

West	tward .					- /			SE	COND GRAY'S	SUBDI	VISIO	N										
e s						FIRST (	CI ASS		$\overline{}$			SECOND	CLASS.	1					THIRD	CLASS.			
Water, Fuel, Scales, Turntables and Wyes Station Numbers Distance from Lakeview	Time Table No. 38 Succeeding No. 37A	y	351	275	299		371	365	323	379				695	961	965	977						
Fuel Turi	April 27, 1913	ngs	Nor. Pac. Passenger								Nor. Pac. Mixed	Nor. Pac.	Nor. Pac.	O-WRR&N	Nor. Pac.	Nor. Pac. Way Frt.	C.M.& P.S. Way Frt.	Nor. Pac. Way Frt.					,
ater, ales, d Wy ation stanc kevie	STATIONS	G.E.					DAILY			DAILY					EXCEPT SUNDAY								
La St ang W	Telegraph Offices and Calls	Car	DAILY	DAILY		L 9.20AM	أحسسه	L 2.15PM	فبحصوبيوس		SUNDAY	and Saturday	MONDAY	MONDAY	SUNDAY	L 8.00AM		SUNDAY			Mark Company of the C		THE RESERVE OF THE PERSON NAMED IN
	VA LAKEVIEW DN 2.3	[						s 966 f 2.20								S				N	-	CONTRACTOR DE LA CONTRA	
	COUNTRY CLUB					9.28										£ 0.10							
C K 2.9	AMERICAN LAKE	40				9.24		2.21	6.80							f 8.10		<del></del>					
C K 4.3	COSGROVE	35				9.27	/	f 2.25	f 6.88							f 8.15							
8 CK 8.0	DDU PONTD	35				f 9.82		s 2.85	s 6.41						No. 961 has right	s 8.80							
W C K 12.5	UN SHERLOCK D	25				f <b>9.42</b>		s 2.47	s 6.55						over No. 962	17 s 9 . 15 8 9 . 52							
	COCOYLESTON	Spur 50				9.46		f 2.51	6.59						Olympia to Gate	10.00							
CK 17.9	2.3 UNION MILL	Spur				f 9.53		s 3.03								s 10.15							
CK 19.5	LACEY P	40		`		s 9.55		s 3.10	s 7.12							s 10.25							
	OY OLYMPIAD					s 10.15 10.25		s 8.25		****					L 6.00AM	A10.55AN		-					
25.2	PT. TOWNSEND SOUTHERN C'G.					10.00											3	Name of Addition States					Marie Control of the
	(Track Connection) BELMORE P					10.40	-	1 8.88	f 7.89						f 7.00					-			
BB   30	3.5 OVERTON					10.40 366 10.45		f 3.48	7.44	-					f 7.10					-			
11   34	RK LITTLE ROCKD	1	1		-	f 10.55		s 3.52	s 7.52						s 7.50					-			
37	1.3 BORDEAUX JUNCTION		<b></b>			10.58	<u> </u>	s 8.55	7.54						f 8.10					-			
	1.9 6MIMA			<u> </u>	-	11.02		f 8.59	7.58		ļ				f 8.20		·						
40	4.1				-							No. 587	See page 5		A 8.35AN			See page 5 L 9.00AM		_			
44	7 HK GATE				-	s 11.10%			s 8.05 8.15		<u> </u>	over No 588	3.15					S	-				
C M 48.6	OXD	90				s 11.80		s 4.25	8 8.20			to Moclips	8.10					s 19.20 10.00					
C M 55.5	5LYTLE	80			-	11.44		4.40	8.86				3.40					f 10.20					
W C M 56.6	6 ORD PORTERD	20			-	f 11.46		s 4.42	s 8.40				8.45					s 10.45					
C M 58.1	1MALONE	Spur 10	See page 5			s 11.49A	ň.	s 4.45	f 8.43				₽ 8.50					f 10.50					
	1 EF ELMA			L10.20A	м	s 12.01Pl 968 967	6	s 4.57	s 8.55 694			_	4.10					s 11.15AM 1.26PM 321 968 324	<u> </u>				
	6 MACKS		f 72 0 5	f 10.25		12.06		f 5.02	8.59		·		4.17					f 1.40	276				
	1.2	50	·		_			s 5.04		-	<b> </b> -	-	4.21		<u> </u>	-	_	s 2.00			-		
23	8 SP D 5.6	i	l	s 10.28		s 12.09				_		-			<u> </u>	ļ <del></del>				_	-		
29	MO MONTESANOD		i	s 10.40 968		s 12.20 276		322	s 9.10		See page 5		4.55					s 3.00					
37	O ABERDEEN JCT P		8.10	10.57	V	12.43 324			s 9.80		L 7.45M		5.80	1			1 8 400	s 3.30 s 4.00	MERCHANIST STATE				
	SAABERDEEND	1	s 8 30 366 380	s 11.10	L12.30P	s 12.58 586 299	S 2.15PM	8 6.00	8 9.45 A10 00P	L 9.35m	A 7.55A	366 380	6.00 A 6.80M	A 6.10AM	<u> </u>	-		İ		-	_		
W C C M 87.6	HOHOQUIAMD 3.3 GRAYS HARBOR CITY	150	587 968	A11.20A	M A12.45P	A 1.10A	A 2.30A	6.40	A10.00	N 0.00		8.45 1 8.55		A 6.10AM	<u> </u>			A 4.15PM 300 322	<b>CENTRAL PROPERTY</b>			The second secon	
47 C M 95.6	6 GRAY GABLES	No			_	-		i 6.55			·	f 9.05	-		· ]		-	-		_	_		
- 52	1.4	Sdg.			-		-	f 7.01	-	-	·[	f 9.10	ļ		<b>-</b>		-	·			-		
$\begin{array}{c c} \hline & 54 \\ \hline \hline C_M \\ \hline 56 \\ \hline \end{array}   100.2$	2	Sdg.					_	f 7.09			<b>-</b>	f 9.25											
C M 103.4	4 COPALIS CROSSING	Spur	,		-		-	f 7.20				f 9.40											
C M 107.1	1 ONSLOW	30						f 7.84				f 10.05									_		
C M 109.8	5 STEARNSVILLE	No Sdg.						s 7.89		_	.	f 10.15	-		·I		-	-		_	_		
C M 111.4	1.9 4 ALOHA 1.8 2 PACIFIC	Spur 12	1		_	-	_	f 7.45		_	.	t 10.88	-		-	-	-	-		_			
W 69 113.2	1.4 6 SUNSET BEACH 1.0	7 No	1	-	-		-	f 7.55		-	<u> </u>	f 10.40	-	_	-[	-		-	-	_			
Y C M 115.6	MCMOCLIPSD	Sdg.	<b> </b>		_		-	A 8.00PM		-	<u> </u>	A10.45A	M	-	-[		<del> </del>			-			
72	Time Over Subdivision		1.05	1.00	15.	3.50	.15	5.45	3.37	.15	.10		3.30		2.35	2.55	.20 8.0	7.15					
	Average Speed per Hour	1	22 6	24.5		23.0 TWARD 1		20.1		14.0	S OF TH	13.0 E SAME	12.4	8.4 N THE O	PPOSITE	8.4 DIRECTI		1 0.0	1	1			

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

Double Track.—Between Aberdeen and Hoquiam, except single track between the passenger station at Hoquiam, and the double track switch located just east of Hoquiam River draw bridge, three-quarters (%) of a mile east of Hoquiam. See page 6 for Special Rules governing.

Automatic Signals.—Olympia Subway. See page 6 for Special Rules governing.

Eastward								•		ND SI		ISION LINE												•
Time Table No. 38				FIRST	CLASS					SECOND	CLASS.							T	HIRD CI	LASS				
Succeeding No. 37A.		366	-		l			1				1 .	978		962	966								
	O-WRR&N Passenger	Nor. Pac. Passenger	C.M.& P.S. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M. & P.S. Passenger	Nor. Pac. Passenger	Nor. Pac. Mixed	Nor. Pac. Mixed	Nor. Pac. Freight	O-WRR&N Way Frt.	C.M.& P.S. Freight	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.								
STATIONS.	DAILY		DAILY	DATLY			DAILY							EXCEPT MONDAY		EXCEPT SUNDAY							-	
VA LAKEVIEW DN 115.6		A11.51AM				A 3.55PM	on the Williams	A 8.00PM				-	***************************************			A 2 00PM s 365								
COUNTRY CLUB 113.3		f 11.48				î <b>3.4</b> 9		7.54								5 000						-		
AMERICAN LAKE 112.7		11.47				3.48		7.58								f 1.50				-				-
1.4 COSGROVE 111.3	I	f 11.45			-	f 8.45		7.50							N- 061	f 1.45					-	-		
3.7	1	s 11.41				s 8.88		f 7.42							No. 961 has right over No. 962	1.80					-	-		
D DU PONT						s 3.25		s 7.27							No. 962 Olympia to Gate	s 12.10PM s 11.37AM 11.10.			:			-		
UNSHERLOCK D 103.1 3.1 COCOYLESTON D 100.		s 11 .27 966 11 .20				f 3.18		7.20							Gate	366				-				
2.3 UNION MILL 97.7		s 11.15			<u> </u>	s 8.13		7.15		<del></del>	<u> </u>				<u> </u>	f 10.55 s 10.45						-		· · · · · · · · · · · · · · · · · · ·
1.6							•															-		
LACEY P 96.1		s 11.12				s 3.10		7 12 323							A 1 0000	s 10.25 9.50 321	-965							
OY OLYMPIA 91.1		s 11.00 965				s 2.55		s 7.00							A 1.80PM	L 9.00AM						-		
PT. TOWNSEND SOUTHERN C'G. 90.4 4.7 (Track Connection)																								
BELMORE P 85.7		f 10 40	-	<u> </u>		f 2.87		6.45				-	:		f 1.00									
OVERTON 82.2		f 10.33				2.29		6.38							f 12.40								-	
RK LITTLE ROCKD 79.2		s 10.28				s 2.24		f 6.88							f 12.80							-		
BORDEAUX JUNCTION 77.9		10.24				s 2.21		6.80				· · ·			f 12.05PM								-	
		f 10.22				2.18		6.27						See nome 5	f 11.25AM					-		ļ <del></del>		
4.1 HK GATE D 71.9		10.15 s 10.10				2.10 s 2.05		6.19 s 6.14			See page 5			See page 5 A 1.30PM	L11.05AM									
4.9 OX OAKVILLED 67.0		s 10 10 s 10 00				s 2.05 s 1.57		s 6.14 s 6.04			9.52			s 1.15	321									
6.9		967				1.42		5.50			9.24			f 12.25	ļ				<del></del>					
1.1						s 1.40		f 5.48		No. 587				s 12.20		-								
ORPORTERD 59.0 1.5	1	s 9.44 f 9.37				s 1.40		s 5.45		has right over No. 588	9.05			f 12.15										
5.0 EF ELMA D 52.5	1	s 9.27		See Page 5 A10.00AM	A12.40PM s 967		www.lana	s 5.35		Hoquiam to Moclips				12.01PM s 11.15AM 321 967					-000 <u>- 100 </u>	0 · · · · · · · ·				
2.5 MACKS 50.0		f 9.19			s 964 s 12.34			5.29		_	≈ 8.50 8.88			321 967 1 11.10							***************************************			
1.2		s 9.16			s 12.32			f 5.27			8.85			s 11.00								-		
SP SATSOP D 48.8																<u> </u>						-		
MO MONTESANOD 43.2		s 9.02			321	s 1.03		s 5.15		-	8.20			s 10.40%										
ABERDEEN JCT P 34.6	I V	8.43	1 6 KV	9.20		12.43 321 s 12.30	A 4 2 KM		A 1.15PM	A 2.00PM	7.55	A 7 250	A 7.50PM	s 9.40					2784241 (180721 1921 193		-			
ŠA.         ABERDEEN         D         31.5           HO.         HOQUIAM         D         28.0	L 7.50A	351	S .	⊮° 968	1		•	ł	321	-	1	L 7.15PM		9.00≅										
GRAYS HARBOR CITY 24.4		587 380 i 8.02	351 366 587	Vanning		District Control of the Control of t	967	967		i 1.10		- Lorent Laboratoria		380, 351		_					-/4			
4.7 GRAY GABLES 20.0		f 7.49			-					î 12.50			ļ									-		
CHENOIS CREEK 18.6	Ĭ	f 7.41								f 12.43								:						-
TULIPS P 15.4	#	f 7.85						<u> </u>		f 12.33				-								-		
COPALIS CROSSING 12.2 4.3 ONSLOW 7.9		f 7.23			-					f 12.05PM											-			
1.8 STEARNSVILLE 6.1	9	s 7.05								f 11.58AM					-									
1.9 ALOHA 4.2		f 6.57							· · · · · · · · · · · · · · · · · · ·	f 11.49					-							-	•	-
1.8 		s 6.51								t 11.48				,										
SUNSET BEACH 1.0	1	f 6.48								f 11.85													**.	
MCD 0.0		L 6.45AM		1.00	1.00	9.40	15	9 90	.15	L11.30AM		.25		5.10	2.25	5.00					-	_		
Time Over Subdivision Average Speed per Hour	.15 14.0	22.6	14.0	1.00 24.5	1.00 24.5	3.40 23.9	15. 14.0		12.04	2.30 12.4	13.8	8.3	10.5	8.5	10.0	4.8					-	1		
Registering Stations.—Lakeview, Oly	vmpia. Gate	, Elma. Aber	deen Juncti					SUPERI	OR TO T	RAINS O	F THE S	SAME CL	ASS IN T	HE OPPO	SITE DI Maximum si	RECTION. peed of passens	ger trains is	one minut	e or sixty	seconds per	mile. Thi	s limit must	never be ex	ceeded.

		Westw	ard		\					•	THIRD SUBDIVISIO	N	-					-	East	ward	
THIRD	SECOND	CLASS		FII	RST CLAS	ss.		ales, yes	90		Time Table No. 38	Gate			FIF	RST CLA	SS.		SECONI	CLASS	THIRD CLASS
967	695	693	387	385	389	383	381	el, Scales, s & Wyes	nmbe	from	Succeeding No. 37A April 27, 1913.	from (	city	390	382	384	386	388	694	696	968
Nor. Pac. Way Frt.	O-WR&N Freight	Nor. Pac. Freight	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W R & N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	r, Fu	N noi	Distance f Centralia	STATIONS.	Distance 1	Capac	O-W R & N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Freight	O-WR&N Freight	Nor. Pac. Way Frt.
EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	Wate	Statio	Dist	Telegraph Offices and Calls	Dist	Car of Si	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY
	L 1.45AM	L 1.00AM	L 7.30PM	L 3.30PM	L12.05PM	L10.45AM	L 9.00A	W C Y S	2027	0.0	CNCENTRALIADN	13.0	170	A10.20AM	A11.00AM	A 3.00PM	A 6.55PM 387	A 8.55PM	A11.80PM	A11.40PM	A 2.80PM
7.29	A 1.55AM	1.59	7.87	3.37	A12.15PM	10.49	9.07			1.5	BLAKESLEE JUNCTION OW. R. & N. CO. CROSSING Track Connection	11.5		L10.10AM	10.51	2.52	6.44	8.48	11.06	L11.30PM	2.21
s 7.80		2.00	7.88	8.88		10 50	9.08			1.6	BLAKESLEE	11.4			10.50	2.51	6.43	8.47	11.05		s 2.20
s 7.55		2.15	s 7.45	s 8.45		s 10.58	f 9.20		C K 51	5.8	GRAND MOUND	7.2	90		s 10.40	s 2.41	s 6.85	s 8.88	10.55		s 2.05
s 8.20		2.40	s 7.55	s 8.55		s 11.08	f 9.88		C K	10.0	RHROCHESTERD	3.0	75		s 10.80	s 2.27	s 6.25	s 8.80	10.40		s 1.45
				-						10.5	C. M. & P. S. CROSSING No Track Connection 2.5	2.5									
A 8.35AM		A 3.00AM	A 8.05PM	A 4.10PM		A11.15AM	A 9.45A	WY	C K 44	13.0	HKD	0.0	50		L10.20AM	A 2.15PW	L 6.15PM	L 8.20PM	L10.80PM		L 1.80PM
EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY
2.05	.10	1.20	.40	.40	.10	.30	.45				Time Over Subdivision	,		.10	.40	.40	.40	. 35	.55	.10	1.00
5.0	.9	9.7	19.5	19.5 .	.9	26.0	17.3				Average Speed per Hour			.9	19.5	19.5	19.5	22.3	14.1	.9	13.0

Registering Stations.—Centralia and Gate.
Bulletin Stations.—Centralia.
Standard Clock.—Centralia.
Yard Limit Sign.—Centralia and Blakeslee. Yard limits at Centralia extend to a point 3,800 feet west of the west switch at Blakeslee.
When No. 382 and 383 meet at Blakeslee, No. 382 will take siding.
No. 381 has right over No. 382. No. 382 has right over No. 384. No. 385 has right over No. 386. No. 387 has right over No. 388, Centralia to Gate.
No. 381 will turn on the Wye on arrival at Gate.
The maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Between Centralia and Blakeslee Junction trains will be operated as follows:
Northern Pacific track will be known as Route No. 2, and O.-W. R. & N. track as Route No. 1. Northern Pacific yard limit rules will govern and both routes are included in Centralia yard.
All first class trains in both directions, and all westward second and inferior class trains, westward extras and westward switch engines will use Route No. 2.
All eastward second and inferior class trains, eastward extras and eastward switch engines, will use Route No. 1.
Normal position of switches at Blakeslee Junction: Switches connecting with Northern Pacific track, both sides of crossing, be set for Route No. 2.
Switch on O.-W. R. & N. track west of crossing set for connection track leading to Route No. 2. Switch on O.-W. R. & N. track east of crossing set for Route No. 1. See diagram of tracks.

Westwar	d 					F	OURTH SUBDIVISIO (ELMA BRANCH)	N						Eastwar
	FIRST CLAS	SS		es	ers		Time Table No. 38					FIRST	CLASS	
		353	351	Fuel, Turn- nd Wy	Numbers	e from	Succeeding No. 87A April 27, 1913	Distance from Elma	Car Capacity of Sidings	352	354			
-		Passenger	Passenger	ter, les,	Station	Distance Simpson	STATIONS.	tanc na	Sidir	Passenger	Passenger			
. ,		DAILY	DAILY	Water, Scales, tables	Sta	Dis	Telegraph Offices and Calls	Dis	స్త్రా	DAILY	DAILY			
					C H 10	0.0	SIMPSON	11.6	7 Spur		1 3 3 3 3 3 3			-
	سنده بدناهسیسی	مرسود براندهم مرسود			C <sub>H</sub>	1.2	KRAFT	10.4	4 Spur					
					C H 7½	2.3	HILLGROVE	9.3	4 Spur					
					ÇH 7	2.5	McCLEARY JUNCTION	9.1						·
		L 4.10PM	L 6.45A	Т	C H 8	3.3	McCLEARY	8.3	15 Spur	A 1.05PM	A 6.20PM			
		4.15	6.50		С Н 7	4.1	McCLEARY JUNCTION	7.5		1.00	6.15			
		s 4.25	s 7.00	 	CH 5	6.7	RAYVILLE	4.9	4 Spur	s 12.55	s 6.07			
							WHITE LUMBER CO. R. R. CR.							
		s 4.28	s 7.08		C <sub>H</sub>	7.6	WHITE'S	4.0	5 Spur	s 12.52	s 6.02			
		A 4.40PM	A 7.15A	Т	C M	11.6	EFD	0.0	60	L12.40PM	L 5.50			
		DAILY	DAILY							DAILY	DAILY			
		.30	.30	l			Time Over Subdivision			.25	.30			
<u>-</u>		16.6	16.6	1			Average Speed per Hour	7		17.0	16.6			

Registering Stations.—Elma and McCleary.

Bulletin Station.—Elma.

Switch in main track just above head switch leading to Siding at Simpson, must be set to act as derail.

Trains will not exceed thirty miles per hour on Fourth Subdivision.

No. 352 will connect with No. 321 at Elma.

Trains from Fourth Subdivision will ascertain Second Subdivision main line rights before occupying main line at Elma.

West	ward			FII	FTH SUBDIVISION (OCOSTA BRANCH)			East	ward
SECOND	CLASS	Scales,	S		Time Table No. 38			SECOND	CLASS
583	581	iel, Sc.	Station Numbers	Distance from Aberdeen Jct., via Cosmopolis	Succeeding No. 87A April 27, 1913.	from via lis	city	582	584
Mixed	Mixed	Water, Fuel Turntables	lon N	deen Josm	STATIONS.	ance City, nopo	Capacity idings	Mixed	Mixed
Wednesday Only	EXCEPT SUNDAY	Wate	Stat	Dista Aber via C	Telegraph Offices and Calls	Distance from Bay City, via Cosmopolis	Car of Si	EXCEPT SUNDAY	Wednesday Only
	L 1.15PM	Y	CM 37	0.0	ABERDEEN JCT 0.8 P	21.7	<b>4</b> 2	A 7.45AM	
	s 1.18			0.8	JUNCTION CITY	20.9		s 7.87	
	1.20		CR 1	1.4	COSMOPOLIS JCT	20.3	No Sdg.	7.85	
L 9.45AM	A 1.30PW	w	CG 2	3.0	MPD	18.7	90	L 7.80AM	A12.15
9.50			CR 1	4.6	COSMOPOLIS JCT	17.1	No Sdg.		f 12.10
f 9.55			CR.	5.7	SOUTH ABERDEEN 10.5	16.0	90		f 12.05
f 10.80			CR 13	16.2	MARKHAM	5.5	10		f 11.80
s 10.40		т	CR 16	18.7	OCOSTAP	3.0	10		f 11.15
A11.00AM			CR 19	21.7	BAY CITY	0.0			L11.05
Wednesday Only	EXCEPT SUNDAY							EXCEPT SUNDAY	Wednesda Only
1.15	. 15				Time Over Subdivision			.15	1.10
6.15	12.0				Average Speed per Hour			12.0	16.5

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

Registering Stations.—Aberdeen Junction and Cosmopolis.

Bulletin Station.—Cosmopolis. No. 583 has right over No. 584, Cosmopolis to Bay City 583 and 584 will stop on flag at Redmond Creek, located one mile east of Ocosta, for transferof passengers, baggage and express destined to and from Westport.

All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed. Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns River, ½ mile west of Markham.

Junction switches will be set for line Junction City to Bay City.

Trains will come to full stop before passing over grade crossings of O.-W. R. & N. Co. at various industry tracks in South Aberdeen and Cosmopolis.

See Special Rules, page 10

Westward					SIXTH SUBDIVISION (YACOLT BRANCH)	1			Eastward	We	stward			S	EVENTH SUBDIVISION (SOUTH BEND BRANCH)			Eastw	vard
	SECON	D CLASS	les, yes		Time Table No. 38		SECON	ID CLASS		THIRD CLASS.	FIRST	CLASS.	s s		Time Table No. 38		FIRST	CLASS.	THIRD CLASS.
	591	589	iel, Scal	Numbers	1 1	Distance from Vancouver Jct. Car Capacity of Sidings				969	393	391	l, Scale:	from	Succeeding No. 37A	ty of	392	394	-l
	Mixed	Mixed	r, Fu	N no	STATIONS.	ouver ouver	Mixed	Mixed			Passenger	·		9 t	STATIONS.	pacit		Passenger	-lI
	EXCEPT SUNDAY	DAILY	Water	Station				DAILY		EXCEPT SUNDAY	See page 1 DAILY	See page 1 DAILY	Water, F	Distance	April 27, 1913.  STATIONS.  Telegraph Offices and Calls	Car Ca Siding	See page 2  DAILY	DAILY	See page 2  EXCEPT SUNDAY
	L12.30PM	L 6.00AM	WY	C Y 27	0.0 YCYACOLT	27.2 35	A11.00A	AM A 6.40PM			L 8.15PM	L12.05P		-			A 9.40AM	A 6.52PM	A 8.85PM
	f 1.00	f 6.14		C Y 20	6.6 WALL	20.6 No Sdg.	f 10.80	f 6.18		s 7.05	s 8.25	s 12.15	C	w 3	.4 AD 53.	1 20	s 9.26	s 6.44	s 3.10
	s 1.20	s 6.19	<b> </b>	C Y	8.0HEISON		s 10.20	s 6.18		s 7.15	s 8.29	s 12.19	C	w 4	.7	8 37	s 9.21	s 6.40	s 2.25
	s 1.40	s 6.24		C Y	9.8CRAWFORD	17.4 No Sdg.	s 9.50	s 6.06		f 7.25	f 8.35	f 12.25	- c	w - 7		3 Spur	f 9.12	f 6.33	f 2.05
	s 2.10	s 6.35	W		12.8 BABATTLE GROUNDD	14.4 20	s 9.80	s 5.56		s 7.55	f 8.44	s 12.33	W 2.4 m	10	.1	4 35	s 9.06	f 6.27	s 1.55
	s 2.40	s 6.50	-	_	17.0BRUSH PRAIRIE		- 1			<b>-</b>		-	West 1	16	.2 LUEDINGHAUS R. R. CROSSING 40.	3			
	f 2.45	f 6.54		CY	18.6LAURIN	8.6 50 Spur		f 5.40	İ	-		 			0.1 Track Connection			3.10	<u>                                     </u>
	f 2.50	f 6.57		C <sub>Y</sub>	20.1HOMAN		f 8.32	f 5.36		s 8.45 8.50 392	s 9.00	s 12.50		W   16	.3 DRDRYADD 40.1	2 35	s <b>8.50</b>	s 6.1≿	s 12.40 s 12.40
	f 8.00	f 7.00		CY	21.1BARBERTON	6.1 4 Spur	f 8.80	f 5.80		s 9.05	s 9.05	s 12.54	C	W 17	.6 DO	Spur 35	s 8.45	s 6.08	s 12.30
	f 8.20	f 7.05		C <sub>X</sub>	24 1HIDDEN	3.1 No Sdg.	-	f 5.22		s 10.15 11.30#	s 9.19	s 1.10	W C	W 22	.3 PLPE ELL	2 50	s 8.85	s 5.55	s 12.05PM 11.30AM
	A 3.35PM	A 7.10AM	Y	C X 25	27.2VANCOUVER JCT P	0.0 No	L 8.10A	L 5.10PM		970			<u> </u>  -		.7 McCORMICK R. R. CROSSING 32.3	8			909
	EX. SUN. 2.05	DAILY 1.10		-	Time Over Subdivision		EX. SUN.	DAILY 1.30		<u>-</u>				-	Track Connection				
	9.0	18.5	¥		Average Speed per Hour		9.00	18.1		s 12.05PM		f 1.16	2	4	1.8	15		s 5.48	
	OPPOS Reg	SITE DIR	RECTI tations	ION. s—Yac	ARE SUPERIOR TO TRAINS OF THools and Vancouver Junction.	HE SAME	: CLASS	IN THE	•	s 12.80	s 9.88	f 1.28	C	6	1.2	,15	f 8.16	s 5.42	10.40
r	Bull Star	lletin Station Indard Cloc Indard Cloc	ions—V cks—Va	Vancouv ancouv	ver and Yacolt.				•					27	.3 .WALVILLE R. R. CROSSING 29.:	2		·	1
	Dera Smit	rail Switche	resVa	ancouve	er Junction—East leg of wye 135 feet from the	of wve.		-		f 12.50	f 9.48	f 1.85			.9PLUVIUS	6 36	f 8.07	f 5.85	f 10.10
	Nos	i. 589, 590,	591 ar	and 592	ust ascertain main line rights before occupying will stop on flag at Lucia, Moulton and C	Crusher for	r passenger	/S.		s 1.25	s 10.00	s 1.55	W C		6.4 .3 FRFRANCES	2 35	s 7.45	s 5.13	s 9.30
	Sp	ecial F	₹ule	s S	econd Subdivision (Gray'	's Har	bor Li	ne).		T		s 1.59	3 C	5 W 36	1.3 .6GLOBE19.5	_		f 5.08	s 8.40
secure train right	ts.				which switching will be performed by yard crews		engines goin	g beyond yard	l limit boards must		s 10.08		$\frac{3}{c}$	7 W 38	1.4 .0 BM LEBAM D 18.6	15			s 8.80
Yard Limit Clearance w Trains will	Signs.—Olyn ill not be issu- register by tic	npia, Gate, . ed at Olymj ket at Lake	Aberdee pia, Ga view; v	en Jct. te, Eln will no	, Aberdeen, Hoquiam. na and Aberdeen Jct unless Stop signal is dist t be required to procure clearance unless Stop rst Subdivision rights before occupying main li	splayed.	ı signal is dir	splayed.		<u> </u>			$\frac{3}{c}$	8 W 42	4.3		L		f 8.05
Rulletin St	tations Olym	mnie Heavi	iom ond	d Mool	line	ine at Lake	view.	<i>y</i>			s 10.18 s 10.26	969 s 2.23	4	2	4.2 10.1 .5				f 7.50
					miles east to 2 miles west of Olympia. wenty miles per hour. of Belmore, must not exceed 30 miles per hour.	-					s 10.26	s 2.33	4	6	4.0	0 16		s 4.85	f 7.40
Junction sw No. 365 and No. 365 will	tches will be s	et for line O	)lympia urrows,	to Mo	clips. les west of Chenois Creek, and at Bale, 0.9 mile	es west of Co	opalis Crossii	ng.					5	0	2.6 1 NDRAYMOND			s 4.30	ļ
No. 366 will No. 365 will No. 365 will	make regular s	top at Wilde No. 353 at E	erness, l	1.8 mile	of Belmore, must not exceed 30 miles per hour. oclips. iles west of Chenois Creek, and at Bale, 0.9 miles of Tulips. Gun Club, two miles east of Sherlock. only. s Crossing. 2 miles west of Satsop. In 357 takes siding.					i	s 10.45		5	3	3.4				
No. 323 and No. 322 will No. 351 and	No 324 will st stop on flag a No. 352 will p	top on nag a t Union Mil nake regular	at Nisq Ils Satu stop at	ually irdays Wood	only. s Crossing. 2 miles west of Satsop.			•		<u> </u>	A10.55PM	A 2.50PI	WC C	W 56	.5 SBD 0.4	0 150	L 6.40AM		
WIIGH NO.	321 meets 140	J. 334 av 141	romiooa	ано, м	To. 352 takes siding. ction, No. 324 will take siding on west leg and from Third Subdivision turning on wye.	g of wye.				EXCEPT SUNDAY	DAILY	DAILY					DAILY		EXCEPT SUNDAY
Northern Pa	acine engines mu	ust not run o	on tresti	ues van	nce Lumber Co. tracks at Malone. In doing wor	ork a sufficie	ent number	of cars should	be used so that it	9.00	2.40	2.45	<b>_</b>		Time Over Subdivision		2.55 19.3	2.40	8.05 6.9
Olympia, and ma Class S or S All trains w Hoquiam River.	nes are located : ay be used by t S4 engines will vill stop 400 fee	in section he train crews in l not exceed et from and f Hoguian.	nouse at in emer l 8 miles l will no	t Sherle rgency. es per h	ock, in depot at Lacey, and in section house a hour over Satsop River bridge. Seed until following draw bridges are known to cont Powder Company track, 950 feet from passing Spurgtwo miles west of Aberdeen and at Rei	to be closed:	d: Wishka R	River, ¾ mile	e east of Aberdeen;	6.8 EAS		TRAINS	ARE SU	JPER	Average Speed per Hour	LASS I			<u> </u>

Register Station.—Chehalis and South Bend.

Standard Clock.—Centralia.

Bulletin Stations .- South Bend.

Derailing Switches.—Bunker, Meskill (East end), Mays, Lebam (mill spur), Nallpee (log spur), Green Creek Spur and Wheaton.

Yard Limit Sign.-Chehalis Junction, Raymond and South Bend.

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

Maximum Grade.—Between Frances and Pe Ell.

Helper District.—Between Frances and Pe Ell.

Trains will stop 400 feet from draw span over South Fork of Willapa River, at Raymond. Will not proceed until draw is known to be closed. No. 391, No. 392, No. 393 and No. 394, will stop on flag at Nallpee, and make regular stop at Ashlock.

The double heading of engines over the Chehalis river bridge between Pe Ell and McCormick is prohibited.

All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed: Wishka River, % mile east of Aberdeen; Hoquiam River, & mile east of Hoquiam.

Derail Switches.—At east end of house track at Dupont Powder Company track, 950 feet from passing track connections, Elma, at Vance's Spur, at East end of Statop Siding, at Nimemire & Morgan's Spur, two miles west of Aberdeen, and at Bales Spur, just west of Copalis.

The movement of Port Townsend Southern trains from transfer track near Port Townsend Southern erossing to Northern Pacific depot to transfer track, will be protected as per rule 99. 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. Stop 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 disc signals located as follows: No. 1 (large disc) just east of passenger station; No. 3 (switch indicator) at east end of team track; No. 4 (large disc) just east of tunnel. INDICATIONS—"Clear" a clear disc by day and a green light by night. "Stop" and bank of the protect against westward trains coming out of tunnel. A clear indication on signal No. 1 is authority to run only to signal before throwing that not be passed unless clear. Crows switching at east end of team track must get clear indication on No. 3 signal before throwing which dised by the protect against westward trains coming out of tunnel.

Westward							EIGHTH SUBDING (BUCKLEY LINE		ON			a agragin G	/X2	East	ward	Wes	tward				TH SUBDIVISION REEN RIVER BRANCH)	•	Eastw	/ard
THIRD CLASS.	FII	RST CLA	SS.	les,	, so		Time Table No. 38			FI	RST CL	ASS.		THIRD	CLASS.	SECOND CLASS.	FIRST CLASS.	ales,	2		Time Table No. 38		FIRST CLASS.	SECON
971	397	367	395	el, Sca	umber	from	Succeeding No. 37A April 27, 1913	Distance from Tacoma Wharf	city	368	396	398			972	579		uel, Sc es and	Numbers	from	Succeeding No. 37A April 27, 1913	Distance from Kanaskat Car Capacity		580
Way Freight	Passenger	Passenger	Passenge	er, Fu itable	N uoi	Distance Kanaskat	STATIONS.	ance	Capacity	Passenger	Passenge	Passenger			Way Freight	Mixed	Passenge	ter, F ntabl	Station N	Distance 1 Kerriston	STATIONS.	tance fron	Passenge	Mixed
EXCEPT	DAILY	DAILY	DAILY	Wat Turi Wye	Stat	Dist	Telegraph Offices and Calls	Dist	Car of Si	DAILY	DAILY	DAILY			EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	Yar Wy	Staf	Dist	Telegraph Offices and Calls	Car Car	DAILY	EXCEP' SUNDA
6.80AM	L 5.05PM	L 9.25A	L 7.00A	1	A1	0.0	KANASKAT	45.9	140	A 9.05AM	A10.20A	A 7.40PM			A 1.30PM	L 2.00P	L 5.45A		C J 15	0.0	KERRISTON	17.9	A 9.20P	A 1.50
BETWEE	N PALMEI	R JCT. A	ND KAN	IASK	AT T	RAINS	WILL BE GOVERNED BY	SEAT	TTLE	DIVISIO	N TIME	TABLE F	ULES AND RE	GULATION	S	s 2.25	s 6.05	W	C J	7.6	HEMLOCK	10.3 30	s 8.85	s 1.10
6.35	s 5.10	9.80	s 7.04		₹1932	1.2	JCPALMER JCT DN 0.9	44.7	70	s 9.00	10.10	s 7.85			f 1.00	s 2.35	s 6.10		CJ	8.4	BARNESTON	9.5 Spu	rf 8.25	s 1.00
6.50	s 5.11	9.32	s 7.06	W	1933	2.1		43.8	30	f 8°.58	10.08	s 7.30			f 12.45	No. 579 does	s 6.22	-		12.5	KANGLEY JCT	5.4 62	s 8.06	s 11.40
7.00	s 5.14	f 9.35	s 7.10	<u> </u>	1934	3.4	BAYNE	42.5	Spur	f 8.56	10.05	s 7.26			f 12.80	not run be- tween Kang- ley Jct. and	s 6.32	<u> </u>		14.0	1.5 SELLECK	3.9	s 7.56	s 11.80
7.05	f 5.17	9.38	s 7.14	-	1936	4.7	CUMBERLAND	41.2	No	f 8.54	10.02	s 7.23			f 12.01PM	Selleck.		<u> </u>			0.1 C. M. & P. S. R. R. CROSSING	3.8		
	5.19	9.40		-			0.8 NAVY	40.4	Sdg.	f 8.58	10.00	s 7.19			f 11.50A					14.1	No track connection 1.4	3.8		
7:10 57:45			7.16 971	ļ			2.00			8.48	9.56	_		_	11.25	s 3.00	s 6.40		CJ	15.5	KANGLEY JCT.	2.4	s 7.46	s 11.15
7.50	5.24	9.48	f 7.19				VEAZIE	38.4								A 3.15PA	A 6.50A	WY	A	17.9	IVN	0.0 75	L 7.418	L11.00
3.20 9.00 368	s 5.31	s <b>9.50</b>	s 7.28	W	1942	10.9	CWENUMCLAWD	35.0	105	s <b>8.43</b>	s 9.50	s 7.06			s 11.00	<u> </u>	<u></u>	_	1				1	
9.25 10.08 2396367	s 5.45	s <b>9.58</b> 972 971	s 7.38		1945	14.3	BKBUCKLEYD	31.6	100	s 8.88	s 9.43 971 972	s 6.56			10.00 s 9.00 367 971 396	EXCEPT SUNDAY	DAILY						DAILY	EXCEP'SUNDA
10.28	5.55	10.10	7.48		1949	18.6	CASCADE JCT	27.3	No Sdg.	8.20	9.82	6.43			8.80	1.15	1.05				Time Over Subdivision		1.39	1.50
10.88 11.10	s 6.00	s 10.15	s <b>7.55</b>	W C	1950	19.7	SOSOUTH PRAIRIED	26.2	135	s <b>8</b> .18	s 9.80	s 6.40			8.28 s 7.50 368–395	11.2	15.3				Average Speed per Hour		10.3	9.8
11.20	f 6.02	10.20	f 7.57		1951	20.7	BROOMFIELD	25.2	Spur	f 8.16	9.28	1 6.85			f 7.85	EA	STWARD	TR/			SUPERIOR TO TRAINS OF HE OPPOSITE DIRECTION	THE S	AME CL	ASS
11.80AM	f 6.10	10.27	f 8.07	_	1955	24.2	CROCKER	21.7	100	f 8.07	9.21	f 6.25			f 7.80		Regis	terins			Kanaskat.			
12.01PM	s 6.20	f 10.35	s 8.15	T	1958	26.7	ogD	19.0	200	s 8.01	f 9.17	s 6.20			s 7.10		Maxi	num	Grade	-Ka	ngley to Kerriston. d ½ mile west of Selleck on F	čanalov I	ina	.*
12.15	s 6.30	10.43	s 8.24		1961	30.3		15.6		f 7.54	9.10	s 6.07			s 6.50		Trains	will !	look o	ıt for	engines of Cascade Timber Co	handlin	nne. g logs betv	reen
12.25	s 6.85	10.47	s 8.84	-	1963	32.4	2.1 ALDERTON	13.5	Spur 25	f 7.51	9.07	s 6.01			s 6.35		their siding See S		_	•	· ·			
12.40	6.40	10.52	8.40	<u>Y</u>	1966	34.8	MEEKER	11.1	70	7.48	9.04	5.55			6.20		366.3	peciai	Ruic	, pag	3C 10.			
							L BE GOVERNED BY PUGE	T SO	UND	I DIVISIO	N TIME	TABLE F	ULES AND REG	GULATION	S									
	A 7.05%						Q TACOMA DN					N L 5.80PM		2			•							
2.00PM				-	1976	45.9	TACOMA WHARF	0.0							L 5.30A									
XCEPT	<del> </del>	DAUV	DAILY	<del> </del>		-	and the second s		-	DAILY	DAILY	DAILY			EXCEPT									
7.30	2.00	DAILY 1.50	2.15	1-		-	Time Over Subdivision			1.35	1.35	2.10		_	8.00									
6.5	22.3	24.4	18.0	<del>                                     </del>		-	Average Speed per Hour	_		28.1	28.1	20.1		<b>—</b>	5.7									

Double Track-Between South Prairie and Cascade Junction.

Registering Stations-Puyallup, South Prairie, Palmer Junction.

Bulletin Stations-South Prairie.

Standard Clocks—Tacoma.

Derail Switches—At Valley Mill Co.'s Spur, one mile west of Buckley, west end of passing track and at West End House track, at South Prairie, and west end of Crocker yard. East end of Mill siding, Meeker, must be kept in derailing position, when not in use.

Yard Limit Signs-Meeker, South Prairie and Cascade Junction.

Maximum Grades-Cascade Junction to Buckley.

Helper District-South Prairie to Buckley.

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

At Palmer Junction, all trains register by ticket, and no clearance required unless Stop signal is displayed.

Trains will approach Cascade Junction under full control looking out for Branch Line trains.

Speed of passenger trains must not exceed thirty miles per hour, and speed of freight trains twenty miles per hour from Buckley to Cascade Junction. Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Orting, Buckley and Enumclaw.

No. 396 will register by ticket and need not obtain clearance at South Prairie, unless Stop signal is displayed.

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

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

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

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

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

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

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

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

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

West	ward		· · · · · · · · · · · · · · · · · · ·			TE	NTH SUBDIVISION (BURNETT BRANCH)					Eastv	vard 🚕
	FIRST	CLASS		/yes	umbers	E	Time Table No. 38	E	<b>a</b>		FIRST	CLASS	
295	293	375	373	Fuel, Turn and W	n Num	ice from	Succeeding No. 37A April 27, 1913	ice from	r Capacity Sidings	374	376	294	296
	Passenger	Passenger	Passenger	ater ales bles	Statio	Distance Spiketon	STATIONS.	Distance Cascade J	Sid	Passenger	Passenger	Passenger	
DAILY	DAILY	DAILY	DAILY	g⊗g	St	S	Telegraph Offices and Calls	ವರ	of of	DAILY	DAILY	DAILY	DAILY
J. 7.11PM	L 5.80PM	L 9.55AM	L 7.26AM		C <sub>4</sub> C	0.0	SPIKETON	3.4	<b>4</b> 5	A 7.25AM	A 9.55AM	A 5.30PM s	A 7.10PM s
s 7.16	s 5.35	s 10.01	s 7.34	s	CC	2.1	BNBURNETTD	1.3	45	s 7.15	s 9.45	s 5.20	s 7.00
A 7.21PM	A 5.40PM	A10.06AM	A 7.89AM		1949	3.4	CASCADE JCT	0.0	No Sdg.	L 7.10AN	L 9.40AM	L 5.15PM	L 6.55PM
DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY
.10	.10	.11	. 13				Time Over Subdivision			.15	.15	.15	.15
20.4	20.4	20.4	15.6				Average Speed per Hour			13.6	13.6	13.6	13.6

Registering Station.—Cascade Junction. Derail Switch-East of station platform at Spiketon must be set for derail when

Switches above Burnett will be set to protect cars at quarries by derail. Speed of trains when backing up must not exceed 20 miles per hour. Speed must not exceed six miles per hour within the corporate limits of Burnett.

Westwar	ď						E	LE	VENTH SUBDIVISIO (WILKESON BRANCH)	N				Eastw	ard
THIRD CLAS	ss	FIRST	C	LAS	s	'yes	umbers	E	Time Table No. 38	E	A	FIRST	CLASS	THIRD	CLASS
98	1	297	4	37	7	, Fuel, Turn and W	Z	ice from	Succeeding No. 37A April 27, 1913	ice from	Capacity idings	378	298	982	
Way Fre	ight	Passenger	Pa	assen	ger	ater ales bles	Station	Distance Fairfax	STATIONS.	Distance Cascade	l r oo l	Passenger	Passenger	Way Freight	
EX. SUN	DAY	DAILY	1	DAIL	.Y	SS ₹	St	Fa	Telegraph Offices and Calls	ద్రాహ	రోజ	DAILY	DAILY	EX. SUNDAY	
L 1.4	LOPM	L 4.25PM	L	6.1	OAM	Т	C B 15	0.0	FXFAIRFAXD	15.5	5 Spur	A11.10AM	A 8 20PM	A12.20PM	
s 2.1	١٥	s 4.30	s	6.1	.5		C B 13	1.7	MELMONT4.5	13.8	5 Spur	s 11.00	s 8.15	s 12.10PM	
								6.2	CARBON COAL CO. CROSSING	9.3					
s 2.8	30	s 4.45	s	6.8	5		C <sub>B</sub>	6.8	CBCARBONADOD	8.7	5	s 10.45	s 8.00	s <b>11</b> . <b>40</b> AM	
s 8.8	30	s 5.00	s	6.5	5	ST	C <sub>B</sub>	10.6	WXDULKESOND	4.9	90	s 10.30 g 10.20%	s 7.45 7.85	s 11.00 8.00 8.00	
A 4.0	OPM	A 5.15PM	A	7.1 982	OAM		1949	15.5	CASCADE JCT	0.0	No Sdg.	L10.06AM	L 7.21PM	L 7.15AM 377	
EX. SUN	DAY	DAILY	1	DAIL	·Υ							DAILY	DAILY	EX. SUNDAY	
2.2	20	.50		1.0	00				Time Over Subdivision			1.04	1.00	5.05	
6.	.5	16.1		15.5	5				Average Speed per Hour			15.0	<b>15</b> .0	3.5	

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

Helper District.—South Prairie to Carbonado.

Maximum Grades.—Cascade Junction to Fairfax.

Registering Stations.—Fairfax and Cascade Junction.

Derail Switches—At west end of coal track, Melmont, and 200 feet east of Cas-

cade Junction.

Junction switch at Wilkeson, Carbonado and Fairfax will be set for Fairfax Line. Trains will stop at railroad crossing, about 1/2 mile east of Junction switch be-

tween Carbonado and Melmont.

Trains between Fairfax and Montezuma will look out for logging train of Washington Manufacturing Company, switching at Montezuma.

No. 377 has right over No. 378 Fairfax to Cascade Junction.

Westward	TWELFTH SUBDIVISION (ORTING BRANCH)										
		Fuel, Turn- and Wyes	Numbers	Distance from End of Track	Time Table No. 38 Succeeding No. 37A April 27, 1913	ice from	Car Capacity of Sidings				
		Water, Scales, tables	Station	tan d of	STATIONS.	Distance Orting	Sid				
		Sca tat	Stı	ig E	Telegraph Offices and Calls	ÖĞ	೭೭				
				0.0	END OF TRACK	10.0					
				1.3	TACOMA & EASTERN CROSS'G	8.7					
			C <sub>E</sub>	2.7	PUYALLUP RIVER	7.3	10				
		WT	1958	10.0	OGD	0.0	200				

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

Registering Station.—Orting. Derail Switch—200 feet east of Junction Switch at Orting.
Junction switch, one mile east of Orting station will be set for crossover, and track from cross-over to station will be used as a main line passing

Maximum grades on St. Paul & Tacoma Lumber Co.'s line east of Puyallup River. See special rules, page 10.

Westward		THIRTEENTH SUBDIVISION (CROCKER BRANCH)										
	Fuel, Turn	n Numbers	ce from te	Time Table No. 38 Succeeding No. 37A April 27, 1913	ce from	Capacity switch						
	iter,	ation	Distance Wingate	STATIONS.	Distance Crocker	SW						
	Wat Scal	Str	ĕĞ.	Telegraph Offices and Calls	ದೆರೆ	Car Of S						
	ws	C <sub>D</sub>	0.0	WINGATE 5.2	5.2	140						
		1955	5.2	CROCKER	0.0	100						

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

Registering Station.—Crocker.

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

See Special Rules Page 10.

Mountain Grades—Crocker to Wingate.

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

ORTING LOG TRAIN.—Between Orting and End of Track on Twelfth Subdivision.

ELMA LOG TRAIN.—Between Elma and End of Track on Fourth Subdivision.

OLYMPIA LOG TRAIN.—Between Olympia and Bordeaux

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

	10	MNA	GE R	AIIN	<b>43</b> —	rnei	uni	ENG	ME3	_1.4" L	. N.	M.				-		
				EI	GHTH	SUBDI	/SION—	EASTW	ARD.				-		-		-	
	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Tacoma to South Prairie			1200	80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	1,2
South Prairie to Buckley			600	20	625	21	500	17	450	15	400	14	250	9	235	8	175	6
Buckley to Palmer Jct			1200	80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	12
Tacoma to South Prairie					Maxi 80 (		Maxi 80 (		Maximum 60 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars	
				EIC	GHTH S	SUBDIV	ISION-	WEST	VARD.				-					
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	
				F	IRST S	UBDIVI	SION-	WESTW	ARD.									
	Cla	ss W	Class	Y-2	Class	s 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	70	1350	70	1200	60	1150	60	1050	60	850	28	825	27	825	27	700	23
Rainier to Chehalis		110		110		60		60		60		60		50		50		40
Chehalis to Napavine	1200	70	1000	70	900	60	850	60	750	60	550	18	525	17	525	17	400	13
Napavine to Portland		110		110	1500	60	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35
				F	IRST S	UBDIV	ISION—	EASTW	ARD.									
Portland to Sopenah	2300		2000		1800		. 1800	45	1250	41	1050	35	1025	34	1025	34	900	30
Sopenah to Napavine	1350		1150		1010		. 960	32	860	29	660	22	635	21	635	21	510	17

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.

Napavine to Rainier.....

Rainier to Tacoma....

1500 | . . . . . . |

. . . . . . .

2500

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

1700

35

57

950

1500

31

50

1250 ...... 1100 ...... 1050

2100 .....

1750 .....

the rating for each car in excess of the normal.

24

42

725

1275

24

42

725

1275

20

38

600

1150

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

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

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

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

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

heavier than F-1.

Third Subdivision—No engine heavier than Class S-4 Double headers will not be run over the following bridges

when engines are heavier than Class D-3.

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

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

Cosmopolis Jct. to Ocosta.—No engine heavier than D-3. Sixth Subdivision.—No engine heavier than S-4. Seventh Subdivision.—No engine heavier than Class S. Eight Subdivision.—All classes except Class Z Mallet

Ninth Subdivision.—No engine heavier than F-1.

Tenth Subdivision.—All classes except Q.T., W, X, Y, and Z. Eleventh Subdivision.—No engine heavier than F-1.

Twelfth Subdivision.—No engine heavier than F-1. Thirteenth Subdivision.—No engine heavier than F-1.

### TONNAGE RATING-ENGINES OF O.-W. R. & N. CO. BETWEEN SEATTLE AND PORTLAND.

**750** 

1300

25

43

Rating of Locomotives in Tons of 2000 Pounds

						Е	AST BOUN	(D			WEST BOUND				
CLASSIFICATION		TION	Engine Numbers	Portland to Kalama	Kalama to Olequa	Olequa to Winlock	Winlock to Napavine	Centralia to Rainier	Rainier to So. Tacoma	Tacoma to Seattle	Seattle to Tacoma Jct	Tacoma to So. Tacoma	So. Tacoma to Centralia	to	Napavine to Portland
T-63	20 24	113	136-146	1580	1200	990	720	790	1120	1280	1280	315	900	655	1580
	• • • • •	••••	170–207	1900	1440	1190	870	960	1310	1540	1540	370	1080	800	1900
T-69	$\frac{22}{28}$	159	250–305	2200	1680	1380	1000	1110	1560	1790	1790	440	1250	900	2200
C-57-	5½x2 30	<u>6</u> 176	330-349	2335	1790	1475	1075	1190	1680	1900	1900	500	1335	985	2335
C-57	$\frac{22}{30}$	187	350-400	2940	2250	1860	1360	1490	2120	2380	2380	560	1680	1220	2940
Mik-57	$\frac{23\frac{3}{4}}{30}$	208	500–540	3100	2340	1930	1450	1550	2200	2490	2490	580	1700	1250	3100
M-63	$\frac{20}{28}$	147	C. R. Y. y P. 504-526.	2050	1550	1300	940	1035	1500	1710	1710	400	1150	8 <u>4</u> 0	2050
T-57	$\frac{20}{26}$	132	720–727								-				
P-77	$\frac{25}{28}$	170	208–209	2500	1900	1550	1160	1280	1800	2000	2000	500	1420	1050	2500
S-55	$\frac{19}{26}$	130	39-42							•••••		380			
														<u>'</u>	

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

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

### CLASS

-Eight Wheelers "A" "P" "T" -Atlantic Type -Pacific Type -Ten Wheelers "M" —Moguls

"Mik"—Mikado
"C" —Consolidation Engines
"TW"—Twelve Wheelers

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

### SPECIAL RULES FIRST SUBDIVISION.

Passenger trains will register by ticket at South Tacoma, and Tenino.

Nos. 679, 680, 691, 692 and 690, will register by ticket at Tenino.

Clearance will not be issued to Westward trains at Tenino, unless Stop or Caution signal is displayed.

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

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

Trains and switch engines using track leading to the wharf at Vancouver, will come to a full stop before crossing S. P & S. Ry. crossing and will not proceed until a flagman has been sent ahead to flag the crossing.

At Vancouver, westward trains will stop at passenger station before engine reaches point of clearance between N. P. and S. P. & S. tracks, and must be under full control before passing station, expecting to find main line occupied.

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

All trains must not exceed ten miles per hour, through the corporate limits of Ridgefield.

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

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

Eveline is a "Flag" stop for trains Nos 307 308 369 370 361 and 362

Switching Limits.—Signs indicate territory within which switching was to personant and secure train rights.

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

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

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

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

Telephones are located at Chehalis and Chehalis Junction. Trains from seventh sub-division, South Bend branch, before leaving Chehalis Junction, will ascertain by telephone, position of all main line trains, and secure rights authorizing them to use tracks between Chehalis Junction and Chehalis before proceeding.

Between Centralia and Wabash, the third or extreme right hand track going east, will be used as a switching lead, for the east end of Centralia yard, as far as Martin's Mill; any train going beyond Martin's Mill will obtain train order authority from dispatcher at Tacoma. by the use of telephone.

which is located in the building formerly used for telegraph office at Wabash. Communication with Dispatcher can be had by the use of telephone located on the Dispatcher's wire, in accordance with instructions, which will be found posted in the telephone booth. Under such authority, the third track will be used by trains to or from the Centralia Eastern Railway, and the Tono branch of the O.-W. R. & N. Co. at Wabash, and for such eastbound main line freight trains as may be designated by the yard master at Centralia. No cars will be left on this third track either by train crew or yard crews, without train order authority. The single track between the depot and the east double track switch at Centralia, will be operated under yard limit rules. Before using single track trains must have time table, or train order rights, or be fully protected as per rule 99. All trains will ascertain position of double track switch before using, and will run under full control on the single track between the depot and the double track switch.

Between Centralia and Bucoda, when a clear block is given trains, it indicates that the block is clear between east double track switch located about one thousand feet east of depot at Centralia and Bucoda.

Normal position of double track switch South Tacoma is for eastward track.

Rule 316 is modified as follows: "Where the telephone is used, signal men will transmit the words represented by the figures".

When reverse movement of trains is made, speed must not exceed 40 miles per hour on curves between Chehalis and Vader.

Train handling logs on double track will not be permitted to meet passenger trains between stations. Conductor will inform dispatcher when he has logs in train and such train and opposing passenger trains will be blocked at each telegraph office in double track district to insure that no passenger trains are met. This does not apply between Hoquiam and Aberdeen.

### Special Rules for Movement of Trains on Double Track.

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

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

block office.

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

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

Except as modified above, the Transportation Rules govern

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

Automatic signal No. 115.9 west of Woodland is distant signal on west bound track; signal 117.8, east of Ridgefield, is distant signal on east bound track.

Home signals located 1010 feet from draw span.

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

Home signals govern as follows:

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

Arm horizontal, stop.

45 degrees upward, caution.

90 degrees upward or vertical, proceed.

Lower arm governs trains moving with traffic to the double track switch and which are to be diverted to the left hand track after crossing bridge, or, slow speed movements with traffic, when for any reason the proper indication cannot be given with the upper arm, in which case position of lower arm will govern.

Lower arm has two positions only. Horizontal, stop; 45 degrees upward, caution.

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

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

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

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

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

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

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

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

### COMMERCIAL SPURS.

First Subdivision DISTANCE FROM TACON		Second Subdivision DISTANCE FROM LAKEVIE		Fo
Stone	37.4	Molberg	16.0	Dickso
Scheel	38.2	Standard Oil Co	23.4	Smith's
Mentzer	38.3	Black Lake	28.2	S
Polehn	41.3	Overton	33.4	DIS McCut
Newaukum	.57.6	Ames	45.2	Dole
Evaline	65.0	BagshawMalone	$\frac{50.5}{58.1}$	Crushe
Capitol Mills	69.7	Vance	64.9	Boutor Lucia.
Englands	105.6	WeatherwaxStockwell	73.9	Smith.
Hermione	109.1	Ninemire & Morgan	86.4	Tenny

### urth Subdivision STANCE FROM ELMA. & Toby's..... 8.0 xth Subdivision TANCE FROM YACOLT. heon..... 0. Perkins..... 4. 4. ...... 10.

DISTANCE FROM CHEHALI	s JC.
Harmons	6.4
Angel	7.2
Meskill	12.5
Mays	13.0
Onn	16.9
Ashlock	28.1
Custer	34.6

Continued  DISTANCE FROM CHEHALI	e 10
DISTANCE FROM CHEMALI	3 30
Guerrier	35.0
Forrest	<b>3</b> 6.3
Nallpee	41.2
Green Creek	44.0
Wheaton	45.0
Shore	52.0
Turney	54.0
Mayfair	55.

Seventh Subdivision

Eighth Subdivisio	'n
DISTANCE FROM PALMER	
Big 6	1.6
Occidental	1.8
Nolte	1.8
Fleet	3.4
Rosemar	4.0
Myerson	5.8
Blackburn	11.1
Webstone	12 5
Valley Mill	13.9
Greenover	23.0
Tonth Subdivision	n

### ienth Supaivision DISTANCE FROM CASCADE JCT. 5.5 Black Carbon..... 3.00

### **Eleventh Subdivision** DISTANCE FROM CASCADE JCT.

### Twelfth Subdivision DISTANCE FROM ORTING. Renco...... 5.0 Electron Rock Crusher.....

### **Thirteenth Subdivision** DISTANCE FROM CROCKER. Alward..... 0.3 Morse....

## SPECIAL INSTRUCTIONS REGARDING USE OF STAFF ON SUBDIVISIONS AND SPURS.

Dupont Spur on Second Sub-Division at Dupont. Hoquiam River Spur on Second Sub-Division at Hoquiam. Centralia Eastern Ry. at Wabash, on 1st Sub-Division main line. Orting Branch, 12th Sub-Division.

Crocker Branch, 13th Sub-Division. Before using these tracks trains will obtain staff, which is located in staff box, at each Junction.

All other trains using these tracks, must be operated under protection as per Rule 99.

For completion of Dispatcher's record of service, operator at Main Line Junction will telegraph copy of register, including mileage made, information to be shown on register by conductor.

If there is no operator at junction point, information will be telegraphed from first open telegraph station.

# AUTHORIZED SURGEONS, O.-W. R. 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, 304 Berlin Bldg. District between Auburn and Tenino.

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

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

CASTLE ROCK-

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

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

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

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

VANCOUVER-

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

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

### PORTLAND-

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

Dr. Geo. Ainslie, Consulting Oculist and Aurist.

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

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

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

Dr. J. H. Sheets, Buckley (S).

Puvallup (S). Tacoma Hospital (S) P. B. SWELT, Kangley, Wn. Tacoma Round House (S). Tacoma Moon Yard Office, (S) Head-of-Bay Yard Office. (S) Tacoma Baggage Room (S). Tacoma Wharf (S). Tacoma (Toolcar) (S).

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

DR. H. C. WATKINS, Hoquiam. Dr. Paul Smits, Aberdeen. DR. A. B. MACLEAN, Pe Ell. Dr. W. GRUWELL, So. Bend (S). DR. N. C. McLafferty, Winlock.

DR. T. C. CAMPBELL, Castle Rock. DR. C. A. MACCALLUM, Kalama (S). DR. J. McCHESNEY, St. John's. DR. J. T. GUERIN, Vancouver (S). DR. ANDREW C. SMITH, Portland (S).

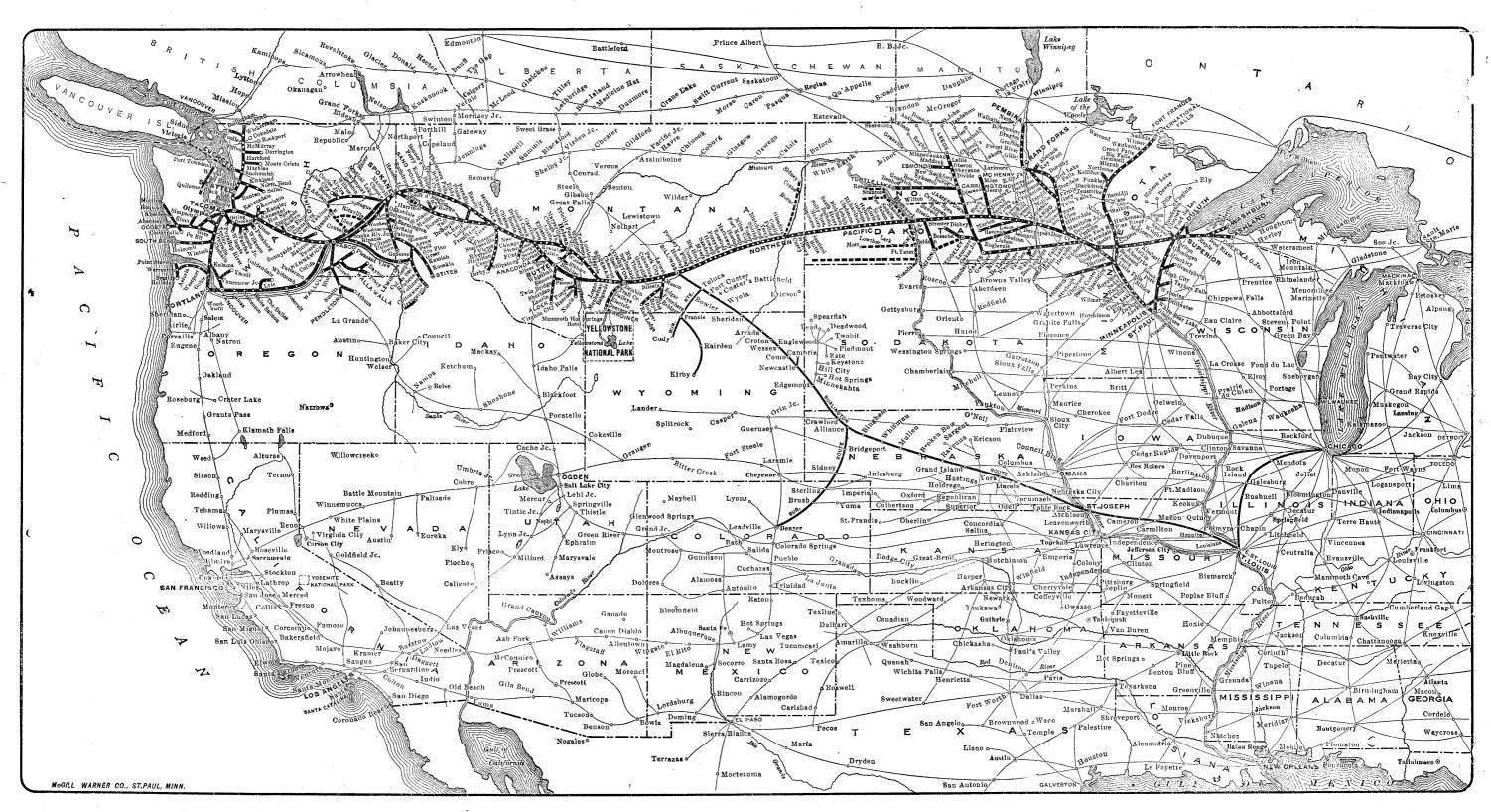
Dr. P. B. Wing, Oculist, Tacoma. DR. W. G. CAMERON, Specialist, Tacoma. Dr. J. F. DICKSON, Oculist, Portland DR D. D. STONE, Yacolt (S).

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 ar-

rival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to

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



AUTHORIZED SURGEONS, G. N. RY. CO. Dr. J. A. La Gasa, Tacoma

J. S. DEAN, Train Master, Tacoma J. F. ALSIP,

Chief Dispatcher, Tacoma