

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 38A TABLE

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

FRIDAY, May 30, 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.

Westward

FIRST SUBDIVISION MAIN LINE

Table with columns for Third Class (973, 963, 997, 965, 591, 589, 691, 679) and First Class (355, 363, 301, 361, 321, 307, 357, 391, 311, 369, 333, 365, 359, 313, 323, 393). Includes service types like 'Nor. Pac. Way Freight' and 'Nor. Pac. Portland Express'.

BETWEEN TACOMA AND SOUTH TACOMA TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS

Main time table grid for Tacoma and South Tacoma. Columns include station names (e.g., SU SOUTH TACOMA, VA LAKEVIEW, HI HILLHURST), times, and train numbers. Includes handwritten notes and red markings.

BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE RULES AND REGULATIONS

Table for Vancouver and Portland trains. Columns include station names (e.g., VC PORTLAND), times, and train numbers. Includes a section for 'Time Over Subdivision' and 'Average Speed per Hour'.

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

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.

FIRST SUBDIVISION. MAIN LINE.

Eastward

Table with columns for train numbers (356, 322, 334, 394, 312, 370, 324, 314, 358, 362, 366, 308, 392, 360, 302, 364), classes (FIRST CLASS, SECOND CLASS, THIRD CLASS), and stations. Includes handwritten notes like '11:50 9:50 10:30' and '6:50 4:50 4:50'.

BETWEEN TACOMA AND SOUTH TACOMA TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS

Main time table grid showing arrival and departure times for various stations including Tacoma, Rainier, Chehalis, and Vancouver. Includes handwritten notes and specific train details.

BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE RULES AND REGULATIONS

Summary table for Vancouver and Portland trains, including columns for 'Time Over Subdivision' and 'Average Speed per Hour'.

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

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.

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 3, AND 10.

Westward

SECOND SUBDIVISION (GRAY'S HARBOR LINE)

Table with columns for Station Numbers, Distance from Lakeview, STATIONS, Car Capacity of Sidings, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with various service codes and times.

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 (3/4) of a mile east of Hoquiam. See page 6 for Special Rules governing. Automatic Signals.—Olympia Subway. See page 6 for Special Rules governing. SEE SPECIAL RULES, PAGE 6.

Eastward

SECOND SUBDIVISION
GRAY'S HARBOR LINE

Time Table No. 38A
Succeeding No. 38.
May 30, 1913

STATIONS. Telegraph Offices and Calls	Distance from Moclips	FIRST CLASS										SECOND CLASS.				THIRD CLASS				
		372	366	380	276	244	352	324	300	322	320	278	586	588	694	696	978	968	962	966
		O-WRR&N Passenger	Nor. Pac. Passenger	C.M.&P.S. Passenger	Nor. Pac. Passenger	O-WRR&N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M.&P.S. Passenger	Nor. Pac. Passenger	O-WRR&N Passenger	O-WRR&N 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.
VA..... LAKEVIEW DN	115.6		A 11.51AM						A 8.55PM	A 8.00PM										A 2.00PM
..... COUNTRY CLUB	113.3		f 11.48						f 8.49	7.64										f 1.50
..... AMERICAN LAKE	112.7		11.47						8.48	7.53										f 1.45
..... COSGROVE	111.3		f 11.45						f 8.45	7.50										No. 961 has right over No. 962 Olympia to Gate
D..... DU PONT D	107.6		s 11.41						s 8.38	f 7.42										s 1.30
UN..... SHERLOCK D	103.1		s 11.27						s 8.25	s 7.27										s 12.10PM
CO..... COYLESTON D	100.		11.20						f 8.18	7.20										s 11.37AM
..... UNION MILL	97.7		s 11.15						s 8.13	7.15										f 10.55
..... LACEY P	96.1		s 11.12						s 3.10	s 7.12										s 10.25
OY..... OLYMPIA D	91.1		s 11.00						s 2.55	s 7.00										s 9.50
PT. TOWNSEND SOUTHERN C'G. (Track Connection)	90.4																			A 1.80PM
..... BELMORE P	85.7		f 10.40						f 2.87	6.45										f 1.00
..... OVERTON D	82.2		f 10.33						2.29	6.38										f 12.40
RK..... LITTLE ROCK D	79.2		s 10.28						s 2.24	f 6.33										f 12.30
..... BORDEAUX JUNCTION	77.9		10.24						s 2.21	6.30										f 12.05PM
..... MIMA D	76.0		f 10.22						2.18	6.27										f 11.25AM
HK..... GATE D	71.9		10.15						s 2.10	6.19										A 1.30PM
OX..... OAKVILLE D	67.0		s 10.00						s 1.57	s 6.14										L 11.05AM
..... LYTLE D	60.1		9.46						1.42	5.50										s 1.15
OR..... PORTER D	59.0		s 9.44						s 1.40	f 5.48										f 12.25
..... MALONE D	57.5		f 9.37						s 1.36	s 5.45										s 12.20
EF..... ELMA D	52.5		s 9.27						s 1.26	s 5.35										f 12.15
..... MACKS D	50.0		f 9.19						s 12.34	1.18										s 12.01PM
SP..... SATSOP D	48.8		s 9.16						s 12.32	s 1.16										s 11.15AM
MO..... MONTESANO D	43.2		s 9.02						s 12.20	s 1.08										f 11.10
..... ABERDEEN JCT P	34.6		8.48						9.20	12.01PM	12.43									s 11.00
SA..... ABERDEEN D	31.5		A 8.05AM						s 8.35	A 8.50AM	9.10									s 10.40
HO..... HOQUIAM D	28.0		L 7.50AM						s 8.25	L 8.35AM	L 9.00AM									s 10.10
..... GRAYS HARBOR CITY	24.7		f 8.02						587 380	351 366 587	L 10.25AM	L 11.40AM	L 12.15PM	L 4.20PM	L 4.30PM	L 6.00PM	L 10.45PM	L 7.80PM	L 8.15PM	L 7.80PM
..... GRAY GABLES	20.0		f 7.49																	s 9.20
..... CHENOIS CREEK	18.6		f 7.41																	s 9.00
..... TULIPS P	15.4		f 7.35																	s 9.00
..... COPALIS CROSSING	12.2		f 7.23																	s 9.00
..... ONSLOW D	7.9		f 7.10																	s 9.00
..... STEARNSVILLE	6.1		s 7.05																	s 9.00
..... ALOHA D	4.2		f 6.57																	s 9.00
..... PACIFIC D	2.4		s 6.51																	s 9.00
..... SUNSET BEACH	1.0		f 6.48																	s 9.00
MC..... MOCLIPS D	0.0		L 6.45AM																	L 11.30AM
Time Over Subdivision		.15	5.06	.15	1.00	10.	1.00	3.40	15.	3.30	10.	15.	15.	2.30	3.10	.25	.20	5.10	2.25	5.00
Average Speed per Hour		14.0	22.6	14.0	24.5	20.	24.5	23.9	14.0	25.0	20.	14.0	12.04	13.8	8.3	10.5	8.5	10.0	4.8	

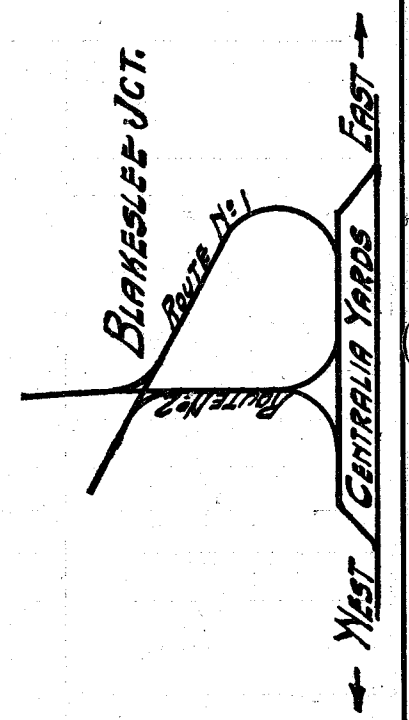
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

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

SEE SPECIAL RULES, PAGE 6

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

Table for Third Subdivision (Gate Line) showing train schedules for Westward and Eastward directions. Includes columns for Third Class, Second Class, and First Class, with specific train numbers (967, 695, 693, 387, 385, 389, 383, 381, 277) and station names like Centralia, Blakeslee Junction, Grand Mound, Rochester, and Gate.



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

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.

Table for Fourth Subdivision (Elma Branch) showing train schedules for Westward and Eastward directions. Includes columns for First Class and Second Class, with specific train numbers (353, 351, 352, 354) and station names like Simpson, Smith, Hillgrove, McCleary Junction, McCleary, Rayville, White's, and Elma.

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

Table for Fifth Subdivision (Ocosta Branch) showing train schedules for Westward and Eastward directions. Includes columns for Second Class and First Class, with specific train numbers (583, 581, 582, 584) and station names like Aberdeen Junction, Junction City, Cosmopolis, South Aberdeen, Markham, Ocosta, and Bay City.

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.

Westward

SIXTH SUBDIVISION (YACOLT BRANCH)

Eastward

Table with columns for Second Class (591, 589), Stations (Yacolt, Wall, Heison, Crawford, Battle Ground, Brush Prairie, Laurin, Homan, Barberton, Hidden, Vancouver Jct), and Time Table No. 38A (May 30, 1913).

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

Registering Stations—Yacolt and Vancouver Junction. Bulletin Stations—Vancouver and Yacolt. Standard Clocks—Vancouver. Yard Limit Sign—Yacolt. Derail Switches—Vancouver Junction—East leg of wye 135 feet from the Yacolt end of the wye switch.

Special Rules Second Subdivision (Gray's Harbor Line).

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. Yard Limit Signs.—Olympia, Gate, Aberdeen Jct., Aberdeen. "In Aberdeen passenger station yard limits all trains will move under control. Under control means to be able to stop within the distance the track can be seen to be clear."

Westward

SEVENTH SUBDIVISION (SOUTH BEND BRANCH)

Eastward

Table with columns for Third Class (969), First Class (393, 391), Stations (Chehalis Jct, Littell, Adna, Bunker, Ceres, Luedinghaus R. R. Crossing, Dryad, Doty, Pe Ell, McCormick R. R. Crossing, Walville, Pluvius, Frances, Globe, Lebam, Holcomb, Menlo, Willapa, Raymond, South Bend), and Time Table No. 38A (May 30, 1913).

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

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.

EIGHTH SUBDIVISION (BUCKLEY LINE)										NINTH SUBDIVISION (GREEN RIVER BRANCH)											
Westward					Eastward					Westward					Eastward						
THIRD CLASS.			FIRST CLASS.			Time Table No. 38A Succeeding No. 38 May 30, 1913	FIRST CLASS.			THIRD CLASS.			SECOND CLASS.		FIRST CLASS.		Time Table No. 38A Succeeding No. 38 May 30, 1913	FIRST CLASS.		SECOND CLASS.	
971	397	367	395	368	396		398	972	579	395	398	580									
Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Way Freight	Mixed	Passenger	Passenger	Mixed										
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY										
L 6.30AM	L 5.05PM	L 9.25AM	L 7.00AM	A 9.05AM	A 10.20AM	A 7.40PM	A 1.30PM	L 2.00PM	L 5.45AM	A 9.20PM	A 1.50PM										
BETWEEN PALMER JCT. AND KANASKAT TRAINS WILL BE GOVERNED BY SEATTLE DIVISION TIME TABLE RULES AND REGULATIONS																					
f 6.35	s 5.10	9.30	s 7.04	f 8.58	10.10	s 7.35	f 1.00	s 2.25	s 6.05	f 8.35	s 1.10										
f 6.50	s 5.11	9.32	s 7.06	f 8.56	10.08	s 7.30	f 12.45	s 2.35	s 6.10	f 8.25	s 1.00PM										
f 7.00	s 5.14	9.35	s 7.10	f 8.54	10.05	s 7.26	f 12.80	s 2.35	s 6.10	f 8.06	s 11.40AM										
f 7.05	f 5.17	9.38	s 7.14	f 8.54	10.02	s 7.23	f 12.01PM	s 2.35	s 6.10	f 8.06	s 11.40AM										
f 7.10 395 7.45	5.19	9.40	7.16 971	f 8.53	10.00	s 7.19	f 11.50AM	s 2.35	s 6.10	f 8.06	s 11.40AM										
7.50	5.24	9.43	f 7.19	f 8.48	9.56	f 7.14	11.25	s 2.35	s 6.10	f 8.06	s 11.40AM										
s 8.20 9.00 368	s 5.31	9.50 396	s 7.28	s 8.43 971	9.50 367	s 7.06	s 11.00	s 2.35	s 6.10	f 8.06	s 11.40AM										
s 9.25 10.08 972 396 367	s 5.45	9.58 972 971	s 7.38	s 8.38	9.43 971 972	s 6.56	10.00 9.00 367 971 396	s 2.35	s 6.10	f 8.06	s 11.40AM										
10.28	5.55	10.10	7.48	s 8.20	9.32	6.43	8.30	s 2.35	s 6.10	f 8.06	s 11.40AM										
s 10.33 11.10	s 6.00	10.15	s 7.55 972	s 8.18 972	s 9.30	s 6.40	s 8.28 7.50 368-395	s 2.35	s 6.10	f 8.06	s 11.40AM										
f 11.20	f 6.02	10.20	f 7.57	f 8.16	9.28	f 6.35	f 7.35	s 2.35	s 6.10	f 8.06	s 11.40AM										
f 11.30AM	f 6.10	10.27	f 8.07 368	f 8.07 395	9.21	f 6.25	f 7.30	s 2.35	s 6.10	f 8.06	s 11.40AM										
s 12.01PM	s 6.20 398	f 10.35	s 8.15	s 8.01	f 9.17	s 6.20 397	s 7.10	s 2.35	s 6.10	f 8.06	s 11.40AM										
f 12.15	s 6.30	10.43	s 8.24	f 7.54	9.10	s 6.07	s 6.50	s 2.35	s 6.10	f 8.06	s 11.40AM										
f 12.25	s 6.35	10.47	s 8.34	f 7.51	9.07	s 6.01	s 6.35	s 2.35	s 6.10	f 8.06	s 11.40AM										
f 12.40	6.40	10.52	8.40	7.48	9.04	5.55	6.20	s 2.35	s 6.10	f 8.06	s 11.40AM										
BETWEEN MEEKER AND TACOMA, TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS																					
A 2.00PM	A 7.05PM	A 11.15AM	A 9.15AM	L 7.30AM	L 8.45AM	L 5.30PM	L 5.30PM	A 2.00PM	A 7.05PM	A 11.15AM	A 9.15AM										
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY										
7.30	2.00	1.50	2.15	1.35	1.35	2.10	8.00	7.30	2.00	1.50	2.15										
6.5	22.3	24.4	18.0	28.1	28.1	20.1	5.7	6.5	22.3	24.4	18.0										

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

Registering Station—KanasKat.
 Maximum Grade—Kangley to Kerriston.
 Derail Switch—Located 1/2 mile west of Selleck on Kangley Line.
 Trains will look out for engines of Cascade Timber Co. handling logs between their siding and Kangley.
 See Special Rules, page 10.

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

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 Enumclaw 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 will 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.

Westward				TENTH SUBDIVISION (BURNETT BRANCH)				Eastward										
FIRST CLASS				Water, Fuel, Scales, Turn-tables and Wyes	Station Numbers	Distance from Spiketown	Time Table No. 38A Succeeding No. 38 May 30, 1913				Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS					
295	293	375	373				374	376	294	296								
DAILY	DAILY	DAILY	DAILY															
L 7.11PM	L 5.30PM	L 9.55AM	L 7.26AM		CG 4	0.0	.....SPIKETON.....	3.4	45	A 7.25AM	A 9.55AM	A 5.30PM	A 7.10PM					
s 7.16	s 5.35	s 10.01	s 7.34	S	CG 2	2.1	BN.....BURNETT.....D	1.3	45	s 7.15	s 9.45	s 5.20	s 7.00					
A 7.21PM	A 5.40PM	A 10.06AM	A 7.39AM		1949	3.4	.....CASCADE JCT.....	0.0	No Sdg.	L 7.10AM	L 9.40AM	L 5.15PM	L 6.55PM					
DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY					
.10	.10	.11	.13							.15	.15	.15	.15					
20.4	20.4	20.4	15.6							13.6	13.6	13.6	13.6					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Station.—Cascade Junction.
Derail Switch—East of station platform at Spiketown must be set for derail when not in use.
 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.

Westward				ELEVENTH SUBDIVISION (WILKESON BRANCH)				Eastward												
THIRD CLASS				FIRST CLASS				Water, Fuel, Scales, Turn-tables and Wyes	Station Numbers	Distance from Fairfax	Time Table No. 38A Succeeding No. 38 May 30, 1913				Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
981	297	377		378	298	982														
EX. SUNDAY	DAILY	DAILY		Passenger	Passenger	Way Freight														
L 1.40PM	L 4.25PM	L 6.10AM	T	CB 15	0.0	FX.....FAIRFAX.....D	15.5	5	Spur	A 11.10AM	A 8.20PM	A 12.20PM								
s 2.10	s 4.30	s 6.15		CB 13	1.7	.....MELMONT.....	13.8	5	Spur	s 11.00	s 8.15	s 12.10PM							
					6.2	CARBON COAL CO. CROSSING	9.3													
s 2.30	s 4.45	s 6.35		CB 8	6.8	CB.....CARBONADO.....D	8.7	5		s 10.45	s 8.00	s 11.40AM								
s 3.30	s 5.00	s 6.55	ST	GB 5	10.6	WX.....WILKESON.....D	4.9	90		s 10.30 ²⁵	s 7.45 ²⁵	s 11.00 ²⁵								
A 4.00PM	A 5.15PM	A 7.10AM ⁹⁸²		1949	15.5	.....CASCADE JCT.....	0.0	No Sdg.		L 10.08AM	L 7.21PM	L 7.15AM ³⁷⁷							
EX. SUNDAY	DAILY	DAILY								DAILY	DAILY	EX. SUNDAY								
2.20	.50	1.00								1.04	1.00	5.05								
6.5	16.1	15.5								15.0	15.0	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 Cascade 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 between 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)				Eastward										
				Water, Fuel, Scales, Turn-tables and Wyes	Station Numbers	Distance from End of Track	Time Table No. 38A Succeeding No. 38 May 30, 1913				Distance from Orting	Car Capacity of Sidings						
							STATIONS.											
						0.0	.....END OF TRACK.....	10.0										
						1.3	TACOMA & EASTERN CROSS'G	8.7										
						2.7	.....PUYALLUP RIVER.....	7.3	10									
						10.0	OG.....ORTING.....D	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 cross-over, and track from cross-over to station will be used as a main line passing track.
 Maximum grades on St. Paul & Tacoma Lumber Co.'s line east of Puyallup River.
 See special rules, page 10.

Westward				THIRTEENTH SUBDIVISION (CROCKER BRANCH)				Eastward										
				Water, Fuel, Scales, Turn-tables and Wyes	Station Numbers	Distance from Wingate	Time Table No. 38A Succeeding No. 38 May 30, 1913				Distance from Crocker	Car Capacity of Switch						
							STATIONS.											
						0.0	.....WINGATE.....	5.2	140									
						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.

EIGHTH SUBDIVISION—EASTWARD.

	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	12
South Prairie to Buckley.....			600	20	625	21	500	17	450	15	400	14	250	9	235	8	175	6
Buckley to Palmer Jet.....			1200	80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	12
Tacoma to South Prairie.....			Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars	

EIGHTH SUBDIVISION—WESTWARD.

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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FIRST SUBDIVISION—WESTWARD.

	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	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		2000		1400		1200		1175		39		1050

FIRST SUBDIVISION—EASTWARD.

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
Napavine to Rainier.....	1500		1250		1100		1050	35	950	31	750	25	725	24	725	24	600	20
Rainier to Tacoma.....	2500		2100		1750		1700	57	1500	50	1300	43	1275	42	1275	42	1150	38

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.

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, Hoquiam 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.

Eighth Subdivision.—All classes except Class Z Mallet Engines.

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.

Rating of Locomotives in Tons of 2000 Pounds

CLASSIFICATION	Engine Numbers	EAST BOUND							WEST BOUND				
		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	So. Tacoma to So. Tacoma	So. Tacoma to Centralia	Centralia to Napavine	Napavine to Portland
T-63 $\frac{20}{24}$ 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 $\frac{15\frac{1}{2} \times 26}{30}$ 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	840	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			

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

- "E" —Eight Wheelers
- "A" —Atlantic Type
- "P" —Pacific Type
- "T" —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:

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

SPECIAL RULES FIRST SUBDIVISION.

Passenger trains will register by ticket at South Tacoma, and Tenino. Nos. 679, 680, 691, 692 and 693, 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 Roy, Centralia, Chehalis, Winlock and Bucoda, and fifteen 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); Winlock (west end of passing track) Capital Mills on spur 500 feet from main line switch, Carrolls House track, Knapps House track. Yard Limit Signs.—Centralia, Chehalis, Vancouver and Portland. 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. 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. 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 may 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 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 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.

Table with 7 columns: First Subdivision (Distance from Tacoma), Second Subdivision (Distance from Lakeview), Fourth Subdivision (Distance from Elma), Sixth Subdivision (Distance from Yacolt), Seventh Subdivision (Distance from Chehalis Jc.), Seventh Subdivision (Continued, Distance from Chehalis Jc.), Eighth Subdivision (Distance from Palmer Jct.), Eleventh Subdivision (Distance from Cascade Jct.), Twelfth Subdivision (Distance from Orting), Thirteenth Subdivision (Distance from Crocker).

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.

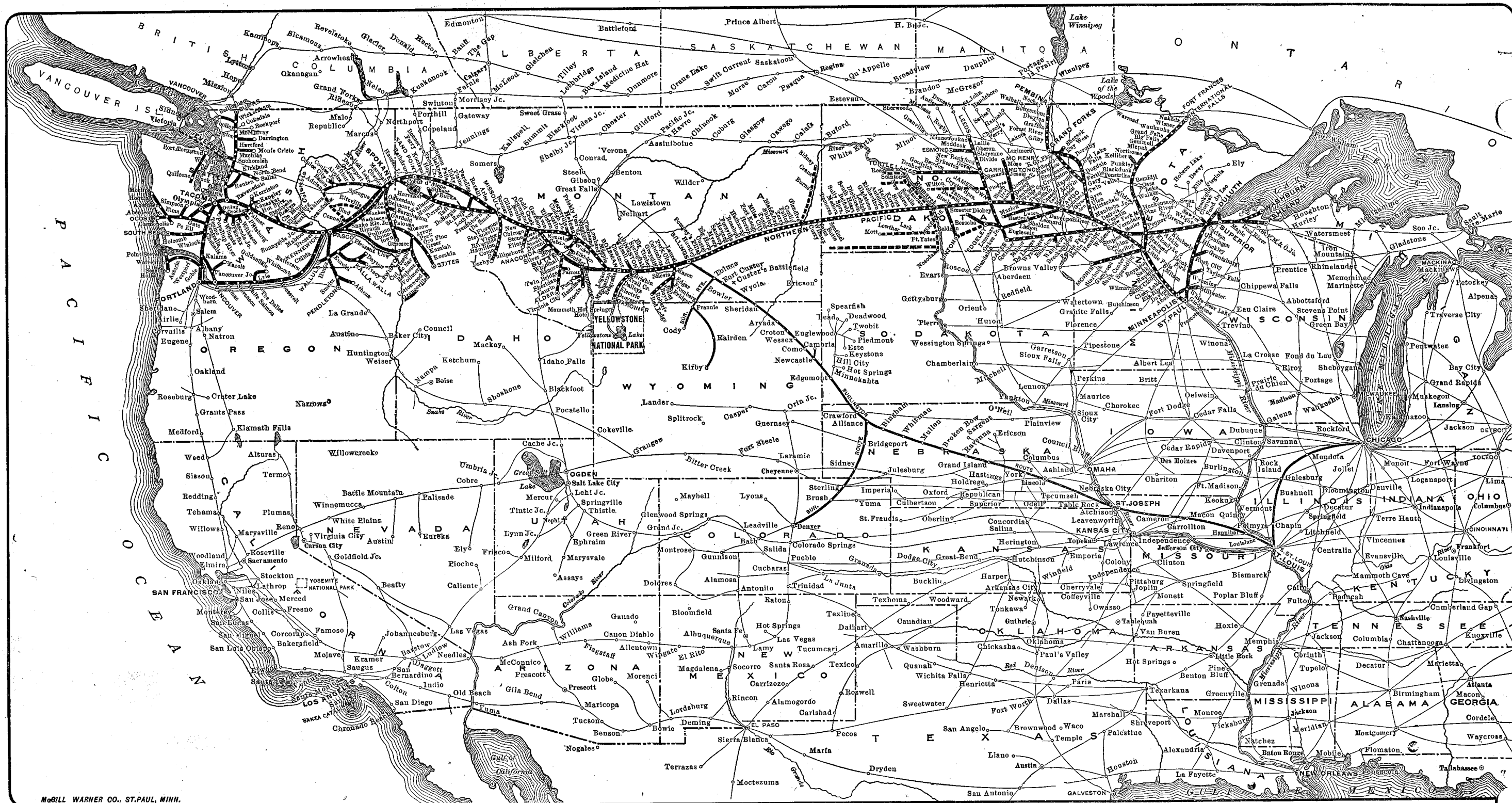
Table listing authorized surgeons for Seattle, Tacoma, Tenino, Auburn, Vader, Kelso, Castle Rock, Kalama, Vancouver, Albina, and Portland.

AUTHORIZED SURGEONS, N. P. RY. CO.

Table listing authorized surgeons and locations of stretchers for N. P. Ry. Co. across various locations like Tacoma, Chehalis, Olympia, Elma, Montesano, Hoquiam, Aberdeen, Pe Ell, So. Bend, Winlock, Castle Rock, Kalama, St. John's, Vancouver, and Portland.

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.



McGILL WARNER CO., ST. PAUL, MINN.

AUTHORIZED SURGEONS, G. N. RY. CO.
DR. J. A. LA GASA, Tacoma

J. S. DEAN,
Train Master, Tacoma

J. F. ALSIP,
Chief Dispatcher, Tacoma