

# NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

# TIME 380 TABLE

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

**SUNDAY, August 10, 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

Station Numbers	Time Table 38D Succeeding No. 38C August 10, 1913.	Distance from Tacoma Wharf	SECOND CLASS						THIRD CLASS							
			591	589	691	679					977	973	975	997	963	965
			EXCEPT SUNDAY	DAILY	DAILY	DAILY					EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
			Nor. Pac. Mixed	Nor. Pac. Mixed	O.-W. R. & N. Freight	Nor. Pac. Freight					O.-W. R. & N. Way Freight	Nor. Pac. Way Freight	O.-W. R. & N. Way Freight	Gt. Nor. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight
1977	Q.....TACOMA... DN 4.5	1.4			L 9.30PM	L 9.00PM						L 4.15AM	L 4.50AM	L 5.00AM	L 7.00AM	

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

W S T	Station	Time	591	589	691	679	977	973	975	997	963	965		
	1981 SU...SOUTH TACOMA DN 3.7	5.9			10.00 356	9.45 356					4.45 302	5.15	5.45 360	7.45
	1985 VA...LAKEVIEW... D 5.0	9.6			10.15	10.00				f 5.00	f 5.30 360	f 5.35	f 6.00	A 8.00AM 976
	1990 HI...HILLHURST... D 6.1	14.6			10.35	10.15				f 5.20 360	f 5.55	f 6.15	f 6.15	See page 5
W	1996 RY...ROY... DN 5.5	20.6			10.55	10.38				s 5.45	f 6.15	s 7.00		
	2002 YA...YELM... D 5.4	26.1			11.15	10.44				s 6.00	s 6.80	s 7.20 976		
	2007 RA...RAINIER... DN 4.3	31.5			11.35	11.05				s 6.20	s 6.55 976	s 8.10 964		
W	2011 JS...McINTOSH... D 4.6	35.8			11.50PM	11.19				f 6.35 976	f 7.05	f 8.80		
	2015 NO...TENINO... DN 3.4	40.4			12.01AM 680	11.31				s 6.55 964	s 7.20 964	s 7.45	s 9.00	
	2020 Bu...BUCODA... D 5.1	43.8			12.10	11.41PM				s 7.80	s 8.00	s 9.20		
	2025 .....WABASH... P 1.8	48.9												
W C S Y	2027 CN...CENTRALIA... DN 4.1	50.7			12.30 1.00	12.05AM 12.30			L 5.00AM	L 5.80AM	A 8.00AM	s 8.20 9.00	A 10.00AM	
W	2031 CH...CHEHALIS... DN 1.0	54.8			1.15	12.45			s 5.80	s 6.00		s 9.80		
Y	2032 .....CHEHALIS JCT... P 6.4	55.8												
	2038 NA...NAPAVINE... D 6.3	62.2			1.55	1.15			s 6.10	s 7.00		s 10.10		
	2044 WI...WINLOCK... D 6.4	68.5			2.10	1.30			s 6.40	s 8.00		s 10.40		
W	2050 PN...VADER... DN 2.7	74.9			2.25	2.07			s 7.20	s 8.80		s 11.02		
	2053 .....OLEQUA... 6.8	77.6			2.35	2.15			f 7.35	f 9.00		f 11.10		
W	2060 CA...CASTLE ROCK... DN 6.3	84.4			3.00 4.55 355 363 301	2.42			s 8.10	s 10.15		s 11.35AM 12.45PM 361 307		
	2066 .....OSTRANDER... 3.7	90.7			5.15	2.55			f 8.30	f 10.35		f 1.00		
	2071 KS...KELSO... D 5.7	94.4			5.25	3.02			s 9.25	s 11.80		s 1.80		
	2077 .....CARROLLS... 4.4	100.1			5.40	3.18			f 9.45	f 11.45		f 1.45		
W	2081 KA...KALAMA... DN 4.3	104.5			5.55	3.35			s 10.55	s 11.55AM 12.45PM		s 2.10		
Cx 4	MARTIN'S BLUFF... 4.8	108.8			6.06	4.00			f 11.10	f 1.00		f 2.20		
Cx 9	WD...WOODLAND... D 6.0	113.6			6.20	4.15			s 11.45AM	s 1.15 1.35PM		s 2.40		
W	Cx 15 RQ...RIDGEFIELD... D 5.6	119.6			6.35	4.31			12.01PM s 1.00	s 1.55		s 3.05		
Cx 21	.....KNAPPS... 2.3	125.2			6.50	4.46			f 1.15	f 2.10		f 3.25		
W	Cx 23 .....FELIDA... P 2.8	127.5			6.56	4.52			f 1.25	f 2.25		f 3.35		
Y	Cx 25 ..VANCOUVER JCT... P 3.1	130.3	L 8.35PM	L 7.10AM	7.05	5.00			1.35	2.35		3.45		
W T C Y	Cx 29 MX...VANCOUVER... DN 10.0	133.4	A 8.50PM	A 7.25AM	A 7.15AM	5.15 5.45 355			A 1.55PM	A 2.50PM		A 4.00PM		

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

W C S T	Station	Time	591	589	691	679	977	973	975	997	963	965
	2121 VC...PORTLAND... DN 143.4					A 6.45AM						
			EXCEPT SUNDAY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
	Time Over Subdivision		.15	.13	9.45	9.45	8.55	9.20	3.45	11.10	5.00	1.00
	Average Speed per Hour		.20	14.3	13.3	14.8	10.02	8.7	13.2	11.6	10.0	9.6

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

Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

Eastward

FIRST SUBDIVISION. MAIN LINE.

Table with columns for Distance from Portland, Time Table 38D, STATIONS, and train classes (364, 302, 360, 392, 308, 366, 362, 358, 314, 324, 370, 312, 394, 334, 322, 356).

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

Main table listing train routes between Tacoma and South Tacoma with columns for station names, distances, and departure/arrival times.

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

Table listing train routes between Vancouver and Portland with columns for station names, distances, and departure/arrival times.

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. 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 11, AND 12.

Eastward

FIRST SUBDIVISION  
MAIN LINE

Distance from Portland	Time Table 38D Succeeding No. 38C August 10, 1913.  STATIONS.  Telegraph Offices and Calls	Car Capacity of Sidings	SECOND CLASS.						THIRD CLASS.													
			590	592	680	692	976	964	966	998	978	974										
			EXCEPT SUNDAY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	EXCEPT MONDAY										
			Nor. Pac. Mixed	Nor. Pac. Mixed	Nor. Pac. Freight	O.-W. R. & N. Freight	O.-W. R. & N. Way Frt.	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Gt. Nor. Way Freight	O.-W. R. & N. Way Frt.	Nor. Pac. Way Freight										
142.0	Q....TACOMA....DN 4.5				A 8.80AM	A 4.00AM				A 8.80AM	A 12.15PM	A 2.50PM	A 8.15PM									

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

137.5	SU.SOUTH TACOMA N 3.7 D	70			8.00	8.40				8.15	s 11.39AM 357	s 2.30	2.55									
133.8	VA...LAKEVIEW...D 5.0	60			8.50	8.25				f 8.05 965	f 11.25	L 2.15PM s 358-365-333	f 2.45									
128.8	HI...HILLHURST...D 6.0	60			2.85	8.10				f 7.55	f 11.00	See page 6	s 332.30 f 358 2.07									
122.8	RY...ROY...DN 5.5	E 65 W 78			2.21 301 2.05	2.50				s 7.40	s 10.33 9.25 361 307		s 1.49 12.45 362 311 369									
117.3	YA...YELM...D 5.4	70			1.40 1.35 363	2.31 2.28 301				s 7.20 963	s 8.55		s 12.25 12.15PM 357									
111.9	RA...RAINIER...DN 4.3	E 65 W 85			1.05 355 1.00	2.10				s 6.55 997	s 8.10 963		s 11.55AM									
107.6	JS...MCINTOSH...D 4.6	70			12.40	1.58 1.53 363				f 6.40 6.35 975	f 7.45		f 11.40									
103.0	NO...TENINO...DN 3.4	E 85 W 85			12.25 891	1.23 355				s 6.10	s 7.20 997 975		s 11.25 10.35 308-307									
99.6	BU...BUCODA...D 5.1	65			12.01AM	12.58				s 5.40	s 6.30		s 10.20									
94.5	.....WABASH.....F 1.8																					
92.7	CN...CENTRALIA...DN 4.1	120			11.40PM	12.30				L 5.15AM	L 6.00AM		s 10.00 9.25	A 1.00PM	A 3.00PM							
88.6	CH...CHEHALIS...DN 1.0	110			10.50	11.55PM							s 9.10	s 12.35PM	s 2.30							
87.6	...CHEHALIS JCT...F 6.4	Y																				
81.2	NA...NAPAVINE...D 6.3	E 85 W 85			10.27	11.35							s 8.35	s 11.50AM 11.10 362	s 1.25 12.10PM 358-314							
74.9	WI...WINLOCK...D 6.4	70			10.07	11.08							s 8.00	s 10.45	s 11.45AM							
68.5	PN...VADER...DN 2.7	E 60 W 65			9.47	10.48							s 7.25	s 9.50 9.20 308	s 11.07 10.30 362							
65.8	.....OLEQUA..... 6.8	No Siding			9.40	10.38							f 7.05	f 9.10	f 10.15							
59.0	CA CASTLE ROCK DN 6.3	E 80 W 81			9.20	10.18							s 6.40	s 8.45	s 9.45							
52.7	.....OSTRANDER..... 3.7				8.55	9.58							f 6.10	f 8.05	f 9.20							
49.0	KS...KELSO...D 5.7	70			8.45	9.50							s 6.00	s 7.50	s 9.20 8.15 308							
43.3	.....CARROLLS..... 4.4				8.80	9.40							f 5.40	f 7.10	f 7.45							
38.9	KA...KALAMA...DN 4.3	140			8.20	9.30							s 5.30	s 6.50	7.80 8.30							
34.6	...MARTINS BLUFF... 4.8				8.10	9.23							f 5.10	f 6.10	f 6.15							
29.8	WD...WOODLAND...D 6.0				7.58	9.15							s 5.00	s 5.55	s 6.00							
23.8	RG...RIDGEFIELD...D 5.6	E 130 W 106			7.45	9.00							s 4.40	s 5.30	s 5.45							
18.2	.....KNAPPS..... 2.3				7.34	8.52							f 4.20	f 4.45	f 5.27							
15.9	.....FELIDA.....F 2.8				7.80	8.46							f 4.15	f 4.30	f 5.20							
13.1	..VANCOUVER JCT..F 3.1				A 8.10AM	A 5.10PM							4.10	4.15	5.10							
10.0	MX.VANCOUVER DN 10.0	1000			L 8.00AM	L 5.00PM	7.15 7.05	L 8.80PM					L 4.00AM 978	L 4.05 998	L 5.00AM							

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

0.0	VC...PORTLAND...DN 1000				L 6.15PM																	
					EXCEPT SUNDAY	DAILY	DAILY	DAILY		EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	EXCEPT MONDAY							
	Time Over Subdivision				.10	.10	9.15	7.30		3.15	6.15	.35	11.15	8.55	10.0							
	Average Speed per Hour				18.6	18.6	15.5	17.3		22.8	8.1	18.0	11.2	16.8	8.03							

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

Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

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 time and passenger details.

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 (¾) 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 10.

**Eastward**

**SECOND SUBDIVISION  
GRAY'S HARBOR LINE**

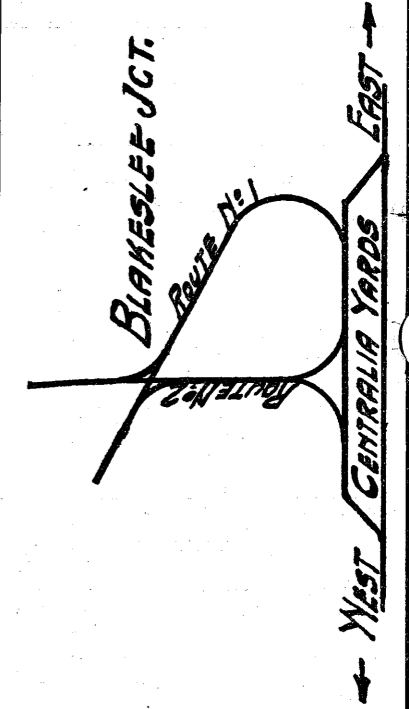
**Time Table No. 38D**  
Succeeding No. 88C  
August 10, 1913

STATIONS. Telegraph Offices and Calls	Distance from Meclips	FIRST CLASS											SECOND CLASS.					THIRD CLASS								
		372	366	380	276	244	352	190	324	300	322	320	278	586	588	694	698	696	978	968	962	966				
		O-WRR&N Passenger	Nor. Pac. Passenger	C.M. & St. P. Passenger	Nor. Pac. Passenger	O-WRR&N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M. & St. P. Passenger	Nor. Pac. Passenger	O-WRR&N Passenger	O-WRR&N Passenger	Nor. Pac. Mixed	Nor. Pac. Mixed	Nor. Pac. Freight	C.M. & St. P. Freight	O-WRR&N Way Frt.	C.M. & St. P. Way Frt.	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 s 365	
..... COUNTRY CLUB ..... 0.6	113.3		f 11.48					f 8.49		f 7.54																
..... AMERICAN LAKE ..... 1.4	112.7		11.47					8.47		7.53																f 1.50
..... COSGROVE ..... 3.7	111.3		f 11.45					f 8.43		7.50																f 1.45
D..... DU PONT ..... D 4.5	107.6		s 11.41					s 8.35		f 7.42																s 1.80 s 12.10PM
UN..... SHERLOCK ..... D 3.1	103.1		s 11.27					s 8.17		s 7.27																s 11.45AM
CO..... COYLESTON ..... D 2.3	100.		<b>11.20</b> 965 966					f 8.10		7.20																s 11.27 965 <b>10.55</b> 966
..... UNION MILL ..... 1.6	97.7		s 11.15					s 8.05		7.15																s 10.45
..... LACEY ..... P 5.0	96.1		s 11.12					s <b>3.00</b> 365		s <b>7.12</b> 323																s <b>9.55</b> 321 <b>9.30</b> 321
OY..... OLYMPIA ..... D 0.7	91.1		s 11.00					s 2.45		s 7.00																A 1.30PM L 9.00AM
PT. TOWNSEND SOUTHERN C'G. (Track Connection)	90.4																									
..... BELMORE ..... P 3.5	85.7		f <b>10.40</b> 321					f 2.29		6.45																f 1.00
..... OVERTON ..... 3.0	82.2		f 10.38					2.24		6.38																f 12.40
RK..... LITTLE ROCK ..... D 1.3	79.2		s 10.28					s 2.19		f 6.33																f 12.80
..... BORDEAUX JUNCTION ..... 1.9	77.9		10.24					s 2.16		6.30																f 12.05PM
..... MIMA ..... 4.1	76.0		f 10.22					2.14		6.27																f 11.25AM
HK..... GATE ..... D 4.9	71.9		10.15 s 10.10					2.05 s 2.00		6.19 s 6.14																A 1.30PM s 11.05AM 321
OX..... OAKVILLE ..... D 6.9	67.0		s <b>10.00</b> 967					s 1.54		s 6.04					9.52											s 1.15
..... LYTLE ..... 1.1	60.1		9.48					1.41		5.50																f 12.25
OR..... PORTER ..... D 1.5	59.0		s 9.44					s 1.39		f 5.48																s 12.20
..... MALONE ..... 5.0	57.5		f 9.37					s 1.35		s 5.45																f 12.15
EF..... ELMA ..... D 2.5	52.5		s 9.27					s 1.25 967		s 5.35																s 12.01PM s 11.15AM 321 967
..... MACKS ..... 1.2	50.0		f 9.19					s 12.34		1.17																f 11.10
SP..... SATSOP ..... D 5.6	48.8		s 9.16					s 12.32		s 1.14																s 11.00
MO..... MONTESANO ..... D 8.6	43.2		s 9.02					s 12.20 321		s 1.08																s 10.40 321
..... ABERDEEN JCT ..... D 3.1	34.6		s 8.43 399					12.01PM s 324 321		<b>12.43</b> 321					7.55											s 9.40
SA..... ABERDEEN ..... D 3.5	31.5		A 8.05AM s 351					A 8.45AM s 968 399		A 10.35AM s 11.50AM					A 1.15PM											s 4.55
HO..... HOQUIAM ..... D 3.3	28.0		L 7.50AM 587 380					L 8.85AM 351 366 587		L 9.00AM					L 10.00PM s 321											A 8.05PM s 2.55
..... GRAYS HARBOR CITY ..... 4.7	24.7		f 8.02					L 10.25AM 324		L 12.15PM					L 7.00PM											L 8.45AM 380 351
..... GRAY GABLES ..... 1.4	20.0		f 7.49							L 4.00PM 967					L 6.00PM											f 2.25
..... CHENOIS CREEK ..... 3.2	18.6		f 7.41							4.15																f 2.05
..... TULIPS ..... P 3.2	15.4		f 7.35							4.15																f 1.55
..... COPALIS CROSSING ..... 4.3	12.2		f 7.28							3.50																f 1.44 f 1.39
..... ONSLOW ..... 1.8	7.9		f 7.10							3.42																f 1.10
..... STEARNSVILLE ..... 1.9	6.1		s 7.05							3.31																f 12.50
..... ALOHA ..... 1.8	4.2		f 6.57							3.27																f 12.45
..... PACIFIC ..... 1.4	2.4		s 6.51							3.23																f 12.30
..... SUNSET BEACH ..... 1.0	1.0		f 6.48							3.19																f 12.20
MC..... MOCLIPS ..... D 0.0	0.0		L 6.45AM							3.14																f 12.10
Time Over Subdivision		.15	5.06	.10	1.00	10.	1.00	.20	3.40	12.	4.50	10.	10.	15.	.15	3.10	.20	.25	.20	5.10	2.25	5.00				
Average Speed per Hour		14.0	22.6	20.0	24.5	20.	24.5	14.	23.9	14.0	24.0	20.	14.0	12.04	10.3	13.8	10.5	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 10. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

Westward										THIRD SUBDIVISION (GATE LINE)										Eastward									
THIRD CLASS			SECOND CLASS			FIRST CLASS.				Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Centralia	Time Table No. 38D Succeeding No. 38C August 10, 1913.						Distance from Gate	Car Capacity of Sidings	FIRST CLASS.						SECOND CLASS		THIRD CLASS
967	695	693	387	385	389	383	381	277	278				390	382	384	386	388	696			694	968							
Nor. Pac. Way Frt.	O-W.R. & N. Freight	Nor. Pac. Freight	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R. & N. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R. & N. Passenger										O-W.R. & N. Passenger	O-W.R. & N. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R. & N. Freight	Nor. Pac. Freight	Nor. Pac. Way Frt.			
EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY										DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT MONDAY			
L 6.30AM	L 8.20AM	L 1.00AM	L 7.30PM 386	L 3.25PM 384	L 12.05PM	L 10.45AM	L 9.30AM	L 8.00AM	WC 2027	0.0	CN.....CENTRALIA.....DN	13.0	170	A 1.45AM	A 10.20AM	A 11.00AM	A 3.00PM 385	A 6.55PM 387	A 8.55PM	A 1.10AM	A 11.80PM	A 2.80PM							
7.29	A 8.30AM	1.59	7.87	8.30	A 12.10PM	10.49	9.87	A 8.07AM		1.5	BLAKESLEE JUNCTION..... O-W. R. & N. CO. CROSSING... Track Connection .1	11.5		L 1.84AM	L 10.10AM	10.51	2.52	6.44	8.48	L 12.50AM	11.08	2.21							
s 7.30		2.00	7.88	8.81		10.50 382	9.88			1.6	BLAKESLEE..... 4.2	11.4				10.50 383	2.51	6.48	8.47		11.05	s 2.20							
s 7.55		2.15	s 7.45	s 8.39		s 10.58	f 9.48		CK 51	5.8	GRAND MOUND..... 4.2	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 8.47		s 11.08	f 9.58		CK 47	10.0	RH.....ROCHESTER.....D 0.5	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 8.00AM	A 8.05PM 388	A 4.00PM		A 11.15AM	A 10.10AM		WY CK 44	13.0	HK.....GATE.....D	0.0	80			L 10.20AM	A 2.15PM	L 6.15PM	L 8.20PM 387		L 10.80PM	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	.35	.10	.30	.40	.7								.11	.10	.40	.40	.40	.35	.10	.55	1.00					
5.0	.9	9.7	19.5	20.1	.9	26.0	19.5	.10								.9	.9	19.5	19.5	19.5	22.3	.9	14.1	13.0					
										Time Over Subdivision																			
										Average Speed per Hour																			



**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.  
 When No. 382 and 383 meet at Blakeslee, No. 382 will take siding.  
 No. 381 has right over No. 382. No. 383 has right over No. 384. No. 385 has right over No. 386. No. 387 has right over No. 388, Centralia to Gate.  
 No. 381 will turn on the Wye on arrival at Gate.  
 The maximum speed of passenger trains is forty-five miles per hour. This limit must never be exceeded.

Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.  
 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.

Westward										FOURTH SUBDIVISION (OCOSTA BRANCH)										Eastward					
SECOND CLASS			FIRST CLASS					Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Aberdeen Jct., via Cosmopolis	Time Table No. 38D Succeeding No. 38C August 10, 1913.						Distance from Bay City, via Cosmopolis	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		
583	581		189	187	185	183	181				182	184	186	188	582	584									
Mixed	Mixed			Conn. with No. 365		Conn. with No. 321	Conn. with Moclips Spl.											Conn. with No. 366	Conn. with No. 322		Mixed	Mixed			
Wednesday Only	EXCEPT SUNDAY		SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	SUNDAY ONLY	EXCEPT SUNDAY	DAILY	SUNDAY ONLY	EXCEPT SUNDAY	Wednesday Only												
	L 1.15PM		L 8.20PM	L 5.45PM	L 5.00PM 186	L 12.45PM	L 8.10AM	Y CM 37	0.0	ABERDEEN JCT..... 0.8	21.7	42	A 6.45AM	A 8.35AM	A 4.45PM 185	L 7.15PM	A 7.45AM								
	s 1.18								0.8	JUNCTION CITY..... 0.6	20.9						s 7.87								
	1.20		No. 181, No. 183, No. 185, No. 187 and No. 189 do not run between Cosmopolis and Cosmopolis Jct.						CR 1	1.4	COSMOPOLIS JCT..... 1.6	20.3	No Sdg.	No. 182, No. 184, No. 186 and No. 188 do not run between Cosmopolis and Cosmopolis Jct.				7.35							
	L 9.45AM	A 1.80PM						W CG 2	3.0	MP.....COSMOPOLIS.....D 1.6	18.7	90				L 7.80AM	A 12.15PM								
	9.50		8.25	5.50	5.05	12.50	8.15		CR 1	4.6	COSMOPOLIS JCT..... 1.1	17.1	No Sdg.	6.40	8.30	4.40	7.10		f 12.10						
	f 9.55		s 8.30	s 5.55	s 5.10	s 12.55	s 8.20		CR 3	5.7	SOUTH ABERDEEN..... 10.5	16.0	90	f 6.85	s 8.25	s 4.85	s 7.05		f 12.05PM						
	f 10.80		f 9.05	f 6.80	f 5.45	f 1.30	f 8.55		CR 13	16.2	MARKHAM..... 2.5	5.5	10	f 6.05	f 7.50	f 4.00	f 6.80		f 11.80AM						
	s 10.40		f 9.12	f 6.87	f 5.52	f 1.37	f 9.02		CR 16	18.7	OCOSTA.....P 3.0	3.0	10	L 6.00AM	s 7.43	s 8.53	s 6.23		f 11.15						
	A 11.00AM		A 9.20PM	A 6.45PM	A 6.00PM 188	A 1.45PM	A 9.10AM		CR 19	21.7	BAY CITY.....	0.0			L 7.85AM	L 8.35PM	L 6.05PM 185		L 11.05AM						
	Wednesday Only	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY							SUNDAY ONLY	EXCEPT SUNDAY	DAILY	SUNDAY ONLY	EXCEPT SUNDAY	Wednesday Only						
	1.15	.15	1.00	1.00	1.00	1.00	1.00							.45	1.00	1.10	1.10	.15	1.10						
	6.15	12.0	18.0	18.0	18.0	18.0	18.0							17.2	18.0	17.2	17.2	12.0	16.5						
										Time Over Subdivision															
										Average Speed per Hour															

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**  
 Registering Stations.—Aberdeen Junction, Cosmopolis and Cosmopolis Junction.  
 Bulletin Station.—Cosmopolis. No. 583 has right over No. 584, Cosmopolis to Bay City.  
 All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed. Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns River, 1/2 mile west of Markham.  
 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 12.  
 No. 183 has right over No. 186. No. 185 has right over No. 188, Aberdeen Jct. to Bay City.  
 Trains will not exceed 25 miles per hour on Fourth Subdivision.





Westward

EIGHTH SUBDIVISION (BUCKLEY LINE)

Eastward

Westward

NINTH SUBDIVISION (GREEN RIVER BRANCH)

Eastward

Table with columns for Third Class, First Class, and Second Class, including station names like Kanaskat, Palmer Jct., and Kangley Jct. Includes 'Time Table No. 38D' and 'Succeeding No. 38C August 10, 1913'.

BETWEEN PALMER JCT. AND KANASKAT TRAINS WILL BE GOVERNED BY SEATTLE DIVISION TIME TABLE RULES AND REGULATIONS

Main table listing train schedules with columns for time, station, and class. Includes stations like Palmer Jct., Bayne, Cumberlnd, Navy, Veazie, Enumclaw, Buckley, Cascade Jct., South Prairie, Broomfield, Crocker, Orting, McMillin, Alderton, and Meeker.

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

Table listing train schedules between Meeker and Tacoma, including stations like Tacoma Wharf and Tacoma.

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

Table for the Ninth Subdivision (Green River Branch) with columns for Second Class, First Class, and Third Class, including stations like Kangley Jct., Selleck, and Kanaskat.

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, Dickey-Angel spur. Hemlock, west end of siding. Kerriston, main line, 1,200 feet west of Mile Post 13. Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour. See Special Rules, page 12.

Double Track—Between South Prairie and Cascade Junction. Registering Stations—Puyallup, South Prairie, Palmer Junction. Bulletin Stations—South Prairie. Standard Clocks—Tacoma. Derail Switches—Palmer Junction, Rose Marshall Coal Company's Spur; Big 6, 300 feet east of Main Line Switch, and on Clay Company's track, 250 feet from switch connecting with Big 6 track; Occidental, coal track; Bayne, Carbon Coal & Clay Co.'s track; Cumberland, Eureka Coal Co.'s track; Navy, Rose Marshall Coal Co.'s track, west end, Naval, Coal Co.'s track, and west end of Sunset Coal Co.'s track; Veazie, west end of spur; Webstone, spur; Buckley, McDougal Logging track; Valley, Mill, mill spur; Arline, mill track; Greenovers, spur; Arline, mill spur; South Prairie, west end of passing track, and at West End House track; Crocker, west end of siding; Orting, west end house track. 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 of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour. 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 Spiketon	Time Table No. 38D Succeeding No. 38C August 10, 1913	Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS			
295	293	375	373							374	376	294	296
DAILY	DAILY	DAILY	DAILY			STATIONS.							
Telegraph Offices and Calls													
L 7.11PM	L 5.30PM	L 9.55AM	L 7.26AM	CC 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 7.84	GG 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			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	

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**  
**Registering Station.**—Cascade Junction.  
**Derail Switch.**—Burnett, west end of siding, Black Carbon, Coal Company's spur, Spiketon, west end of siding, and main line, 100 feet east of station platform.  
 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 ten miles per hour within the corporate limits of Burnett.  
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

Westward				TWELFTH SUBDIVISION (ORTING BRANCH)				Eastward					
				Water, Fuel, Scales, Turn-tables and Wyes	Station Numbers	Distance from End of Track	Time Table No. 38D Succeeding No. 38C August 10, 1913	Distance from Orting	Car Capacity of Sidings				
										STATIONS.			
Telegraph Offices and Calls													
						0.0	.....END OF TRACK.....	10.0					
						1.3	TACOMA & EASTERN CROSS'G	8.7					
				CE 5	2.7	.....PUYALLUP RIVER.....	7.3	10					
				WT 1958	10.0	OD.....ORTING.....D	0.0	200					

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION**  
**Registering Station.**—Orting.  
**Derail Switch.**—400 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 track.  
 Maximum grades on St. Paul & Tacoma Lumber Co.'s line east of Puyallup River.  
 Freight trains authorized to carry adult male passengers, when provided with proper transportation, Orting Log Train—Between Orting and End of track.  
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.  
 See special rules, page 12.

Westward				THIRTEENTH SUBDIVISION (CROCKER BRANCH)				Eastward					
				Water, Fuel, Scales, Turn-tables and Wyes	Station Numbers	Distance from Wingate	Time Table No. 38D Succeeding No. 38C August 10, 1913	Distance from Crocker	Car Capacity Of Switch				
										STATIONS.			
Telegraph Offices and Calls													
				WS 5	0.0	.....WINGATE.....	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. Wingate, west end of siding. Morse Spur.  
 See Special Rules—Page 12.  
 Maximum Grades—Crocker to Wingate.  
**Restricted Clearance.**—Wingate, Coke and Coal Bunkers, side and over-head.  
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.

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. 38D Succeeding No. 38C August 10, 1913	Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
981	297	377	378	298	982										
Way Freight	Passenger	Passenger	Passenger	Passenger	Way Freight										
EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	EX. SUNDAY										
L 1.40PM	L 4.25PM	L 6.10AM	L 1.40PM	L 4.25PM	L 6.10AM	FX.....FAIRFAX.....D	15.5	5	A 11.10AM	A 8.20PM	A 12.20PM				
s 2.10	s 4.30	s 6.15	s 2.10	s 4.30	s 6.15	.....MELMONT.....	13.8	5	s 11.00	s 8.15	s 12.10PM				
						.....CARBON COAL CO. CROSSING	9.3								
s 2.30	s 4.45	s 6.35	s 2.30	s 4.45	s 6.35	CB.....CARBONADO.....D	8.7	5	s 10.45	s 8.00	s 11.40AM				
s 3.30	s 5.00	s 6.55	s 3.30	s 5.00	s 6.55	WX.....WILKESON.....D	4.9	90	s 10.30	s 7.45	s 11.00				
A 4.00PM	A 5.15PM	A 7.10AM	A 4.00PM	A 5.15PM	A 7.10AM	.....CASCADE JCT.....	0.0	No Sdg.	L 10.06AM	L 7.21PM	L 7.15AM				
EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY				DAILY	DAILY	EX. SUNDAY				
2.20	.50	1.00	2.20	.50	1.00	Time Over Subdivision			1.04	1.00	5.05				
6.5	16.1	15.5	6.5	16.1	15.5	Average Speed per Hour			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; Fairfax, on Montezuma line, 2,500 feet east of depot.  
 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 engine and motor car operated by Manley-Moore Lumber Company in this location.  
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.  
 No. 377 has right over No. 378 Fairfax to Cascade Junction.  
 Gates are installed at the crossing of private railroads over Northern Pacific tracks on:  
 Wilkeson Branch, Carbon Hill Coal Co. crossing.  
 Normal position of gates is closed across the logging road. When crossing is being used by private companies' trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach these crossings under control, prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.

**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 yard engines and light engines will move under control. Under control means to be able to stop within the distance the track can be seen to be clear." Hoquiam.  
 Clearance will not be issued at Olympia, Gate, Elma and Aberdeen Jct., unless Stop signal is displayed.  
 Trains will register by ticket at Lakeview; will not be required to procure clearance unless Stop or Caution signal is displayed.  
 Trains from Second Subdivision must ascertain First Subdivision rights before occupying main line at Lakeview.  
**Bulletin Stations.**—Olympia, Hoquiam and Moclips.  
**Standard Clocks.**—Tacoma.  
**Maximum Grades.**—3 1/2 miles west of Sherlock; 3 miles east to 2 miles west of Olympia.  
 Speed of trains when backing up must not exceed twenty miles per hour.  
 Speed of trains between Olympia and one mile east of Belmore, must not exceed 30 miles per hour.  
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.  
 Junction switches will be set for line Olympia to Moclips.  
 No. 366 will connect with No. 184.  
 No. 321 will connect with No. 183.  
 No. 365 will connect with No. 187.  
 No. 322 will connect with No. 186 at Aberdeen Jct. See Page 5.  
 No. 365 and 366 will stop on flag at Burrows, 2.0 miles west of Chenos Creek, and at Bale, 0.9 miles west of Copalis Crossing.  
 No. 365 will stop on flag at Wilderness, 1.8 miles west of Tulips.  
 No. 366 will make regular stop at Wilderness, 1.8 miles west of Tulips.  
 No. 365 will connect with No. 353 at Elma.  
 No. 323 and No. 324 will stop on flag at Nisqually Gun Club, two miles east of Sherlock.  
 No. 322 will stop on flag at Union Mills Saturdays only.  
 No. 351, No. 352, No. 275 and No. 276 will make regular stop at Woods Crossing, 2 miles west of Satsop.  
 When No. 351 meets No. 352 at Montesano, No. 352 takes siding.  
 When No. 354 meets No. 351 at Aberdeen Junction, No. 354 will take siding on west leg of wye.  
 Trains will approach Gate looking out for trains to and from Third Subdivision turning on wye.  
 No. 381 will turn on wye on arrival at Gate.  
 Northern Pacific engines must not run on trestles Vance Lumber Co. tracks at Malone. In doing work a sufficient number of cars should be used so that it will not be necessary for engines to run on trestle.  
 Telephones are located in section house at Sherlock, in depot at Lacey, and in section house at Belmore, and are connected with telegraph office at Olympia, and may be used by train crews in emergency.  
 Class S or S4 engines will not exceed 8 miles per hour over Satsop River bridge.  
 All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed: Wishkah River, 1/4 mile east of Aberdeen; Hoquiam River, 1/4 mile east of Hoquiam.  
**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 Mack's Spur, at east end of Satsop Siding, at Aberdeen Jct., coal bunker track, and at Bales Spur, just west of Copalis.  
 The movement of Port Townsend Southern trains from transfer track near Port Townsend Southern crossing to Northern Pacific depot, and from Northern Pacific depot to transfer track, will be protected 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 west of passenger station; No. 2 (small 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" a red banner by day and a red light by night. Train and engine men will be governed as follows: Eastward—Finding either signal 1 or 2 at Stop will protect against westward trains coming out of tunnel. A clear indication on signal No. 1 is authority to run only to signal No. 2, which must not be passed unless clear. Crews switching at east end of team track must get clear indication on No. 3 signal before throwing switch, which will set signals 1, 2, 3 and 4 at "Stop" and may continue to switch with switch indicator at stop, but when main line has been cleared and switch closed, switch indicator must show clear before switch is again thrown or main line obstructed. Trains or engines coming from Jefferson Street Line must get clear No. 4 signal before throwing main line switch. Train and engine men must observe position of signals before engine reaches them and finding any signal at "Stop" will not pass it, and will be governed by Rule No. 99. If apparatus fails, signal will indicate "Stop", and train will proceed through block under protection of flagman in advance, as per Rule No. 99.  
 No. 322 will slow up sufficiently at South Tacoma to allow Agent to throw on Railway Mail.  
 Side track, length 2,000 feet, located on the Mason County Logging Co.'s road, 1,935 feet from main line switch at Bordeaux Junction. Mason County Logging Company will deliver loads to Northern Pacific Ry. Co. at this siding, and N. P. crews will leave empties for Logging Company at same location. N. P. train crews will not operate on Mason County Co.'s line, beyond siding.  
 The single track between the passenger station at Hoquiam and the double track switch located 500 feet east of the Hoquiam River draw bridge, Hoquiam, 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 switches before using, and will be under full control on the single track at Hoquiam.  
 Double track switch, Aberdeen, is located 250 feet east of passenger station. Switch will be set and locked for eastward trains. Switch leading to O-W. R. R. & N. located 100 feet east of double track switch, Aberdeen normal position for O-W. R. R. & N.  
 Freight trains authorized to carry adult male passengers, when provided with proper transportation, Olympia Log Train—Between Olympia and Bordeaux.  
**Reduce Speed.**—Ten miles per hour between Nisqually River Bridge and Mile Post 11, East of Sherlock, and come to full stop before passing over Contractor's Crossing within these limits; ten miles per hour over Hill at Mile Post 15, one-half mile East of Coyleston; fifteen miles per hour through Olympia Subway and around curve at East end of Subway; twenty-five miles per hour between Gate and Mima; fifteen miles per hour along Bluffs West of Grays Harbor City.

**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 Jct.....			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	
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	60	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35
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.

**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	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	$\frac{20}{28}$ 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			

**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 Division, 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.

Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Second Division, Hoquiam to Moelips.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Third Subdivision.—No engine heavier than Class S-4. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Fourth Subdivision, Aberdeen Jet to Cosmopolis.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Cosmopolis Jct. to Ocosta.—No engine heavier than E-3. Engines heavier than E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Fifth Subdivision.—No engine heavier than F-1. Engines heavier than E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Sixth Subdivision.—No engine heavier than S-4. Engines heavier than E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Seventh Subdivision.—No engine heavier than Class S. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

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

Ninth Subdivision.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Tenth Subdivision.—No engine heavier than Class S-4.

Eleventh Subdivision.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Twelfth Subdivision.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Thirteenth Subdivision.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

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 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 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.

Reduce Speed to 15 miles per hour at High Bluffs near mile post 76, one mile west of Vader, and look out for land slides.

### 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.

<b>First Subdivision</b> DISTANCE FROM TACOMA.	<b>Second Subdivision</b> DISTANCE FROM LAKEVIEW.	<b>Fifth Subdivision</b> DISTANCE FROM YACOLT.	<b>Seventh Subdivision</b> DISTANCE FROM CHEHALIS JC.	<b>Seventh Subdivision</b> Continued DISTANCE FROM CHEHALIS JC.	<b>Eighth Subdivision</b> DISTANCE FROM PALMER JCT.	<b>Eleventh Subdivision</b> DISTANCE FROM CASCADE JCT.
Stone..... 37.4	Molberg..... 16.0	Dole..... 2.4	Harmons..... 6.4	Guerrier..... 35.0	Big 6..... 1.6	
Scheel..... 38.2	Standard Oil Co. .... 23.4	Crusher..... 3.9	Angel..... 7.2	Forrest..... 36.3	Occidental..... 1.8	
Mentzer..... 38.3	Black Lake..... 28.2	Bouton Perkins..... 4.7	Measkill..... 12.5	Nalpee..... 41.2	Nolte..... 1.8	<b>Twelfth Subdivision</b>
Polehn..... 41.3	Overton..... 33.4	Lucia..... 4.9	Mays..... 13.0	Green Creek..... 44.0	Fleet..... 3.4	DISTANCE FROM ORTING.
Evaline..... 65.0	Bagshaw..... 50.5	Smith..... 10.0	Onn..... 16.9	Wheaton..... 45.0	Rosemar..... 4.0	
Veness..... 69.7	Weatherwax..... 73.9	Tenny..... 13.2	Ashlock..... 28.1	Shore..... 52.0	Myerson..... 5.8	Electron Rock Crusher..... 8.6
Englands..... 105.6	Stockwell..... 74.4		Custer..... 34.6	Turney..... 54.0	Blackburn..... 11.1	
Hermione..... 109.1				Mayfair..... 55.5	Webstone..... 12.5	<b>Thirteenth Subdivision</b>
					Valley Mill..... 13.9	DISTANCE FROM CROCKER.
					Greenover..... 23.0	Morse..... 2.1
					<b>Tenth Subdivision</b> DISTANCE FROM CASCADE JCT.	
					Black Carbon..... 3.00	

### 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.  
 Drs. Woods & Samules, Oculist and Aurist,  
 Cobb Bldg.

**TACOMA—**  
 Dr. Chas. James, District Surgeon, 304 Ber-  
 lin Bldg.  
 District between Auburn and Tenino.

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

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

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

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

**CASTLE ROCK—**  
 Dr. C. P. Fryer, District Surgeon.  
 District between Kelso and Winlock.

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

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

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

**ALBINA—**  
 Dr. Curtis G. Holcomb, District Surgeon.  
 District between Vancouver and Portland.

**PORTLAND—**  
 Dr. Kenneth A. J. Mackensie, Chief Sur-  
 geon.  
 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, Western Div., Tacoma.  
 Dr. J. H. Sheets, Buckley (S).  
 P. B. Sweet, Kangley, Wn.  
 Dr. W. B. Penny, Wilkeson, Wn. Orting (S).  
 Puyallup (S).  
 Tacoma Hospital (S).  
 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. P. B. Swearingen, So. Tacoma (S)  
 Dr. E. L. Carlsen, So, Tacoma (S).

Dr. G. W. Kennicott, Chehalis.  
 Dr. J. W. Mowell, Olympia (S).  
 Dr. J. H. Dumon, Centralia (S).  
 Dr. E. P. French, Elma.  
 Dr. F. L. Carr, Montesano (S).

Dr. H. C. Watkins, Hoquiam.  
 Dr. Paul Smiths, Aberdeen.  
 Dr. A. B. MacLean, Pe Ell.  
 Dr. W. Anderson, 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. Cambron, Specialist, Ta-  
 coma.  
 Dr. J. F. Dickson, Oculist, Portland  
 Dr. D. D. Stone, Yacolt (S).

**Note.**

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations. Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the 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 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.

**AUTHORIZED SURGEONS, G. N. RY. CO.**

Dr. J. A. La Gasa, Tacoma

**J. S. DEAN,**  
 Train Master, Tacoma

**J. F. ALSIP,**  
 Chief Dispatcher, Tacoma

