

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 38E TABLE

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

SUNDAY, September 28, 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.

MAIN
LINE
WEST
MAIN
LINE
EAST
GRAYS
HARBOR
GATE'S
OCOSTA
YACOLT
FLAND
SOUTH
BEND
BUCKLEY
LINE
OREGON
RIVER
BURNETT
DATING
WILSON
CROCKER

Westward

FIRST SUBDIVISION
MAIN LINE

FIRST CLASS

Table with columns for Station Numbers, Time Table 38E (Succeeding No. 38D, September 28, 1913), STATIONS (Telegraph Offices and Calls), Distance from Tacoma, and various train classes (355-393) with their respective daily schedules and service types (e.g., Gt. Nor., O.-W. R. & N. Portland Express).

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

Main schedule table listing train numbers (1981-2081), station names (e.g., SU SOUTH TACOMA, VA LAKEVIEW, HI HILLHURST, etc.), and arrival/departure times for various train classes (355-393).

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, including station VC PORTLAND, daily schedules, and performance metrics like 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 the single track across Lewis River Bridge, three miles east of Ridgefield. See page 8 for Special Rules governing. Trains will provide themselves with current time tables of the Northern Pacific Terminal Co. and be governed by special rules therein while in Portland yard. SEE SPECIAL RULES, PAGES 11 AND 12

Westward

FIRST SUBDIVISION MAIN LINE

Water, Fuel, Scales, Turn Tables, and Wyes	Station Numbers	Time Table 38E Succeeding No. 38D September 28, 1913.	Distance from Tacoma	SECOND CLASS								THIRD CLASS									
				591	589	691	679					977	973	975	997	963	965				
				EXCEPT SUNDAY Nor. Pac. Mixed	DAILY Nor. Pac. Mixed	DAILY O.-W. R. & N. Freight	DAILY Nor. Pac. Freight					EXCEPT SUNDAY O.-W. R. & N. Way Freight	EXCEPT MONDAY Nor. Pac. Way Freight	EXCEPT MONDAY O.-W. R. & N. Way Freight	DAILY Gt. Nor. Way Freight	EXCEPT SUNDAY Nor. Pac. Way Freight	EXCEPT SUNDAY Nor. Pac. Way Freight				
	1977	Q.....TACOMA...DN 4.5	0.0			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

WS	1981	SU SOUTH TACOMA 3.7 DN	4.5			10.00 356	9.45 356					4.45 302	5.15	5.45 360	7.45						
T	1985	VA...LAKEVIEW...D 5.0	8.2			10.15	10.00					5.00 306	5.30 306	6.00	8.00AM 976						
	1990	HI...HILLHURST...D 6.1	13.2			10.85	10.15					5.20 306	5.55 306	6.15	See page 5						
W	1996	RY...ROY...DN 5.5	19.3			10.55	10.88					5.45	6.15	7.00							
	2002	YA...YELM...D 5.4	24.7			11.15	10.44					6.00	6.80	7.20 976							
	2007	RA...RAINIER...DN 4.3	30.1			11.85	11.05					6.20	6.55 976	8.10 964							
W	2011	JS...McINTOSH...D 4.6	34.4			11.50PM	11.19					6.35 976	7.05	8.30							
	2015	NO...TENINO...DN 3.4	39.0			12.01AM 680	11.81					6.55 964	7.20 964	9.00							
	2020	Bu...BUCODA...D 5.1	42.4			12.10	11.41PM					7.80	8.00	9.20							
	2025	WABASH...P 1.8	47.5																		
WC	2027	CN...CENTRALIA...DN 4.1	49.3			12.80 1.00	12.05AM 12.80			L 5.00AM	L 5.80AM	8.00AM	8.20 9.00	10.00AM							
SY	2031	CH...CHEHALIS...DN 1.0	53.4			1.15	12.45			s 5.80	s 6.00		9.30								
Y	2032	CHEHALIS JCT...P 6.4	54.4																		
	2038	NA...NAPAVINE...D 6.3	60.8			1.55	1.15			s 6.10	s 7.00		10.10								
	2044	WI...WINLOCK...D 6.4	67.1			2.10	1.80			s 6.40	s 8.00		10.40								
W	2050	PN...VADER...DN 2.7	73.5			2.25	2.07			s 7.20	s 8.80		11.02								
	2053	OLEQUA... 6.8	76.2			2.35	2.15			f 7.35	f 9.00		11.10								
W	2060	CA...CASTLE ROCK...DN 6.3	83.0			3.00 4.58 355 363 301	2.42			s 8.10	s 10.15		11.35AM 12.45PM 361 307								
	2066	OSTRANDER... 3.7	89.3			5.15	2.55			f 8.80	f 10.85		1.00								
	2071	KS...KELSO...D 5.7	93.0			5.25	3.02			s 9.25	s 11.80		1.80								
	2077	CARROLLS... 4.4	98.7			5.40	3.18			f 9.45	f 11.45		1.45								
W	2081	KA...KALAMA...DN 4.8	103.1			5.55	3.35			s 10.55	11.55AM 12.45PM 1061		2.10								
Cx	4	MARTIN'S BLUFF... 4.8	107.4			6.08	4.00			f 11.10	1.00 1.35PM 361		2.20								
Cx	9	WD...WOODLAND...D 6.0	112.2			6.20	4.15			s 11.45AM	1.15 1.35PM 361		2.40								
W	Cx	15	RG...RIDGEFIELD...D 5.6	118.2		6.35	4.31			12.01PM s1.00 361	s 1.55		8.05								
	Cx	21	KNAPPS... 2.3	123.8		6.50	4.46			f 1.15	f 2.10		8.25								
W	Cx	23	FELIDA...P 2.3	126.1		6.56	4.52			f 1.25	f 2.25		8.35								
Y	Cx	25	VANCOUVER JCT...P 3.1	128.9		L 3.85PM	L 7.10AM	7.05	5.00		1.35	2.35	8.45								
WT	Cx	29	MX.VANCOUVER...DN 10.0	132.0		A 8.50PM	A 7.25AM	A 7.15AM	5.15 6.45 355	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

WC	2121	VC...PORTLAND...DN	142.0				A 6.45AM														
ST										EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY						
										8.55	9.20	3.45	11.10	5.00	1.00						
										10.4	9.9	13.5	11.8	10.1	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. Helper District, Vader to Rainier.

MAIN LINE WEST

FIRST SUBDIVISION. MAIN LINE.

Eastward

Table with columns for Distance from Portland, Time Table 38E, STATIONS, Car Capacity of Siding, and train numbers 364-356 with their respective schedules and service types.

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, including station names (e.g., SU SOUTH TACOMA, VA LAKEVIEW), times, and car capacities.

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, including station names (e.g., VC PORTLAND), times, and car capacities.

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...

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 38E Succeeding No. 38D September 28, 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. 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	TACOMA				A 8.30AM	A 4.00AM			A 8.30AM	A12.15PM	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 D	70			8.00	8.40				8.15	s 11.39AM 357	s 2.80	2.55						
133.8	VA...LAKEVIEW...D	60			2.50	8.25				f 8.05 965	f 11.25	L 2.15PM s358-363-333	f 2.45						
128.8	HI...HILLHURST...D	60			2.35	8.10				f 7.55	f 11.00	See page 5	s 333 358 2.30						
122.8	RY...ROY...DN	E 65 W 78			2.21 2.05	2.50				s 7.40	s 10.33 9.28 361 307		s 1.49 12.45 362 311 369						
117.3	YA...YELM...D	70			1.40 1.35 363	2.31 2.26 301				s 7.20 963	s 8.55		s 12.25 12.15PM 357						
111.9	RA...RAINIER...DN	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	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	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	65			12.01AM	12.58				s 5.40	s 6.30		s 10.20						
94.5	.....WABASH.....P																		
92.7	CN...CENTRALIA...DN	120			11.40PM 11.05	12.30 12.05AM				L 5.15AM	L 6.00AM		s 10.00 9.25	A 1.00PM	A 8.00PM				
88.6	CH...CHEHALIS...DN	110			10.50	11.55PM							s 9.10	s 12.35PM	s 2.80				
87.6	...CHEHALIS JCT...P	Y																	
81.2	NA...NAVAVINE...D	E 85 W 85			10.27	11.35							s 8.85	s 11.50AM 11.10 362	s 1.25 12.10PM 358-314				
74.9	WI...WINLOCK...D	70			10.07	11.08							s 8.00	s 10.45	s 11.45AM				
68.5	PN...VADER...DN	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.....	No Siding			9.40	10.38							f 7.05	f 9.10	f 10.15				
59.0	CA.CASTLE ROCK.DN	E 80 W 81			9.20	10.18							s 6.40	s 8.45	s 9.45				
52.7	.....OSTRANDER.....				8.55	9.58							f 6.10	f 8.05	f 9.20				
49.0	KS...KELSO...D	70			8.45	9.50							s 6.00	s 7.50	s 9.20 8.15 308				
43.3	.....CARROLLS.....				8.30	9.40							f 5.40	f 7.10	f 7.45				
38.9	KA...KALAMA...DN	140			8.20	9.30							s 5.30	s 6.50	s 7.80 6.80				
34.6	...MARTINS BLUFF...				8.10	9.28							f 5.10	f 6.10	f 6.15				
29.8	WD...WOODLAND...D				7.58	9.15							s 5.00	s 5.55	s 6.00				
23.8	RG...RIDGEFIELD...D	E 130 W 106			7.45	9.00							s 4.40	s 5.30	s 5.45				
18.2	.....KNAPPS.....				7.34	8.52							f 4.20	f 4.45	f 5.27				
15.9	.....FELIDA.....P				7.30	8.46							f 4.15	f 4.30	f 5.20				
13.1	..VANCOUVER JCT..P				A 8.10AM	A 5.10PM							4.10	4.15	5.10				
10.0	MX..VANCOUVER..DN	1000			L 8.00AM	L 5.00PM	7.15 7.05	L 8.30PM					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	15.4	17.6		15.1	8.1	16.5	11.7	9.3	8.3				

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.

MAIN
LINE.
EAST

Westward

SECOND SUBDIVISION (GRAY'S HARBOR LINE)

Time Table No. 38E Succeeding No. 38D September 28, 1913. Table with columns for STATIONS, FIRST CLASS (277-379), SECOND CLASS (587-695), and THIRD CLASS (961-967). Includes train numbers, distances, and departure/arrival 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, PAGES 14 AND 12.

Eastward

SECOND SUBDIVISION
GRAY'S HARBOR LINE

Time Table No. 38E
Succeeding No. 88D
September 28, 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	588	698	694	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	C.M. & St. P. Passenger	Nor. Pac. Passenger	O-WRR&N Passenger	O-WRR&N Passenger	Nor. Pac. Mixed	C.M. & St. P. Freight	Nor. Pac. 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 115.0																				
..... COUNTRY CLUB 0.6																				
..... AMERICAN LAKE 1.4																				
..... COSGROVE 3.7																				
D..... DU PONT D 107.6																				
UN..... SHERLOCK D 108.1																				
CO..... COYLESTON D 100.																				
..... UNION MILL 1.6																				
..... LACEY P 96.1																				
OY..... OLYMPIA D 91.1																				
PT. TOWNSEND SOUTHERN C'G. 4.7 (Track Connection)																				
..... BELMORE P 85.7																				
..... OVERTON 82.2																				
RK..... LITTLE ROCK D 79.2																				
..... BORDEAUX JUNCTION 1.9																				
..... MIMA 76.0																				
HK..... GATE D 71.9																				
OX..... OAKVILLE D 67.0																				
..... LITTLE 60.1																				
OR..... PORTER D 59.0																				
..... MALONE 57.5																				
EF..... ELMA D 52.5																				
..... MACKS 50.0																				
SP..... SATSOP D 48.8																				
MO..... MONTESANO D 43.2																				
..... ABERDEEN JCT D 34.6																				
SA..... ABERDEEN D 31.5																				
HO..... HOQUIAM D 28.0																				
..... GRAYS HARBOR CITY 24.7																				
..... GRAY GABLES 20.0																				
..... CHENOIS CREEK 18.6																				
..... TULIPS P 15.4																				
..... COPALIS CROSSING 12.2																				
..... ONSLOW 7.9																				
..... STEARNSVILLE 6.1																				
..... ALOHA 4.2																				
..... PACIFIC 2.4																				
..... SUNSET BEACH 1.0																				
MC..... MOCLIPS D 0.0																				
Time Over Subdivision	.15	5.06	.10	1.00	10.	.58	8.40	12.	3.30	10.	15.		2.50	.20	3.10	.25	.20	4.45	2.25	5.00
Average Speed per Hour	14.0	22.6	21.0	24.5	21.0	25.3	23.9	17.5	25.0	21.0	14.0		9.8	10.5	13.9	8.4	10.5	9.2	7.9	4.9

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

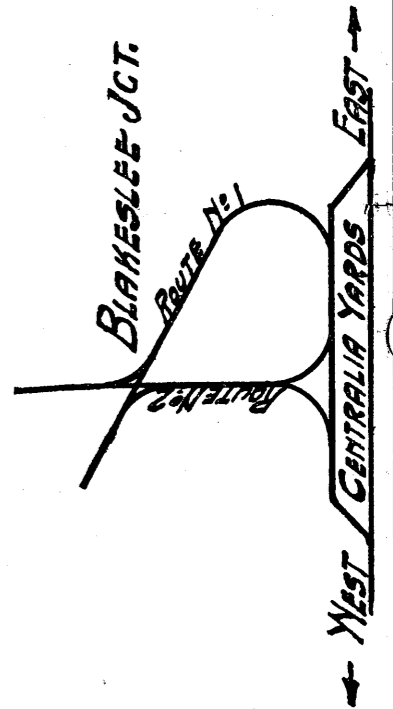
Registering Stations.—Lakeview, Olympia, Gate, Elma, Aberdeen Junction, Aberdeen, Hoquiam and Moclips.

SEE SPECIAL RULES, PAGES 14 AND 12

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.

GRAY'S HARBOR

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. 38E Succeeding No. 88D September 28, 1913.						Distance from Gate	Car Capacity of Sidings	FIRST CLASS.			SECOND CLASS		THIRD CLASS
967	695	693	387	385	389	383	381	277				STATIONS.	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	Telegraph Offices and Calls	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 6.80AM	L 8.20AM	L 1.00AM	L 7.30PM 386	L 3.25PM 384	L12.05PM	L10.45AM	L 9.30AM	L 8.00AM	W C Y 2027	0.0	CN.....CENTRALIA.....DN 1.5	13.0	170	A 1.45AM	A10.20AM	A11.00AM	A 3.00PM 385	A 6.55PM 387	A 8.55PM	A 1.10AM	A11.80PM	A 2.80PM			
7.29	A 8.30AM	1.59	7.37	8.30	A12.10PM	10.49	9.37	A 8.07AM		1.5	BLAKESLEE JUNCTION..... O-W. R. & N. CO. CROSSING.. Track Connection .1	11.5		L 1.84AM	L10.10AM	10.51	2.52	6.44	8.48	L12.50AM	11.06	2.21			
										1.6	BLAKESLEE..... 4.2	11.4				10.50 383	2.51	6.48	8.47		11.05	2.20			
		2.00	7.38	8.31		10.50 382	9.38		CK 51	5.8	GRAND MOUND..... 4.2	7.2	90			10.40	2.41	6.35	8.38		10.55	2.05			
		2.15	7.45	8.39		10.58	9.48		CK 47	10.0	RH.....ROCHESTER.....D 0.5	3.0	75			10.80	2.27	6.25	8.30		10.40	1.45			
		2.40	7.55	8.47		11.08	9.58			10.5	C. M. & St. P. CROSSING..... No Track Connection 2.5	2.5													
A 8.35AM		A 8.00AM	A 8.05PM 388	A 4.00PM		A11.15AM	A10.10AM		W Y CK 44	18.0	HK.....GATE.....D	0.0	50			L10.20AM	A 2.15PM	L 6.15PM	L 8.20PM 387		L10.80PM	L 1.80PM			
EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT MONDAY			
2.05	.10	2.00	.35	.35	.10	.30	.40	.7						.11	.10	.40	.40	.40	.35	.10	1.00	1.00			
6.2	9.0	6.5	22.3	22.3	9.0	26.0	19.5	12.9						8.2	9.0	19.5	19.5	19.5	22.3	9.0	13.0	13.0			



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.
 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.

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		Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Aberdeen Jct., via Cosmopolis	Time Table No. 38E Succeeding No. 88D September 28, 1913.		Distance from Bay City, via Cosmopolis	Car Capacity of Sidings	SECOND CLASS											
										583	581				STATIONS.	582			584											
										Mixed	Mixed	Telegraph Offices and Calls	Mixed	Mixed																
										Wed. and Sat. Only	EXCEPT SUNDAY		EXCEPT SUNDAY	Wed. and Sat. Only																
										L12.50PM	Y	CM 37	0.0	ABERDEEN JCT..... 0.8	P	21.7	42	A 8.20AM												
										12.55			0.8	JUNCTION CITY..... 0.6		20.9		8.10												
										1.00		CR 1	1.4	COSMOPOLIS JCT..... 1.6	No Sdg.	20.3		8.05												
										L 9.15AM	A 1.10PM	W	CG 2	MP.....COSMOPOLIS.....D 1.6	18.7	90	L 8.00AM	A11.50AM												
										9.20			CR 1	COSMOPOLIS JCT..... 1.1	17.1	No Sdg.	f 11.45													
										s 9.25			CR 3	SOUTH ABERDEEN..... 10.5	16.0	90	f 11.40													
										f 9.55			CR 13	MARKHAM..... 2.5	5.5	10	f 11.15													
										s 10.15			CR 16	OCOSTA.....P 3.0	3.0	10	f 10.55													
										A10.30AM 584			CR 19	BAY CITY.....	0.0		L10.40AM 583													
										Wed. and Sat. Only	EXCEPT SUNDAY						EXCEPT SUNDAY	Wed. and Sat. Only												
										1.15	.20						.20	1.10												
										6.15	12.0						12.0	16.5												
										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.
 Trains will not exceed 25 miles per hour on Fourth Subdivision.

Hereafter when any slow boards are erected, they will be of the new standard pattern reading in the following form:
 SLOW
 25..... 35
 1/2..... Mile
 The first figures being the speed for freight and the second the speed for passenger trains, and the distance given indicating the distance that the slow speed should be maintained commencing at the sign. If only one rate of speed given under the work slow this will be the limit for all trains.
 No. 582 connects with No. 386 and No. 581 connects with No. 321 at Aberdeen Jct. See pages 5 and 6.

Westward		FIFTH SUBDIVISION										Eastward		Westward		SEVENTH SUBDIVISION										Eastward					
SECOND CLASS		Time Table No. 38E Succeeding No. 38D September 28, 1913.										SECOND CLASS		THIRD CLASS.		FIRST CLASS.		Time Table No. 38E Succeeding No. 38D September 28, 1913.										FIRST CLASS.		THIRD CLASS.	
591	589	STATIONS.										590	592	969	393	391	STATIONS.										392	394	970		
Mixed	Mixed	Telegraph Offices and Calls										Mixed	Mixed	Freight	Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger	Freight		
EXCEPT SUNDAY	DAILY											EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY											DAILY	DAILY	EXCEPT SUNDAY		
L 12.80PM	L 6.00AM	YC.....	YACOLT.....	D	27.2	35	A 11.00AM	A 6.40PM	L 6.45AM	L 8.15PM	L 12.05PM	Y	2032	0.0	CHEHALIS JCT.....	58.5	Y	A 9.40AM	A 6.52PM	A 8.35PM											
f 1.00	f 6.14	.....	WALL.....	D	20.6	No Sdg.	f 10.30	f 6.18	s 7.05	s 8.25	s 12.15		CW 2	3.4	.....	LITTELL.....	D	53.1	20	s 9.26	s 6.44	s 8.10							
s 1.20	s 6.19	.....	HEISON.....	D	19.2	25	s 10.20	s 6.18	s 7.15	s 8.29	s 12.19		CW 5	4.7	.....	ADNA.....	D	51.8	37	s 9.21	s 6.40	s 8.25							
s 1.40	s 6.24	.....	CRAWFORD.....	D	17.4	No Sdg.	s 9.50	s 6.06	f 7.25	f 8.35	f 12.25		CW 8	7.2	.....	BUNKER.....	D	49.3	Spur	f 9.12	f 6.88	f 2.05							
s 2.10	s 6.35	.....	BATTLE GROUND.....	D	14.4	20	s 9.30	s 5.56	s 7.55	f 8.44	s 12.33	W 2.4 m West	10	10.1	.....	CERES.....	D	46.4	35	s 9.06	f 6.27	s 1.55							
s 2.40	s 6.50	.....	BRUSH PRAIRIE.....	D	10.2	25	s 8.50	s 5.46						16.2	.....	LUEDINGHAUS R. R. CROSSING	D	40.3											
f 2.45	f 6.54	.....	LAURIN.....	D	8.6	50 Spur	f 8.35	f 5.40	s 8.45	s 9.00	s 12.50		CW 16	16.3	.....	DRYAD.....	D	40.2	35	s 8.50	s 6.12	s 1.00							
f 2.50	f 6.57	.....	HOMAN.....	D	7.1	4 Spur	f 8.32	f 5.36	s 8.50	s 9.00	s 12.50		CW 17	17.6	.....	DOTY.....	D	38.9	Spur 35	s 8.45	s 6.08	s 12.80							
f 3.00	f 7.00	.....	BARBERTON.....	D	6.1	4 Spur	f 8.30	f 5.30	s 9.05	s 9.05	s 12.54		CW 17	17.6	.....	PE ELL.....	D	34.2	50	s 8.35	s 5.55	s 12.05PM							
f 3.20	f 7.05	.....	HIDDEN.....	D	3.1	No Sdg.	f 8.20	f 5.22	s 10.15	s 9.19	s 1.10	W	CW 22	22.3	.....	McCORMICK R. R. CROSSING	D	32.8				s 11.30AM							
A 8.35PM	A 7.10AM	.....	VANCOUVER JCT.....	P	0.0	No Sdg.	L 8.10AM	L 5.10PM	s 12.05PM	s 9.25	f 1.16	W	CW 24	24.3	.....	McCORMICK.....	D	32.2	Spur 15	f 8.21	s 5.48	s 11.10							
EX. SUN.	DAILY	Time Over Subdivision										EX. SUN.	DAILY	Time Over Subdivision										DAILY	DAILY	EXCEPT SUNDAY					
3.05	1.10	Average Speed per Hour										2.50	1.30	Average Speed per Hour										2.55	2.40	8.05					
8.9	23.3	Average Speed per Hour										9.06	18.1	Average Speed per Hour										19.3	21.2	6.9					

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.
 Derail Switches—Vancouver Junction—East leg of wye 135 feet from the Yacolt end of the wye switch. Crusher. Smith's spur—Yacolt, north leg of wye, switch normal position for north leg of wye.
 Trains from Fifth Sub-Division must ascertain 1st. Sub-Division Rights before occupying main line at Vancouver Junction.
 That speed of passenger trains will not exceed 35 miles per hour and freight trains 25 miles per hour.
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.
 Nos. 589, 590, 591 and 592 will stop on flag at Lucia, Moulton and Crusher for passengers.

Westward		SIXTH SUBDIVISION										Eastward		Westward		SEVENTH SUBDIVISION										Eastward					
FIRST CLASS		Time Table No. 38E Succeeding No. 88D September 28, 1913.										FIRST CLASS		THIRD CLASS.		FIRST CLASS.		Time Table No. 38E Succeeding No. 38D September 28, 1913.										FIRST CLASS.		THIRD CLASS.	
353	351	STATIONS.										352	354	969	393	391	STATIONS.										392	394	970		
Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger	Freight	Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger	Freight		
DAILY	DAILY											DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY											DAILY	DAILY	EXCEPT SUNDAY		
L 4.10PM	L 6.45AM	.....	SIMPSON.....	D	11.6	7 Spur	A 1.05PM	A 6.20PM	L 6.45AM	L 8.15PM	L 12.05PM	Y	2032	0.0	CHEHALIS JCT.....	58.5	Y	A 9.40AM	A 6.52PM	A 8.35PM										
4.15	6.50	.....	SMITH.....	D	10.4	4 Spur	1.00	6.15	s 7.05	s 8.25	s 12.15		CW 2	3.4	.....	LITTELL.....	D	53.1	20	s 9.26	s 6.44	s 8.10							
s 4.25	s 7.00	.....	HILLGROVE.....	D	9.3	4 Spur	s 12.55	s 6.07	s 7.15	s 8.29	s 12.19		CW 5	4.7	.....	ADNA.....	D	51.8	37	s 9.21	s 6.40	s 8.25							
s 4.28	s 7.08	.....	McCLEARY JUNCTION.....	D	9.1	4 Spur	s 9.50	s 6.06	f 7.25	f 8.35	f 12.25		CW 8	7.2	.....	BUNKER.....	D	49.3	Spur	f 9.12	f 6.88	f 2.05							
A 4.40PM	A 7.15AM	.....	McCLEARY.....	D	8.3	15 Spur	A 1.05PM	A 6.20PM	s 7.55	f 8.44	s 12.33	W 2.4 m West	10	10.1	.....	CERES.....	D	46.4	35	s 9.06	f 6.27	s 1.55							
DAILY	DAILY	.....	RAYVILLE.....	D	4.9	4 Spur	1.00	6.15						16.2	.....	LUEDINGHAUS R. R. CROSSING	D	40.3											
.30	.30	.....	WHITE LUMBER CO. R. R. CR.	D	0.0	60	s 8.45	s 5.40	s 8.45	s 9.00	s 12.50		CW 16	16.3	.....	DRYAD.....	D	40.2	35	s 8.50	s 6.12	s 1.00							
16.6	16.6	.....	WHITE'S.....	D	4.0	5 Spur	s 8.50	s 5.46	s 9.05	s 9.05	s 12.54		CW 17	17.6	.....	DOTY.....	D	38.9	Spur 35	s 8.45	s 6.08	s 12.80							
		.....	ELMA.....	D	0.0	60	s 9.05	s 5.30	s 10.15	s 9.19	s 1.10	W	CW 22	22.3	.....	McCORMICK R. R. CROSSING	D	32.8				s 11.30AM							
		Time Over Subdivision												Time Over Subdivision										DAILY	DAILY	EXCEPT SUNDAY					
		Average Speed per Hour										.25	.30	Average Speed per Hour										2.55	2.40	8.05					
		Average Speed per Hour										19.9	16.6	Average Speed per Hour										19.3	21.2	6.9					

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.
 Trains will not exceed thirty miles per hour on Sixth Subdivision.
 Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour.
 No. 352 will connect with No. 321 at Elma.
 Trains from Sixth Subdivision will ascertain Second Subdivision main line rights before occupying main line at Elma.
 No. 351, No. 352, No. 353 and No. 354 will stop on flag at Church's Crossing.
 Freight trains authorized to carry adult male passengers when provided with proper transportation, between Elma and end of track, local freight.
 Gates are installed at the crossings of private railroads over Northern Pacific tracks at White Star Lumber Co. crossing ¼ mile east of Whites.
 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.

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), Walville (mill spur), Mays, Lebam (mill spur), Nallpee (log spur), Green Creek Spur and Wheaton.
 Yard Limit Sign—Chehalis Junction, Raymond and South Bend.
 Maximum speed of passenger trains forty-five miles per hour. Trains will not exceed 35 miles per hour between Frances and Pe Ell.
 Speed of trains through cross over tracks or entering sidings must not exceed 15 miles per hour.
 Maximum Grade.—Between Frances and Pe Ell.
 Helper District.—Between Frances and Pe Ell.
 Trains will stop 400 feet from draw span over South Fork of Willapa River, at Raymond. Will not proceed until draw is known to be closed. No. 391, No. 392, No. 393 and No. 394, will stop on flag at Meskill, Nallpee, and make regular stops at Ashlock and Mays.
 Gates are installed at the crossings of private railroads over Northern Pacific tracks, as follows:
 Dryad, Leudinghaus Lbr. Co., crossing; East of McCormick, McCormick Lbr. Co., crossing; West of Walville, Walville Lbr. 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.
 Hereafter when any slow boards are erected, they will be of the new standard reading in the following form:

25..... SLOW 35
 1/2..... Mile

The first figures being the speed for freight and the second the speed for passenger trains, and the distance given indicating the distance that the slow speed should be maintained commencing at the sign. If only one rate of speed given under the work slow this will be the limit for all trains.

GATES
 OCOSTA
 YACOLT
 ELMA
 SOUTH BEND

Mrs
Jan

Mrs
Jan

Westward **EIGHTH SUBDIVISION** **Eastward**
(BUCKLEY LINE)

THIRD CLASS.				FIRST CLASS.			THIRD CLASS.			
971				397 367 395			972			
Way Freight				Passenger			Way Freight			
EXCEPT SUNDAY				DAILY			EXCEPT SUNDAY			
L 6.30AM				L 5.05PM L 9.25AM L 6.55AM			A 9.05AM A10.20AM A 7.40PM			

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

Time	Class	Station	Distance from Kanaskat	Station Numbers	Distance from Tacoma Wharf	Car Capacity of Sidings	Time	Class	Station	Distance from Kanaskat	Station Numbers	Distance from Tacoma Wharf	Car Capacity of Sidings
6.55	s	Palmer Jct.	44.7	1932	44.7	70	9.00	s	Palmer Jct.	44.7	1932	44.7	70
6.50	s	Palmer	43.8	1933	43.8	30	8.58	s	Palmer	43.8	1933	43.8	30
7.00	f	Bayne	42.5	1934	42.5	Spur	8.56	f	Bayne	42.5	1934	42.5	Spur
7.05	f	Cumberland	41.2	1936	41.2	No Sdg.	8.54	f	Cumberland	41.2	1936	41.2	No Sdg.
7.10	f	Navy	40.4	1937	40.4	80	8.53	f	Navy	40.4	1937	40.4	80
7.45	f	Veazie	38.4	1939	38.4	Spur 10	8.48	f	Veazie	38.4	1939	38.4	Spur 10
8.00	s	Enumclaw	35.0	1942	35.0	105	8.43	s	Enumclaw	35.0	1942	35.0	105
8.00	s	Buckley	31.6	1945	31.6	100	8.38	s	Buckley	31.6	1945	31.6	100
8.25	s	Cascade Jct.	27.3	1949	27.3	No Sdg.	8.20	s	Cascade Jct.	27.3	1949	27.3	No Sdg.
8.28	s	South Prairie	26.2	1950	26.2	135	8.18	s	South Prairie	26.2	1950	26.2	135
8.28	s	Broomfield	25.2	1951	25.2	Spur	8.16	s	Broomfield	25.2	1951	25.2	Spur
8.28	s	Crocker	21.7	1955	21.7	100	8.07	s	Crocker	21.7	1955	21.7	100
8.28	s	Orting	19.0	1958	19.0	200	8.01	s	Orting	19.0	1958	19.0	200
8.28	s	McMillin	15.6	1961	15.6	8 Spur	7.54	s	McMillin	15.6	1961	15.6	8 Spur
8.28	s	Alderton	13.5	1963	13.5	25	7.51	s	Alderton	13.5	1963	13.5	25
8.28	s	Meeke	11.1	1966	11.1	70	7.48	s	Meeke	11.1	1966	11.1	70

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

Time	Class	Station	Distance from Kanaskat	Station Numbers	Distance from Tacoma Wharf	Car Capacity of Sidings	Time	Class	Station	Distance from Kanaskat	Station Numbers	Distance from Tacoma Wharf	Car Capacity of Sidings
8.00PM	A	Tacoma	44.6	1976	44.6	1.3	7.30	A	Tacoma	44.6	1976	44.6	1.3
EXCEPT SUNDAY		Tacoma Wharf	0.0		0.0		DAILY		Tacoma Wharf	0.0		0.0	
7.30							1.35						
6.1							28.2						

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—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; 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. 395 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. 388 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.

Westward **NINTH SUBDIVISION** **Eastward**
(GREEN RIVER BRANCH)

SECOND CLASS.		FIRST CLASS.		THIRD CLASS.			
579		395		972			
Mixed		Passenger		Way Freight			
EXCEPT SUNDAY		DAILY		EXCEPT SUNDAY			
L 2.00PM		L 5.45AM		A 1.80PM			

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

Time	Class	Station	Distance from Kanaskat	Station Numbers	Distance from Tacoma Wharf	Car Capacity of Sidings	Time	Class	Station	Distance from Kanaskat	Station Numbers	Distance from Tacoma Wharf	Car Capacity of Sidings
2.25	s	Kerriston	17.9	1932	17.9		9.00	s	Kerriston	17.9	1932	17.9	
2.25	s	Hemlock	10.8	1933	10.8	30	8.58	s	Hemlock	10.8	1933	10.8	30
2.25	s	Barneston	9.5	1934	9.5	Spur 30	8.56	s	Barneston	9.5	1934	9.5	Spur 30
2.25	s	Kangley Jct.	5.4	1936	5.4	62	8.54	s	Kangley Jct.	5.4	1936	5.4	62
2.25	s	Selleck	3.9	1937	3.9		8.53	s	Selleck	3.9	1937	3.9	
2.25	s	C.M. & P.S.R. Crossing	3.8	1939	3.8		8.53	s	C.M. & P.S.R. Crossing	3.8	1939	3.8	
2.25	s	Kangley Jct.	2.4	1942	2.4		8.48	s	Kangley Jct.	2.4	1942	2.4	
2.25	s	Kanaskat	0.0	1945	0.0	75	8.43	s	Kanaskat	0.0	1945	0.0	75

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.

Hereafter when any slow boards are erected, they will be of the new standard pattern reading in the following form:

SLOW

25 35
 1/2 Mile

The first figures being the speed for freight and the second the speed for passenger trains, and the distance given indicating the distance that the slow speed should be maintained commencing at the sign. If only one rate of speed given under the work slow this will be the limit for all trains.

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

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 wye. Any loads for the industries at Meeker, will be taken to Puyallup, and from there, handed to the industries by using westward main line, to passing track switch, under protection of flag while occupying main track. Work handled in such a way as to not delay passenger trains.

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. 38E Succeeding No. 38D September 28, 1913				Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS			
295	293	375	373				STATIONS.						374	376	294	296
Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls						Passenger	Passenger	Passenger	
DAILY	DAILY	DAILY	DAILY				.....SPIKETON..... 2.1				3.4	45	A 7.25AM	A 9.55AM	A 5.30PM	A 7.10PM
L 7.11PM	L 5.30PM	L 9.55AM	L 7.26AM		CC 4	0.0	BN.....BURNETT.....D 1.3				1.3	45	s 7.15	s 9.45	s 5.20	s 7.00
s 7.16	s 5.35	s 10.01	s 7.34		CC 2	2.1	.....CASCADE JCT..... 0.0				0.0	No Sdg.	L 7.10AM	L 9.40AM	L 5.15PM	L 6.55PM
A 7.21PM	A 5.40PM	A 10.06AM	A 7.39AM		1949	3.4							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.

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.

Hereafter when any slow boards are erected, they will be of the new standard reading in the following form:

SLOW

25..... 35
1/2..... Mile

The first figures being the speed for freight and the second the speed for passenger trains, and the distance given indicating the distance that the slow speed should be maintained commencing at the sign. If only one rate of speed given under the work slow this will be the limit for all trains.

Westward				TWELFTH SUBDIVISION (ORTING BRANCH)				Eastward								
				Water, Fuel, Scales, Turn-tables and Wyes	Station Numbers	Distance from End of Track	Time Table No. 38E Succeeding No. 38D September 28, 1913				Distance from Orting	Car Capacity of Sidings				
							STATIONS.									
							Telegraph Offices and Calls									
						0.0	.....END OF TRACK..... 1.3				10.0					
						1.3	TACOMA & EASTERN CROSS'G 1.4				8.7					
					CE 8	2.7	.....PUYALLUP RIVER..... 7.3				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				ELEVENTH SUBDIVISION (WILKESON BRANCH)				Eastward								
THIRD CLASS				Water, Fuel, Scales, Turn-tables and Wyes	Station Numbers	Distance from Fairfax	Time Table No. 38E Succeeding No. 38D September 28, 1913				Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
							STATIONS.						Passenger		Way Freight	
							Telegraph Offices and Calls						DAILY		EX. SUNDAY	
						0.0	FX.....FAIRFAX.....D 1.7				15.5	5 Spur	A 11.10AM	A 8.20PM	A 12.20PM	
						1.7	.....MELMONT..... 4.5				13.8	5 Spur	s 11.00	s 8.15	s 12.10PM	
						6.2	CARBON COAL CO. CROSSING 0.6				9.3					
					CB 8	6.8	CB.....CARBONADO.....D 3.8				8.7	5	s 10.45	s 8.00	s 11.40AM	
					ST G 5	10.6	WX.....WILKESON.....D 4.9				4.9	90	s 10.30 10.20	s 7.45 7.35	s 11.00 8.00	
						1949	.....CASCADE JCT..... 0.0				0.0	No Sdg.	L 10.06AM	L 7.21PM	L 7.15AM 377	
													DAILY	DAILY	EX. SUNDAY	
							Time Over Subdivision						1.04	.59	5.05	
							Average Speed per Hour						14.5	15.6	3.1	

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 1/4 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.

Westward				THIRTEENTH SUBDIVISION (CROCKER BRANCH)				Eastward								
				Water, Fuel, Scales, Turn-tables and Wyes	Station Numbers	Distance from Wingate	Time Table No. 38E Succeeding No. 38D September 28, 1913				Distance from Crocker	Car Capacity of Switch				
							STATIONS.									
							Telegraph Offices and Calls									
				WS	CD 5	0.0	.....WINGATE..... 5.2				5.2	140				
						1955	.....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.

BUCKLEY
LINE
GREEN RIVER
BURNETT
ORTING
WILKESON
CROCKER

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 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		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	23	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 $\frac{20}{26}$ 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	.....	.....	.....

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

The speed of Class S-4 engines must not exceed ten (10) miles per hour over Howe truss bridges on any subdivision.

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 Jet 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, Olequa (House track), 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.

Hereafter when any slow boards are erected, they will be of the new standard reading in the following form:

SLOW

25.....	35
1/2.....	Mile

The first figures being the speed for freight and the second the speed for passenger trains, and the distance given indicating the distance that the slow speed should be maintained commencing at the sign. If only one rate of speed given under the work slow this will be the limit for all trains.

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, 680 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).

Derrails 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 derrails 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.

RULES GOVERNING INTERLOCKING PLANTS: WISHKAH RIVER DRAW SPAN, ABERDEEN—HOQUIAM RIVER DRAW SPAN, HOQUIAM.

Aberdeen.—Distant signal located 900 feet east of draw span. Home signal located 350 feet from draw span on either side of bridge.

Hoquiam.—Home signals located 350 feet from draw span on either side of bridge. There is also one located 200 feet east of the double track switch on the westward track.

Dwarf signal located 200 feet east of the double track switch on the eastward track.

Signals govern as follows:

Distant Signal.—Clear, or 90 degrees upward, indicates Home signal is clear.

Forty-five degrees upward, or Caution, indicates Home signal is at Stop.

Home Signal.—Ninety degrees upward, or clear, proceed.

Horizontal position or red light by night—Stop.

Dwarf Signal.—Ninety degrees upward, or clear, indication to proceed.

Horizontal position—indication to stop.

Derailing switch is located immediately in advance of home signals—will be in derailing position when signals are at Stop position.

The Dwarf Signal governs back-up movement for eastward trains and governs track to the Home Signal, located 350 feet east of the draw span, only.

The double track switch east of the Hoquiam River Draw Span is connected with the Interlocking Plant and is operated by the Towerman on the draw bridge. The normal position is for Westward trains.

COMMERCIAL SPURS.

First Subdivision DISTANCE FROM TACOMA.	Second Subdivision DISTANCE FROM LAKEVIEW.	Third Subdivision DISTANCE FROM CENTRALIA.	Sixth Subdivision DISTANCE FROM ELMA.	Seventh Subdivision Continued DISTANCE FROM CHEHALIS JC.	Eighth Subdivision DISTANCE FROM PALMER JCT.	Eleventh Subdivision DISTANCE FROM CASCADE JCT.
Scheel..... 38.2	Molberg..... 16.0	Forans..... 2.9	Krafts..... 2.00	Guerrier..... 35.0	Big 6..... 1.6	
Mentzer..... 38.3	Standard Oil Co..... 23.4			Forrest..... 36.3	Occidental..... 1.8	
Polehn..... 41.3	Black Lake..... 28.2	Fifth Subdivision DISTANCE FROM YACOLT.	Seventh Subdivision DISTANCE FROM CHEHALIS JC.	Nallpee..... 41.2	Nolte..... 1.8	Twelfth Subdivision DISTANCE FROM ORTING.
Evaline..... 65.0	Overton..... 33.4	Dole..... 2.4	Harmons..... 6.4	Green Creek..... 44.0	Fleet..... 3.4	
Veness..... 69.7	Bagshaw..... 50.5	Crusher..... 3.9	Meskill..... 12.5	Wheaton..... 45.0	Rosemar..... 4.0	Electron Rock Crusher..... 8.6
Englands..... 105.6	Smith & Prosser..... 48.6	Bouton Perkins..... 4.7	Mays..... 13.0	Shore..... 52.0	Myerson..... 5.8	
Hermione..... 109.1	Weatherwax..... 73.9	Lucia..... 4.9	Onn..... 16.9	Turney..... 54.0	Blackburn..... 11.1	Thirteenth Subdivision DISTANCE FROM CROCKER.
	Stockwell..... 74.4	Smith..... 10.0	Ashlock..... 28.1	Mayfair..... 55.5	Webstone..... 12.5	Morse..... 2.1
	Carlisle..... 106.5		Custer..... 34.6		Valley Mill..... 13.9	
					Tenth Subdivision 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.

AUBURN—

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

TACOMA—

Dr. Chas. James, District Surgeon, 304 Berlin Bldg.
District between Auburn and Tenino.

TENINO—

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

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

PORTLAND—

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

AUTHORIZED SURGEONS, N. P. RY. CO.

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. E. P. Helker, 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. Cameron, Specialist, Tacoma.

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

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

At Montesano passing track located one half mile east of depot, is time card station.

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.

At Aberdeen the passenger station is operated under O-W. R. R. & N. rules.

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.—3½ miles west of Sherlock; 3 miles east to 2 miles west of Olympia.

Junction switches will be set for line Olympia to Moclips.

No. 366 will connect with No. 582 and No. 321 with No. 581 at Aberdeen Jct.

No. 351 will connect with No. 587 at Hoquiam.

No. 365, No. 366, No. 587 and No. 588 will make regular stop at Carlisle, 3.1 miles west of Copalis Crossing.

No. 365 and 366 will stop on flag at Burrows, 2.0 miles west of Chenois 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.

Golf Links, 3 miles east of Aberdeen Jct., is regular stop for trains 275, 276, 351 and 352, and is flag stop for train No. 365.

No. 322 will stop at Belmore Saturday for passengers.

No. 351, No. 352, No. 275 and No. 276 will make regular stop at Woods Crossing, 2 miles west of Satsop.

When No. 321 meets No. 352 at Montesano, No. 352 takes siding.

When No. 324 meets No. 321 at Aberdeen Junction, No. 324 will take siding on west leg of wye.

Trains will approach Gate looking out for trains to and from Third Sub-divisions 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.

Telegraphones are located in section house at Sherlock, in depot at Lacey, and in section house at Belmore, and are connected with telegraph office at Olympia, and may be used by train crews in emergency.

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. 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 Mail.

Side track, length 2,000 feet, located on the Mason County Logging Co.'s road, 1,985 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 50 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 Fill 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.

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

Hereafter when any slow boards are erected, they will be of the new standard reading in the following form:

SLOW

25..... 35
½..... Mile

The first figures being the speed for freight and the second the speed for passenger trains, and the distance given indicating the distance that the slow speed should be maintained commencing at the sign. If only one rate of speed given under the work slow this will be the limit for all trains.

J. S. DEAN,
Train Master, Tacoma

J. F. ALSIP,
Chief Dispatcher, Tacoma

