NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME

OS TABLE

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

SUNDAY, October 26, 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.

We	stward		J.		7						FIRS	T SUE	BDIVIS	ION				, ?				-				
		1	+						$\overline{}$					FIRST (CLASS											
ers	Time Table 38F	3	55	363	301	361	321	307	357	391	311	369	333	365	359	313	323	393	. 1							
Numbe	October 26, 1913	1-		-	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			-					
N	STATIONS §	g —		OW. R.		OW. R. & N. Portland					I I		1	·	Gt. Nor.	Nor. Pac. Portland	Nor. Pac. Grays	Nor. Pac. South					377			-
tati	Telegraph Offices and Calls	Gi Laco	t. Nor.	Portland Express	Express	Portland Passenger	Harbor Limited	Passenger	dt. 1401.	Bend Passenger	OW. R. & N. Shasta Limited	Ore-Wash Express	State Limited	Harbor Passenger		Special	Harbor Express	Bend								
1977	QTACOMADN	0.0 L1	.2.10A	L12.45AM	L 1.40A	L 8.55A	L 9.00M	L 9.85AM						L 1.50PM	L 5.05PM	L 5.45PM	L 6.00PM				<u>.</u>					
	4.0			BETW	EEN TA	COMA AN	ID SOUT	H TACON	IA TRAII	NS WILL	BE GOV	ERNED	BY PUGE	T SOUND	DIVISIO	ON TIME	TABLE	RULES A	ND REG	ULATIO	NS					
1981	SU.SOUTH TACOMA.DN 4	4.5 1	2.25	1.00	1.55	9.09	9.15	s 9.50	11.44 964		1.04	1.30 362	1 1.55	s 2.05	5.19	5.59	s 6.15		-	,						T
1085	3.7 VALAKEVIEWD	3.2 71	2.33	1.07	f 2.03	f 9.14	A 9.204	i 9.56	f 11.50AM		1.10	f 1.40	f 2.05	A 2.15PM s 358 966	5.25	6.04	A 6.23PM									_
Į.	5.0 HIHILLHURSTD			1	1		i		300			f 1.50		See page 5	5 82	6.11	See page 5					-		-		
	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$				1			s 10.15	900		1.25	s 2 02	s 2 25		5.42	s 6.20										
2002	YAYELMD 24	4.7	1.05	f 1.40	f 2.31			s 10.24	s 12.25	<u> </u>		f 2.12			5.50	f 6.29					-				_	-
	0.1	1				s 9.44			998	·					E 50	6.40					-	-	-		_	_
	RARAINIERDN 30							s 10.34 f 10.42	302			f 2.27 314 f 2.34			5.58 370 6.03	6.40 312 6.50					-	_		-	_	-
	JSMcINTOSHD 3-4.6	1		092				:								-										_
2015	NOTENINODN 3	9.0 1	1.33 692	1 2.05	f 2.55	s 10.14		s 10.52 998 308	s12.57		1.56 314	s 2.42	s 8.08		s 6.09	7.00										
2020	BUBUCODAD 4	2.4	1.40	f 2.18	f 8.00	s 10.19		s 10.57	f 1.05		2.01	s 2.49	s 8.10		6.14	f 7.08										
2025	WABASHP 4	7.5								, j												-	-			-
	1.8 CN. CENTRALIA DN 4	i	1.55	s 2.25	s 8.15	s 10.35		s 11.15	s 1.28	L11.45AV	s 2.15	s 3.05	s 8.25		s 6.27	s 7.80		L 8.00PM		·		_			-	_
1	CHCHEHALISDN 5			2.80	ĭ	1		1	1		s 2.25		1		s 6.87	s 7.40		s 8.10								_
	1.0 CHEHALIS JCTP 5	I	A COMPANY			,				A12.05P					6.40			A 8.15PM						A		
2038	NANAPAVINED	i0.δ f	2.25	s 8.05	s 8.45	s 11.02	-	s 11.40	f 1.55	See page 8	2.45	s 8.85	s 8.55		s 6.55	s 7.55		See page 8								
2044	WIWINLOCKD 6	7.1 s	2.87	s 8.20	s 4.00	s 11.18		s 11.52A	s 2.08	-	2.55	s 8.47	s 4.07		f 7.06	s 8.05				-				-		_
	6.4	1						10.053			9.05	- 4.00	s 4.20		f 7.17	f 8 15				-	_	_	-	-	_	_
2050	PNVADERDN 7	73.5 1	2.52	f 8.85	f 4.14	s 11.25		s 12.05h	f 2.20						,.1,									_		_
2053	OLEQUA 7	76.2 f	8.00	f 8.42	f 4.20	f 11.81		f 12.09			·		f 4.25	1	7.28					-		_		-	_	
2060	CA.CASTLE ROCKD	83.0 s	3.20 691	s 4.00 691	s 4.35 691	s 11.44 997		s 12.25	s 2.40	:	8.25	s 4.21	s 4.87		s 7.40	s 8.82										
2066	OSTRANDER	89.3 f	8.87	f 4.17	f 4.49	111.57AM		f 12.38	f 2.52	<u> </u>	8.86	f 4.33	f 4.48		7.55	8.42										
2071	KSKELSOD	93.0 s	8.45	s 4.28	s 4.58	s 12.05PM	4	s 12.48	s 8.00		8.48	s 4.41	s 4.56			s 8.48					_		-	_	_	
2077	CARROLLS	98.7 f	4.00	f 4.44	f 5.10	f 12.15			f 8.12		8.50		f 5.05		8.15	8.56				-	_	_		_	_	_
	KAKALAMADN 10	- 1				973		s 1.05		_	_		s 5.15	ļ	8.85	9.13	.			-		-	_	_		-
1	4MARTIN'S BLUFF 10			1	1	f 12.84		f 1.15	8.28	-	4.08		f 5.28 s 5.88	<u> </u>	8.45						_	-				
i	WDWOODLANDD 1: 6.0 RGRIDGEFIELDD 1:	1			1	1		973	f 8.49	-	4.80	<u> </u>	s 5.45	-	8.58	9.82	-			-	_		-			
	5.6 1KNAPPS 15			1 .	1	977	<u> </u>		f 8.59	-	4.41		f 5.55		9.12	9.41				-			-		_	_
- 1	2.3 FELIDAP				1		-		f 4.04	_	4.45	f 5.45	f 6.00	·	9.17	9.45	<u>-</u>	·	-	-	_					
- 1	2.8 5VANCOUVER JCTP					1.19		1.58	4.08		4.50	5.50	6.05		9.25	9.50										
Cx 2	9 MX .VANCOUVER .DN	32.0 A	5.25M	A 6.00A	s 6.80	A 1.27PM	N	s 2.10	A 4.15P	4	A 4.59P	A5.58P	s 6.15		A 9.35PM	s 9.55										
7)	10.0	•s						D TRAIN	IS WILL	BE GOV	ERNED	BY SPOR	(ANE, PO	RTLAND	AND SE	ATTLE R	RAILWAY	TIME T	BLE RU	LES AN	D REGUL	ATIONS				
3 212	1 VCPORTLANDDN 1	42.0			A 7.00A			A 2.40F		1	1:		A 6.45	T		A10.80P	7									
7		-			-	-	D47. 1.	-	-	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	-	_				_		_
-	Time Over Subdivision		5.15	DAILY 5.05	DAILY 5.20	DAILY 4.32	DAILY .20		DAILY 4.45	.20	-	4.48	5.05	.25	4.30	4.45	.23	.15								
- -	Average Speed per Hour	-	24.4	26.0	26.7	29.1	24.6	27.9	27.8	15.3	31.8	27.5	27.9	19.7	29.3	29.9	21.4	20.4								
1.	Average Speed per Hour		24.4	26.0	25.7	29.1	24.0	21.9	21.0	10.5	31.8	1 21.0	27.0		,	-					j					

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

Wes	stward						FIRS	T SUB	DIVIS	ION				-	·	<u>. </u>					
.	m. m.11 005				SECOND CLASS		1						7	HIRD CLAS	S	1					
and Wyes Station Numbers	Time Table 38F	589	591	691	679		977	973	969	975	997	963	965								
s Z	October 26, 1913.	DAILV	EXCEPT SUNDAY	DAILY	DAILV		EXCEPT	EXCEPT SUNDAY	EXCEPT	EXCEPT	DAILY	EXCEPT	EXCEPT								
and Wye Station	STATIONS.						0W. R. & N.	Nor. Pac. Way Freight	Nor. Pac.	0W. R. & N.	Gt. Nor.	Nor. Pac.	Nor. Pac.								
Sta	Telegraph Offices and Calls		Nor. Pac. Mixed				Freight	Freight	Freight												_
1977	QTACOMADN 0	.0			L 9.00PM		<u> </u>			L 4.15AM			<u> </u>								
	•		BETWE	EN TAC	OMA AND SOUTH	TACOMA TRAINS WI	LL BE GO	VERNED	BY PU	GET SOU				E RULES AN	D REGU	LATIONS					
S 1981	SU .SOUTH TACOMA 4	.5		10.00 356	9.45 356		T			4.45 302	5.15	s 5.45	s 7.45				,				
1985	VALAKEVIEWD	.2		10.15	10.00				:	f 5.00	f 5.35	f 6.00	A 8.00AM								
1990	VALAKEVIEWD 8 5.0 HIHILLHURSTD 13	.2		10.85	10.15							f 6.15	See page 5								S 6 .
1996	6.1 RYROY DN 19	.3		10.55	10.88					s 5.45	f 6.15	s 7.00								_	
	YAYELMD 24			11.15	10.44		-	1		s 6.00	s 6.80	s 7.20							_		\vdash
1 1		ı		11.85	11.05		_			s 6.20							_		-		-
2011	RARAINIERDN 30 4.3 IS McINTOSHD 34	.4	-		11.19	· .				f 6.40	976 f 7.05	964 f 8.80						-			-
1 1	JSMcINTOSHD 34																m) 1	TI CONTRACTOR OF THE PARTY OF T	-		_
2015	NOTENINODN 39	.0		12.01A	11.81					s 6.55 7.15	\$ 7.20 7.45	s 9.00	-		-						
2020	BuBUCODAD 42	.4	A	12.10	11.41PH					s 7.30					51		54 Table 199				
	WABASHP 47	E .																120		PACIFIC PLANTED AS	(max
	CNCENTRALIADN 49		-	12.80	12.05AN 12.80		L 5.00A	L 5.80AM	L 6.00AM	A 8.00AM	s 8.20	A10.00AM									-
2031	4.1 CHCHEHALIS DN 58	.4	_		12.80			s 6.00			9.00 s 9.80	-								X M	
2032	CHCHEHALIS DN 53 1.0 CHEHALIS JCTP 54	.4							A 6.45AN												_
1 1	6. 4 NANAPAVINED 60	1	-	1.55	1.15		s 6.10	s 7.00	See page 8		s 10.10										
	WIWINLOCKD 67	1	_	2.10	1.80	<u>-</u>	s 6.40	s 8.00	-		s 10.40				· ·			_	-		-
1 1					1 1		- 7.00	s 8.80			s 11.02							_			-
2050	PN VADERDN 73	.5		2.25	2.07						\$ 11.02							_			_
2053	OLEQUA 76	.2	-	2.85	2.15	:	f 7.85	f 9.00			f 11.10										
2060	CACASTLE ROCKD 83	.0		3.00 4.58 355 363 301	2.42		s 8.10	s 10.15			s 11.35AM 12.45PM 361 307					-					
2066	OSTRANDER 89	.3	_	5.15			f 8.80	f 10.85		ļ	f 1.00										
2071	3.7 KSKELSOD 93	.0		5.25	8.02		s 9.25	s 11.80	-	-	s 1.80	2		:							
2077	CARROLLS 98	.7		5.40	8.18		f 9.45	f 11.45		 	f 1.45										
2081	KAKALAMADN 103	.1		5.55	8.85			1911.55A 12.45P			s 2.10	-					_				_
Cx 4	MARTIN'S BLUFF 107	.4		6.06	4.00			f 1.00	1		f 2.20					_	-			<u> </u>	- -
	WDWOODLANDD 112			6.20				s 1.155			s 2.40							_			- -
1 1	RGRIDGEFIELDD			6.85				f 2.10		·	s 8.05 f 8.25		. -	· ·							- -
	KNAPPS 123 2.3FELIDAP 126		_	6.56			1	f. 2.25		-	f 8.85	-					-	_	-		-
1 1	2.8 VANCOUVER JCTP	See page	See page 8		.1			2.85			8.45	-									A 1995
_	3.1	1						M A 2.50P			A 4.00P						4.			1	
. 02.20	MX.VANCOUVER. DN 132								1		A CONTRACTOR OF THE CONTRACTOR) ************************************		TIME TABLE	- DIUFE	AND DE	CILLATIO	NC	1		-
		BETWE	EN VANC	OUVER	AND PORTLAND T	RAINS WILL BE GOV	VERNED B	Y SPOK	ANE, PO	TLAND	AND SE	ATTLE F	KAILWAY	IIME TABLI	. KULES	AND KE	GULATIO	149	ļ i		Ī
2121	VCPORTLANDDN 142	.0			A 6.45M								-								
		DAILY	EXCEPT	DAILY	DAILY		EXCEPT	EXCEPT	EXCEPT	EXCEPT	DAILY	EXCEPT	EXCEPT	7							
-	Time Over Subdivision	- DAILY	.15	9.15	8.55		7.56	8.30	.45	3.25	9.35	5.00	1.00	- :						,	
-	Average Speed per Hour	12.4	12.4	14.3	16.1		11.5	10.7	6.8	14.4	13.8	10.1	9.6								
- 1 - 1	ı		1	1	1 1 1:	1 1 *				1		1	. 1	1				1			1

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

Helper District, Vader to Rainier.

East	ward									r in:		BDIVI		-											
									FIRST	CLASS.													7	· · · · ·	
	ime Table 38F		000	000	000	208	366	362	358	314	324	370	312	394	334	322	356								
ı	October 26, 1913.	364	302	360	392	308		<u></u>		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					1 3			
		DAILY	DAILY	DAILY	DAILY	DAILY		DAILY		l i			1. 1						-	-					
tlan	STATIONS.	0W. R.	Nor. Pac.	Gt. Nor.	Nor. Pac. South	Nor. Pac.	Nor. Pac. Grays	O.=W. R. & N. Seattle	Gt. Nor.	Nor. Pac. Seattle Special	Nor. Pac. Grays	0.=W. R. & N.	O.=W. R.	South	Nor. Pac. Evergreen State	Nor. Pac. Grays Harbor Limited	Gt. Nor.								
Portland	elegraph Offices and	Seattle Express	Seattle Express	di. Noi,	Bend Passenger	Passenger	Harbor Passenger	Seattle Passenger		Special	Express	Express	Limited	Limited	Limited	Limited A 8.25PM	A10.00PM		-	-	-	-		-	
	TACOMADN	A 4.40AN		A 6.00AM		A12.35PM	A12.15PM	A 1.85PM	A 2.55PM				A 7.35PM						ļ						
	4.5		BE'	TWEEN 7	ГАСОМА	AND SO	UTH TAC	COMA TR	AINS W	LL BE G	OVERNE	D BY PU	IGET SOL	IND DIVI	SION TI	ME TABI	E RULES	AND R	EGULAT	IONS				1	
7.5 ISU	SOUTH TACOMA.N 70	4.25	4.45 975	5.45 963			s 11.59AM		2.40		s 4.05	6.45			9.00	8.10	9.45 691–679					1.			
1	3.7			_		7 TO 11	111 51AN	7 1.10	2.30	3.04	L 8.55PM	6.87	7.14		i 8.52	L 8.00PM	9.87			-			,		
	ALAKEVIEW D 60 5.0		1				L11.51AM s 357		2.30 966 365 2.15	1 998 1	See page 6		7.07		8. 4 5	See page 6	9.80								
	1HILHURSTD 60		1	0.0		357 s 11.52M		12.55				s 6.20	6.58		s 8.85		9.20								-
2.8 RY	YROYDN E 65 W 78	s 8.57	s 4.15	1 5.08		8 11.U&M		s 12.55 998	369 998						0.05		9.10		-		_	_		-	
	AYELM D 70					s 11.40		s 12.45	1.52	2.35 333		f 6.08	6.48		s 8.25		*·10								
i	5.4					s 11.29	<u> </u>	s 12.36	1.42 311	2.27		f 5.58	6.40 313		f 8.17		9.01					_			
1.9 RA	ARAINIER DN E 65 W 85	1 0.00	1 0.00	1 4 28	1	f 11.19	<u>-</u>	357 f 12.27	1.85			f 5.48	6.80		f 8.10		8.58	-				- :			1
	5McINTOSHD 70			l	<u>.</u>							- £ 00	6 30		s 8.03		s 8.48					_			
3.0 NO	OTENINO DN E 85	s 8.17	s 8.88	f 4.18		s 11.10 307 998	-	s 12.18	f 1.27	s 2.10	-	s 5.88	6.20 359										_	_	
0.6 RI	UBUCODAD 65	f 8.11	r 8.80	1 4.04		s 11.02		s 12.11P	1.21	2.02		s 5.82	6.15		s 7.57		8.87					•			
	5.1								-		 	<u></u>		i											
1	WABASH P											- 8 00		A 7.25PM	s 7.45		s 8.25		-		_	_			
2.7 CN	NCENTRALIA DN 120	s 2.55 2.40	s 8.15	s 8.45	A10.05AN	10.50 s 10.40		1	s 1.10			1	1	s 7.15			s 8.15								
3.6 CI	HCHEHALISDN E 50 W 40	s 2.30	s 8.00	s 8.85	8 9.50	s 10.25		s 11.45	s 1.00	8 1.88		8 5.00	5 0.02	1 7.05PM	- 7.100						_	_			
	CHEHALIS JCTP Y				L 9.40M				-12.00			s 4.48	5.89	See page 8	s 7.08	-	s 8.05				_				
1.2 N	ANAPAVINED E 85 6.3 W 85	s 2.15	s 2.45	f 8.18	See page 8	s 10.07		s 11.30 978	12.50 974	s 1.18		8 4.40	3.55	See page o						_	_				_
1	70 6.4	1	1	1		s 9.54		s 11.15	s 12.87	s 1.05		s 4.80	5.27		s 6.50		s 7.50			272.00					
- 1	· •		l .	1	1	- 0.40		- 11 02	19.95	s 12.50	ļ	s 4.17	5.15		s 6.37		s 7.88			_					
8.5 PI	NVADERDN E 60 W 65	f 1.40	f 2.07	1 2.49		9.40 978		s 11.02 974	1	1							7.88		_		_	_			-
35.8	OLEQUA No Siding	f 1.80	f 2.00	f 2.42	-	f 9.84	-	1	12.19	1 '		f 4.12	1		f 6.31	-	8 7.17	4	_			-			
59.0 C	6.8 Sidmg FA.CASTLE ROCKD E 80 W 81	s 1.15	s 1.40	s 2.27	-	s 9.20		s 10.40	s 12.05P	s 12.82		s 8.58	4.58		s 6.16		8 7.17			•					
1				_	-	1 9.07	-	f 10.25	11.50A	12.15		f 8.45	4.45		i 6.08	l	f 7.02								1
	OSTRANDER	1	f 1.25	s 2.06					1	s 12.09N		s 8.87	4.40		s 5.55		s 6.55								
	5.7	i	_	_		s 9.00 974 s 8.48		f 10.09		f 11.58M		f 8.27	4.80	/	f 5.48		f 6.48								
	CARROLLS	f 12.85				s 8.40	-		s 11.25	1		s 8.17	4.28		s 5.33	-	s 6.85								
	KAKALAMADN E 60 4.3 W 60		1	1		f 8.31			11.15			f 8.05	4.15		f 5.18		6.25					M1			
	. MARTINS BLUFF		12.46	1		s 8.23	-		s 11.05	1	-	s 2.56	4.08		s 5.10		f 6.15								
	VDWOODLAND D		1	f 1.29		s 8.18		1	s 10.55		-	s 2.44	8.57		s 4.57		f 6.02								
	CG. RIDGEFIELD . D E 130 W106	•	1	s 1.19 f 1.09	_	f 8.08	-	f 9.18	_			f 2.88	8.47		f 4.45		f 5.52								<u> </u>
18.2	KNAPPS	i		1		8 7.59	-	f 9.18	10.40		-	f 2.28	8.42		f 4.40		f 5.46								
	FELIDAP	1		f 1.05		7.55	_	9.08			-	2.28	8.87	·	4.85		5.42							<u>.</u>	
. 1	. VANCOUVER JCTP			_					_	s 10.55		s 2.17P	M s 3.32P	4	s 4.30		L 5.85PM							1	
10.0 M	MXVANCOUVERDN 1000	\$ 11.82 L	PM s 11.59	L12.55	VII	s 7.50	1	1.	وا	L	1	L	' L	1.	 TTI	AII WAY	IS TIME TA	RIF DI	LES ANI	REGUL	ATIONS				
		BET	WEEN V	ANCOUVE	ER AND F	PORTLA	ND TRAI	NS WILL	BE GOV	ERNED E	SY SPOK	ANE, PO	RTLAND	AND SEA	TTLE R	AILWAY	TIME IA	I NO	LL3 AIT	- ILLUGI		1	1 .		
0.0 V	CPORTLANDDN 1000		L11.80	PM		L 7.25	AM			L10.80	AM				L 4.00	PM									
		DAILY		_	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								_
			_		_	_		_	_	4.55	.30	4.43	4.03	.20	5.15	.25	4.25								
	Time Over Subdivision	4.53			_	5.00	20.5	29.1	29.9	28.9	16.4	28.0	32.6	17.0	27.0	19.7	29.8								
1.	Average Speed per Hour	27.0	25. 8	26.0	12.2	28.4	20.0		-0.0	1 -5		1	1	1	1	1	1	1	1]	1			

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 and trains using cross overs in automatic signal territory must have at least one switch open while engine and train is on any part of the cross over.

Bulletin Stations.—Centralia, Vancouver, Portland.

SEE SPECIAL RULES, PAGES 11 AND 12.

Last	ward							FIN	ST SUE		1014										
	Time Table 38F			SEC	OND CLASS.									THIRD	CLASS.					· · · · · ·	
.	Succeeding No. 38E	590	592	680	692		97	964	966	998	978	974	970	-							
	STATIONS.	EXCEPT SUNDAY	DAILY	DAILY	DAILY		EXCI SUND	PT EXCEP	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT MONDAY								
Portland	Telegraph Offices and	Nor. Pac.	Nor. Pac. Mixed	Nor. Pac. Freight	OW. R. & N. Freight		R. &	R. Nor. Pa	c. Nor. Pac. Way t Freight	Gt. Nor.	0W. R. & N.	Nor. Pac. Way Freight	Nor. Pac. Way			* .					
2.0	Calls Öz		Mixed	A 8.80AM		.	Way F		PM A 2.50P		1	Freight	Freight		<u> </u>	-	_	-	-		
1. 1	4.5	an en de transcriptor	BE'	TWEEN 1	FACOMA AND SO	UTH TAG						ND DIVIS	SION TIME	TABLE RU	LES AND	REGULAT	IONS				
7.5	SU.SOUTH TACOMA.N 70			8.00	8.40				AM s 2.80	8.20											
3.8	VALAKEVIEWD 60			2.50	3.25			00.	L 2.15A s 358-365-333	i 3.10±	্ৰাম বাশ আৰু নাম ক্ৰমেণ কৰি	-									-
	5.0 HIHILLHURSTD 60	<u> Chargo de Santano, a Ma</u>		2.35	8.10				\$ 358-365-333 See page 6		I gray Charles Tarrier (Andrewson	to disconsistent with	MARKET TO THE REST OF THE PERSON NAMED IN COLUMN 1								
2.8	6.0 RYROYDN E 65 W 78			2.21 301	2.50		s 7.4	s 10.33 9.28 361 30		s 2.25333 12.45358 362 311 369	7			-			-				
7.3	YAYELMD 70	-		1.40	2.31 301			361 30 s 8.58		362 311 369 s 12.25PM 357							_				
1 0	5.4 RARAINIERDN E 65				2.10		963	5 s 8.10		357 s 11.55AM							_	_			
1	$ \begin{array}{c c} & 4.3 & W & 85 \\ \hline & JS \dots McINTOSH \dots D & 70 \end{array} $	· .		1.15 355 12.50	1.58		997 f 6.4	963		f 11.40				i .		_					
	4.6 NOTENINODN E 85			12.30						s 11.25	per transport and the entry of the								Established Park	-	-
	3.4 W 85			12.30 691	1.33 355			997 97	_	8 11.25 10.35 808-307	-										
99.6	BUBUCODAD 65			12.05AM	1.10		s 5.4	s 6.80	·	s 10.20											
	WABASHP	a different for injuries and the second of									Sandan and Sandan Sandan										
	CNCENTRALIADN 120				12.40 12.05AM		L 5.1	E 6.00) AR			A 8.00M									-
	CHCHEFALISDN 110		S. C.	10.50	11.55PM					s 9.10	s 12.35PM	s 2.30	4.00								
	6.4	The second of th		10.27	11.25					s 8.35	: 11 EQAM	1 25	L 8.85PM				-				29.700 S
	NANAPAVINED E 85 6.3 W 85					-	·				s 11.50AM 11.10	1.25 s 12.10PM 358-314									
4.9	WIWINLOCKD 70			10.07	11.08					s 8.00	s 10.45	s 11.45AM									
8.5	PN VADER DN E 60 W 65			9.47	10.48	-				s 7.25	s 9.50 9.20	11.07 s 10.30				-			·		
5.8	OLEQUA No			9.40	10.88	-		_	_	f 7.05	f 9.10	362 f 10.15									
9.0	CA.CASTLE ROCKD E 80 W 81			9.20	10.18					s 6.40	s 8.45	s 9.45									
2.7	OSTRANDER			8.55	9.58	-			-	f 6.10	f 8.05	f 9.20	[_	-			
9.0	KSKELSOD 70			8.45	9.50		To many the party of the party			s 6.00	s 7.50	3089.20 s 8.15				<u> </u>					
13.3	CARROLLS			8.80	9.40						f 7.10										
	KAKALAMADN 140 4.3			8.20	9.80					s 5.30								_			
9.8	MARTINS BLUFF 4.8 WDWOODLANDD			7.58	9.28				_	f 5.10 s 5.00		f 6.15	-				_	_			
	RGRIDGEFIELDD E 130			7.45	9.00	-		-			s 5.80						_	-			
8.2	5.6 W106			7.34	8.52						f 4.45							-	-		
15.9	2.3 FELIDAP	G 0	g	7.80	8.46					f 4.15	f 4.30	f 5.20						_			-
3.1	VANCOUVER JCTP		See page 8 A 5.10PM	7.28	8.89					4.10	4.15	5.10									
0.0	MX .VANCOUVER .DN 1000	L 8.00A	L 5.00PM	7.15 7.05	L 8.80PM		******			L 4.00AN	L 4.05	L 5.00A									
		BET	WEEN VA		R AND PORTLAI	D TRAIN	S WILL BE G	VERNED	BY SPOK	ANE, PO	RTLAND	AND SE	ATTLE RAII	LWAY TIM	E TAB le F	ULES AN	D REGUL	ATIONS			
0.0	VCPORTLANDDN 1000			L 6.15PM													1				
			DAILY	DAILY	DAILY		EXCE	PT EXCE	EXCEPT	DAILY	EXCEPT	EXCEPT	EXCEPT			_	-				
	Time Over Subdivision	SUNDAY .10	.10	8.40	6.55	-	SUND 3.		SUNDAY	10.15	7.45	6.03	MONDAY .40				_				
	Average Speed per Hour	18.6	18.6	16.4	19.1	-	15.1	9.8	—	12.1	10,7	13.7	7.7					-	-		

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

West	ward							•		COND GRAY'S			N											
<u>a</u> a								FIRST	CLASS.							SECO	ND CL	NSS			THI	RD CLAS	SS.	
Water, Fuel, Scaies, Turntables and Wyes Station Numbers Distance from Lakeview	Time Table No. 38F	'n	277	351	243	275	299	321	371	319	365	323	379	58	7 6	93	697	695		961	965	977	967	
Nur Nur w	October 26, 1913	pacit	O-WRR&N Passenger	Nor. Pac.	O-WRR&N	Nor. Pac.	C.M.&St P.	Nor. Pac.	O-WRR&N	O-WRR&N	Nor. Pac.	Nor. Pac.	C.M.&St P.	Nor. I	ac. Nor	Pac.	C.M.&St.P. Freight	O-WRR&N Freight		Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	C.M.&StP. Way Frt.	Nor. Pac. Way Frt.	
Scales, Tu and Wyes Station Ni Distance f Lakeview	STATIONS	r Ca	Passenger			DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY					EXCEPT MONDAY			EXCEPT SUNDAY			
Sta and a second a	Telegraph Offices and Calls	Car of Si	DAILY	DAILY	DAILY	DAILI	DAILI	L 9.20AM			L 2.15PM s 966			and Sat	rday M.O.	TAL	SUNDAY	MONDAI		SUNDAI	L 8.00AM	SULDAI	SUNDAI	
	VA LAKEVIEW DN 2.3										_	-	-								8	***************************************		
2	COUNTRY CLUB	Sdg.		-				9.28				f 6.27						·						
CK 2.9	AMERICAN LAKE	40						9.24			2.20	6.28	-								f 8.10	·	·	
C K 4.3	COSGROVE	35						9.27			f 2.23	f 6.81						-			f 8.15			
8 CK 8.0	DDU PONTD	35						f 9.82			s 2.80	s 6.37								No. 961 has right	s 8.80	-	į	
7	UN SHERLOCK D		 					f 9.42			s 2.42	s 6.50								over No. 962	189.15 8 9.52			
1 12	3.1 COCOYLESTON	1	1					9.46			f 2.48	6.57								Olympia to Gate	910.059 811.208			
$\frac{\begin{array}{c c} 16 \\ \hline C K \\ \hline \end{array}}{\begin{array}{c c} 17.9 \end{array}}$	2.3 UNION MILL	Spur						f 9.58			s 2.55	s 7.08							:		s 11.55AM			
	LACEY P	-						s 9.55 966			s 3.00	s 7.12									s 12.30PM			
20	5.0 OY OLYMPIAD							s 10.15 10.25			s 8.15		-	-				شروناء سدور موري		L 6.00AM	A12.55PM			
25	0.7 PT. TOWNSEND SOUTHERN C'G.		 					10.25						سسه ا										
25.2	4.7 (Track Connection) BELMORE																			f 7.00				
C K 29.9	BELMORE P	40						10.40 366 10.45			f 8.28	7.40				-				f 7.10				
	3.5 OVERTON							f 10.55	ļ		s 8.42									s 7.50				
	RK LITTLE ROCKD								ļ		s 8.45	7.57								f 8.10				
37.7	BORDEAUX JUNCTION	Spur 50						f 10.58							_								·	
C K 39.6		13						11.02			f 8.49	8.00		No.	87	page 7				f 8.20			See page 7	
WY CK 43.7	HKD GATED	50	5					s 11.108			s 4.00 4.05	s 8.10 8.15		has r ov No.	ght L &	. O O AM				A 8.85AM			L 9.00AM s	
	OX DAKVILLED							s 11.80			s 4.15	s 8.25		Hoqu to	am 8	.15							s 9.20 10.00	
	LYTLE			<u> </u>	-	·		11.44			4.30	8.86		Moc		.40							f 10.20	
	1.1 ORDORTERD			-			ļ	f 11.46			s 4.35	s 8.40				.45							s 10.45	
13	1.5 MALONE	1	2		-			s 11.49AN			s 4.40	f 8.48				.50								
15	5.0	10		See page 8		L10.20AN		s 12.01Pa			s 4.55	s 8.55				.10							s 1 1 . 1 5 AM 1 . 2 5 PM 321 968 324 3	
19 03.1	EF ELMA	120		8		s		s 12.01Pk 968 967				694					-						المعجار بداستهاجي	52
65.6	MACKS	Spur 50		f 7.25		f 10 .25		12.06			f 5.00	8.59	-		4	.17							f 1.40	
CM 66.8	SP SATSOP D	37	1	s 7.80		s 10.28	-	s 12.09		_	s 5.08	s 9.02			4	.21			-				s 2.00	
W CM 72.4	MO MONTESANOD	70		s 7.45	-	s 10.40		s 12,20			s 5.15	s 9.10			4	.55							s 8.00	
C V C M 81.0	8.6 ABERDEEN JCT D 3.1 P	42		8.10		10.57		12.43 324			5.40	s 9.30		_		.80							8.80	
37 C M 84.1	SAD	50	L. 7.00AN	s 8 30	L10.00AN	s 11.10	L12.40PM	s 12.58	L 2.15M	L 5.40PM	s 6.00	s 9.45	L 9.25PM		i	78 I		L 7.15AM	l .			L 1.40PM	·	1. N. J.
WC CM 87.6	3.5 HO HOQUIAMD 3.3	150	A 7.15AN	A 8.40AN	A10.10AN	A11.20AN	A12.55PM	A 1.10Pl	A 2.80P	A 5.50PM	8 6.20 6.30	A10.00P	A 9.40PM	L 8.	15AM A 6	.80AM	A 7.00AN	A 7.80AM				A 2.00PM	A 4.15PN 300 322	-
$\begin{array}{c c} Y & 44 \\ \hline CM & 90.9 \\ 47 & \end{array}$	GRAYS HARBOR CITY	No Sdg.		- 001 1100							f 6.40			f 8.			\							
C M 95.6	GRAY GABLES	Sdg.									f 6.55			f 9.										
CM 97.0	CHENOIS CREEK	No							_	-	f 7.01			f 9.										
C M 100.2	3.2 TULIPSP	40	<u> </u>	-							s 7.20		-	s 9.										
61	COPALIS	Spur			-		-			-	f 7.84		-	f 10.										
64	1.8 STEARNSVILLE 1.9	1		-					·	-	s 7.89			f 10.	15									
CM 111.4	ALOHA	Sdg. Spur 12	<u> </u>		-				-	-	f 7.45		-	f 10.	86		-							
$\overline{W} = \frac{68}{C M} = 113.2$	1.8 PACIFIC	12		-			-			-	s 7.50		-	f 10.	38									
71 1	1.4 SUNSET BEACH	Sda									f 7.55			f 10.						5				
Y C M 115.6	MCD	40									A 8.00PM			A10.		0.00				2.35	4.03	20	4.25	-
	Time Over Subdivision		15.	1.20	10.	1.00	15.	3.30	.15	10.	5.30	3.32	.15	ı 6	00	3.30	.20	. 15	1	4.00	1 7.00		4	

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

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

SEE SPECIAL RULES, PAGES 14 AND 12.

Eastward									SECC	ND S	UBDIVI	ISION LINE									
n: /D.11. N. 90D	1					FIRST (CI ASS					. 1		SEC	COND CL	ASS.			1	THIRD CLASS	
Time Table No. 38F	372	2 366	380	276	244			300	322	320	278		588		694		978	968	962	966	
October 26, 1913		&N Nor. Pac. er Passenger							l							O-WRR&N Way Frt.	C.M.&St.P	Nor. Pac. Way Frt.	Nor. Pac.	Nor. Pac. Way Frt.	
STATIONS.	Passeng	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								EXCEPT SUNDAY			EXCEPT MONDAY	1		
	DAILY	THE PERSONNEL PROPERTY AND REAL PROPERTY AND REA	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	SUNDAY	DAILY	ar	nd Saturday	SUNDAY	SUNDAY	SUNDAY	SUNDAY	MONDAY	-	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN 1	-
LAKEVIEW DN 115		A11.51AM s					A 8.55PM s		A 8.00PM						-					# 2.00P# s 365	
COUNTRY CLUB 113	.3	f 11.48					f 8.49		f 7.54	-											
AMERICAN LAKE 112	.7	11.47					8.47		7.58											f 1.50	
COSGROVE	.3	f 11.45					f 8.43		7.50										No. 961 has right	f 1.45	
DU PONT D 107	.6	s 11.41					s 8.85		f 7.42										No. 962	1.30 s 12.10PM	
4.5 SHERLOCK D 103	.1	s 11.27					s 8.17		s 7.27										Olympia	s 11.45AM	
3.1 COYLESTON D 100		11.20 965 966	-				f 8.10		7.20						-			-		\$11.27g	
2.3 UNION MILL 97		965 966 s 11.15	-				s 8.05		s 7.15						-					s 10.45	
1.6			- 										<u> </u>		<u> </u>		· · · · · · · · · · · · · · · · · · ·			s 9 55	
LACEY P 96		s 11.12					s 3.00 365		s 7.12						-					321 L 9.00AM	
OLYMPIA	.1	s 11.00					s 2.45		s 7.00										A 1.60rm	E 9.00Am	-
T. TOWNSEND SOUTHERN C'G. 90 4.7 (Track Connection)	.4]	- 1									
(Track Connection)BELMORE P 85	7	f 10.40					f 2.29		6.45										f 1.00		
3.5 OVERTON 82		f 10.40 321 f 10.88	-				2.24		6.88		-				-				f 12.40		
3.0 LITTLE ROCK D 79		s 10.28	-				s 2.19		f 6.88										f 12.80		
1.3			-						6.80		-				-				f 12.05PM	<u>.</u>	
BORDEAUX JUNCTION 77		f 10.24					s 2.16												f 11 .25AM		
MIMA 76	.0	f 10.22					2.14	-	6.27					والمراوية والإستسانية	See page 7			See page 7			_
C GATE	. 9	10.15 s 10.10					2.05 s 2.00		6.19 s 6.14						A10.10PM			A 1.80PM	L11.05AM 321		-
67 6.9 67	.0	s 10.00	**************************************				s 1.54		s 6.04		- 1				9.52			s 1.15			
LYTLE 60	.1	9.46	-				1.41		5.50	-					9.24		•	f 12.25			
1.1 RD 59	.0	s 9.44	 				s 1.89		f 5.48			1	No. 587 nas right		9.21			s 12.20			
- 1.8 	1	f 9.87	-				s 1.85	. '	s 5.45				over No. 588 loquiam		9.05			f 12.15			
5.0 F	. 5	s 9.27		See Page 6		A12.38PM	s 1.25		s 5.85				to Moclips	a var var var sak ja	8.55 323			12.01PM s 11.15AM 321 967			Property College and Conserved College
2.5 MACKS 50	0	9.19		f 9.50		s 12.34	1.17		5.29						8.88			321 967 f 11.10			
1.2	l		-			s 12.82	-		s 5.27						8.85			s 11.00			
P SATSOP D 48	L	s 9.16		s 9.47		l	l							-							
O MONTESANO d 43	.2	s 9.02		s 9.85			s 1.03		s 5 .1 5						8.20			s 10.40% 10.10%			-
ABERDEEN JCT D 34		s 8.43		9.20		12.01PM	12.43 321		s 4.55						7.55			s 9.40			
A ABERDEEN	.5 A 8.0	5AM 8 8.35 351	A 8.45AM	s 9.10	A10.85AM	s 11.50AM	s 12.80	A 1.52P	s 4.45	A 6.10PM	A11.00PM L10.45PM		Q 550W		7.80	l I	A 5.50AM 693 L 5.80AM	9.20 % 9.00 %			
O HOQUIAM		OAM s 8.25 f 8.02	351 366	L 9.00M	L10.25AM	L11.40AM	L12.15F	L 1.40H	967	L 6.00P	LIU.45PM		2.25	365	. 7.00m	L 8.15PM	2 0.00	380 351			THE RESIDENCE OF THE PERSON OF
GRAYS HARBOR CITY 24 4.7 GRAY GABLES 20		f 7.49	-		·	<u> </u>				\ 	-	f	2.05		-				·		
1.4 CHENOIS CREEK 18		f 7.41	-	·	-				-			f	1.55		-						
TULIPS P 15	.4	f 7.85	-	-		<u> </u>			-	-		f	1.40		-	_	<u> </u>				
3.2 D 12	1	s 7.23	-	-		-		-	-			s	1.10								
ONSLOW	.9	f 7.10	-		-		-					f	12.50								
STEARNSVILLE	. 1	s 7.05	-									f	12.45						-		
ALOHA 4	.2	f 6.57											12.80								
PACIFIC 2 1.4		s 6.51											12.20								
SUNSET BEACH 1		f 6.48										ŀ	12.10		-						
CD 0		L 6.45A	_			-	0.05	10	9.05	10	15	<u> </u>	2.50	.20	3.10	.25	.20	3 09	2.25	3.08	
Time Over Subdivision Average Speed per Hour	.15	23.0	21.0	1.00	10. 21.0	25.3	3.35	12. 17.5	3.25 25.6	21.0	15. 14.0		9.8	10.5	13.9	DIRECTION.	10.5	13.9		7.1	

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

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

EASTWARD 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 never be exceeded.

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

		Westw	ard									THIRD SUBDIVISIO	N								East	ward	
THIRD CLASS	SECONE	CLASS			FIRST	CLASS.			Scales, Wyes	59		Time Table No. 38F	Gate				FIRST	CLASS.			SECONE	CLASS	THIRD
967	695	693	387	385	389	383	381	277	el, Sce s & W	umber	from	Succeeding No. 88E October 26, 1913.	from (city	278	390	382	384	386	388	696	694	968
Nor. Pac. Way Frt.	O-WR&N Freight	Nor. Pac. Freight	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W R & N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W R & N Passenger	er, Fu	Z no	Distance f Centralia	STATIONS.	ance	g 54	O-W R & N Passenger	O-W R & N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-WR&N Freight	Nor. Pac. Freight	Nor. Pac. Way Frt.
EXCEPT	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Wate	Stat			Dist	of Si	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT MONDAY	SUNDAY	EXCEPT MONDAY
			L 7.40M	L 3.25PM	L12.05PM	L10.45AM	L 9.80AM	L 3.00A	W C Y S	2027	0.0	CNCENTRALIADN	13.0	170	A 1.45AM	A10.20AM	A11.00AM	A 3.10PM 385	A 6.55PM				
7.29	A 8.80AM	1.59	7.46	8.30	A12.10PM	10.49	9.87	A 8.07A		-	1.4	BLAKESLEE JUNCTIONOW. R. & N. CO. CROSSING. Track Connection	11.5	5	L 1.84AM	L10.10AM	10.51	8.02	6.44	8.48	L12.50AM	11.06	2.21
s 7.80		2.00	7.47	8.81		10.50	9.38	Control of the Contro			1.0	BLAKESLEE	11.4				10.50	8.01	6.43	8.47		11.05	s 2.20
s 7.55		2.15	s 7.58	s 8.89		s 10.58	f 9.48	i.		C K 51	5.	GRAND MOUND	7.2	90			s 10.40	s 2.51	s 6.85	s 8.88		10.55	s 2.05
s 8.20		2.40	s 8.00	s 8.47		s 11.08	f 9.58			C K	10.	RHROCHESTERI	3.0	75			s 10.80	s 9.87	s 6.25	s 8.80		10.40	s 1.45
				,							10.	5 C. M. & St. P. CROSSING No Track Connection 2.5	. 2.1	5									
A 8.854		A 8.00A	A 8.10Pk	A 4.00P		A11.15A	A10.10AM		WΥ	CK 44	13.	0 HKGATEI	0.0	.50			L10.20A	L 2.25P	L 6.15M	L 8.20PE 387			L 1.80M
EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT MONDAY	SUNDAY	EXCEPT MONDAY
2.05	.10	2.00	.30	.35	.10	.30	.40	.7				Time Over Subdivision			.11	.10	.40	.40	.40	.35	.10	1.00	1.00
6.2	9.0	6.5	26.0	22.3	9.0	26.0	19.5	12.9				Average Speed per Hour			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.
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. 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

			 								(GCGSTA BRANGII)										<u> </u>		·		
				-	SEC	OND CL	ASS	les,	Ł		Time Table No. 38F				SECOND	CLASS		FUTAN SEZONES							
						583	581	r, Fuel, Scales, tables & Wyes	umber	Distance from Aberdeen Jct.,		rom	ity	Mixed EXCEPT SUNDAY	584										
						Mixed	Mixed	r, Fu table	Zuo	deen deen	STATIONS.	City,	Capac	Mixed	Mixed			A Control of the Cont			-				
						Wed. and Sat. Only	EXCEPT SUNDAY	25	Stati	Diste Aber	Telegraph Offices and	Dist Bay Cost	of Si	EXCEPT SUNDAY	Wed. and Sat. Only										
							L12.50PM	Y			0ABERDEEN JCT	21.7		A 8.20AM											
							s 12.55			0.8	BJUNCTION CITY	20.9		s 8.10				A control of the cont							4
							1.00				COSMOPOLIS JCT											نصيحه المحمر		سبي كسمي	
	-					L 9.15AM	A 1.10PM	W	2		MPCOSMOPOLIS			L 8.00M	A11.50AM					والمتنافضيية الباو		المسيور أنسم			
						9.20			1	_	6COSMOPOLIS JCT		bag.		f 11.45						-				
						s 9.25				1	7SOUTH ABERDEEN		90		f 11.40										· ·
						1 9.55			CR 13	16.5	2MARKHAM 2.5	5.5	10	,	f 11.15		-								
						s 10.15		T			7OCOSTA				f 10.55	*****									
						A10.304			CR 19	21.	7BAY CITY	0.0			L10.40AM										
						Wed. and Sat. Only	EXCEPT SUNDAY							EXCEPT SUNDAY	Sat. Only				_						
		-				1.15	.20				Time Over Subdivision			.20	1.10			. Ex							
 						6.15	12.0		1		Average Speed per Hour	l	I .	12.0	16.5	ļ	<u> </u>	ğ		J		. J		J	

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, ½ mile west of Markham.

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

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

No. 582 connects with No. 366 and No. 581 connects with No. 321 at Aberdeen Jct. See pages 5 and 6.

Westward					FIFTH SUBDIVISIO	N				Eastward	We	stwar	1	_		SE	VENTH SUBDIVISION		Eastv	ward
	SECON	D CLASS	les, yes	,	Time Table No. 38F			SECONE	CLASS		THIRD CLASS.	FIRST	CLASS.	8,			Time Table No. 38F	FIRST	CLASS.	THIRD CLASS.
	591	589	Sca & W	mber	Succeeding No. 38E October 26, 1913.	Jet.	.	590	592		969	393	391	Scale	bers	n	Succeeding No. 38E October 26, 1913.	392	394	-
The state of the s	Mixed	Mixed		n Z	STATIONS.	Distance from Vancouver Jct.	npaci	Mixed	Mixed		Freight	Passenge	r Passonge	Lag.	Num	e from		Passenger	Passenger	r Freight
	EXCEPT SUNDAY		Vater	Station	STATIONS. Telegraph Offices and Calls)istar /anco	Sidi	ЕХСЕРТ	DAILY		See page 1	See page	-	iter,	ation	Distance	Telegraph Offices and	See page 3	-	See page 3 EXCEPT
	<u> </u>	L 6.00A	- -				-	SUNDAY A11.00AM	A 6.40PM		SUNDAY	DAILY	DAILY	≱Ę	2032		ستحاقة والتراب ويرسون والمراجع والمراجع والأراب والمراجع والمراع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراع والمراع والمراع والمراجع والمراجع والمراجع والم	DAILY	DAILY	SUNDAY
	f 1.00	f 6.14	 -	27 C Y 20	6.6WALL	20.6	No	f 10.80	f 6.18		s 7.05	s 8.25			C W		3.4 4 A D 53.1 20			
	s 1.20	s 6.19	1	CY	8.0HEISON 1.8	. 19.2	8dg.	s 10.20	s 6.18		s 7.15	s 8.29			-C W		1.3	s 9.21		s 2.25
-	s 1.40	s 6.24		19 C Y	9.8 CRAWFORD		No	s 9.50	s 6.06		f 7.25	f 8.85		├-	C W		2.5 2BUNKER 49.3 Spur		f 6.42	f 2.05
	s 2.10	s 6.85	w	C C	3.0 12.8 BABATTLE GROUND	D 14.4	20	s 9.80	s 5.56		s 7.55		s 12.83	W 2,4 m	8		2.9 46.4 35		f 6.35	8 1.55
	s 2.40	s 6.50		C Y	17.0BRUSH PRAIRIE	. 10.2	25	s 8.50	s 5.46					2,4 m West	10		6.1 LUEDINGHAUS R. R. CROSSING 40.3			
	f 2.45	f 6.54	-	C Y	18.6LAURIN	. 8.6		f 8.85	1 5.40								0.1 Track Connection			
	f 2.50	f 6.57			20.1HOMAN	_	Spur 4	f 8.82	f 5.86		-8 8.50 392	s 9.00	s 12.50 970		C W	16.	3 DRDRYADD 40.2 35	s 8.50 969	s 6.17	s 12.50
	f 8.00	f 7.00		CY	21.1BARBERTON	6.1	Spur 4 Spur	f 8.80	f 5.80		s 9.05	s 9.05	s 12.54	 	C W	17.	DODOTYD 38.9 Spur	s 8.45	s 6.12	s 12.80
	f 8.20	f 7.05			24.1HIDDEN		No	f 8.20	f 5.22		6 10.15 11.304	s 9.19	s 1.10	W	C W	22.	PL	s 8.85	s 6.00	s 12.05PA 11.30A
	A 3.35PM	A 7.10A	Y	CX	27.2VANCOUVER JCT	P 0.0	No	L 8.10AM	L 5.10PM		970		-	╂		23	McCORMICK P. P. CPOSSING 32 8		<u>`</u>	969
	EX. SUN. 3,05	DAILY 1.10		25	Time Over Subdivision		ouk.	EX. SUN. 2,50	DAILY 1.30		1						7 McCORMICK R. R. CROSSING 32.8 0.6 Track Connection			
EASTW	8.9	23.3	SUPE	2109	Average Speed per Hour	ASS	NT	9.06	18.1	CTION.	s 12.05P	s 9.25	1 1.16	w	24		1.8	1 8.21	s 5.58	s 11.10
Standard Clo	ocksVanco	ouver.			TO TRAINS OF THE SAME Cition. Bulletin Stations—Vivard Limit Sign.—Y wye 135 feet from the Yacolt end of the	acolt.					s 12.80	s 9.88	f 1.28		C W 26		1	f 8.16	8 5.47	10.40
wye, switch norma Trains from F Speed of p	l position for lifth Sub-Divi assenger o	north leg or ision must a	f wye. scertain I trains v	st. Su	b-Division Rights before occupying main li	n e at Va freighi			-	· -	1					27.	3 .WALVILLE R. R. CROSSING 29.2 1.6 No Track Connection			
Speed of train Nes. 539, 590	s through cro), 591 and 59	oss-over trace 92 will stop	ks or ente	ring s	idings must not exceed 15 miles per hour. Icla, Moulton and Crusher for passen	gers.	0101		, por no		f 12.50	f 9.43	f 1.85	T	C W	28.		f 8.07	f 5.40	f 10.10
Westward					SIXTH SUBDIVISI	ON				Eastward	s 1.25	s 10.00	s 1.55	w	C W	35.	FRFRANCES	s 7.45	s 5.15	s 9.80
FIRST CLA	ASS	• •	es.	ers	Time Table No. 38F				FI	RST CLASS	f 1.85	f 10.05	s 1.59	╏	C W	36.	6	1 7.89	f 5.10	s 8.40
y	353	351	uel, urn-		Succeeding No. 88E October 26, 1913	from	pacity	352	354		s 1.45	s 10.08	s 2.08	T	C W	38.	BMD 18.5 14	s 7.86	s 5.06	s 8.80
	Passenger	Passenge	tor, H	0	STATIONS. Telegraph Offices and	Distance Elma	Can	E .	Passenger		f 2.03	s 10.18	s 2.13 969	<u> </u>	C W	42.	8HOLCOMB 14.2 30	s 7.24	s 4.55	f 8.05
	DAILY	DAILY	Wate	Station	Telegraph Offices and Calls	Ein	25	DAILY	DAILY			s 10.26	_		C W	46.	5MENLO 10.0 9	s 7.18	s 4.45	f 7.50
				C H 10	0.0SIMPSON	. 11.6	7 Spur				f 8.00	s]10.85	s 2.88	8	C W 50	50.	5WILLAPA 6.0 16	s 7.02	s 4.85	f 7.40
				CH 9	1.2SMITH	. 10.4	4 Spur				8.80	s 10.45	s 2.40		C W 53	53.	1 NDRAYMOND D 3.4 40	в 6.57	s 4.80	s 7.80
				C H 7½	2.3HILLGROVE	9.3	4 Spur				A 8.45P	A10.55	A 2.50P	WC	C W 57	58.	SBD 0.0 150	L 6.45M	L 4.20M	L 7.00A
			ء صحب	CH 7	2.5McCLEARY JUNCTION	. 9.1					EXCEPT SUNDAY	DAILY	DAILY					DAILY	DAILY	EXCEPT SUNDAY
	L 4.10PM	L 6.45A	Т	CH 8	3.3McCLEARY	. 8.3	15 Spur	A 1.05PM	A 6.20PM		7.25	2.40	2.45				Time Over Subdivision	2.55	2.45	7.30
	4.15	6.50		CH 7	4.1McCLEARY JUNCTION	7.5		1.00	6.15		7.6	21.2	20.5		<u> </u>		Average Speed per Hour	19.3	20.5	7.5
	s 4.25	s 7.00		CH 5	6.7RAYVILLE	4.9	4 Spur	s 12.55	s 6.07		DIRE	CTION.					OR TO TRAINS OF THE SAME CLASS	IN THE C	PPOSIT	E.
					WHITE LUMBER CO.ER. R. CI	2.						andard Cl	tion.—Cheh ock.—Centra tions.—Sou	ilia.	a		•		•••	37.41
	s 4.28	s 7.08		CH	7.6WHITE'S	4.0	5 Spur	s 12.52	s 6.02		(log s	pur), Gre	en Creek S	spur a	ınd W	heat	(East end), Walville (mill spur), Mays, I on.			
	A 4.40PM	A 7.15A	T	C M 19	11.6 EFELMA	D 0.0	60	L12.40P	L 5.50								mond and South Bend. miles per hour. Trains will not exceed 35 miles per tering sidings must not exceed 15 miles per hour.			
	DAILY	DAILY						DAILY	DAILY		H	olper Distr	ict.—Between	n Francet fi	rom d	d Pe	Edi. Edi. Span over South Fork of Willapa River, a No. 391, No. 392, No. 393 and No. 394, w	t Raymon	d. Will	not pro-
	.30	.30			Time Over Subdivision			.25	.30		Manpe	e, and m	two regular	. Blop	s at I	remin	No. 391, No. 392, No. 393 and No. 394, we ck and Mays. Prailroads over Northern Pacific tracks, as follows: McCormick, McCormick Lbr. Co., crossing; We			
EASTWAR	16.6 D TRAIN	16.6 S ARE S	UPERIO)R 1	Average Speed per Hour O TRAINS OF THE SAME CLA	SS IN	THE	19.9 OPPOSITI	16.6 E DIRECT	10N-	—¶		_							
Bulletin Stat Switch in mai	tion.—Elma. n track just	above head	switch le	ding	to Siding at Simpson, must be set to act as ubdivision.	derail.					closed stop wi	across the l ll not be rec t night."	orthern Pac uired if it is	ific tra found	ck. N that th	orther e cros	ogging road. When crossing is being used by private n Pacific trains will approach these crossings under sing is clear and gates in normal position. Switch I	control, prep ights will be	ared to sto maintained	p, but full on these,
Speed of trains	s through cro	ss-over trac	ks or ente	ring s	dings must not exceed 15 miles per hour.		_				form:	ereafter	-				erected, they will be of the new standar	54 55 5		
Trains from S No. 351, No. 3 Freight trains	ixth Subdivis 352, No. 353 authorized t	and No. 354 o carry adul	ertain Sec will stop It male pa	ond S on fla asseng	ubdivision main line rights before occupying at Church's Crossing. ers when provided with proper transportations over Northern Pacific tracks at White States. Owd. When crossing is being used by prive these crossings under control, prepared to state.	g main li on, betw	ine at l een El	Elma. ma and end o	of track, los	l freight.		-		25 ½		• • • • •	SLOW 35Mile	Services		e 's
Gates are instr Normal position ern Pacific track.	alled at the co on of gates is Northern Pa	rossings of p s closed acro acific trains	orivate rai oss the log will appro	lroads ging r ach tl	over Northern Pacific tracks at White Sta oad. When crossing is being used by priva test crossings under control, prepared to st	te compa	er Co. anies' t	crossing 1/4 n rains the gate op will not be	ile east of s will be close required if	Whites. ed across the North- it is found that the	tance only o	he first fi given in one rate o	gures bein licating th f speed giv	g the le dist en un	speed tance ider ti	that te w	freight and the second the speed for pas the slow speed should be maintained co ork slow this will be the limit for all trains	senger tra mmencing s.	at the	the dis- sign. If
crossing is clear an	d gates in no	ormal position	on. Świt	ch ligh	oad. When crossing is being used by priva less crossings under control, prepared to st ts will be maintained on these gates at nig	nt.		100 00	quanou II		1									

Westward							EIGHTH SUBDING (BUCKLEY LINE		ON					East	ward	Wes	tward				NTH SUBDIVISION GREEN RIVER BRANCH)		East	ward
THIRD CLAS	s. Fi	RST CLA	SS.	es,			Time Table No. 38F			F	IRST CLA	\SS.		THIRD	CLASS.	SECOND CLASS.	FIRST CL ASS	ales,	2		Time Table No. 38F			SECONI L CLASS.
971		367	395	el, Sca s and	umber	from	Succeeding No. 38E October 26, 1913	from	city	368	396	398			972	579	395	uel, Sc es and	Numbers	from	Succeeding No. 38E October 26, 1913	from	398	580
Way Freight	Passenger	Passenger	Passenger	r, Fu itable	N uo	Distance f Kanaskat	STATIONS.	Distance Tacoma	Capacity	Passenge	r Passenge	Passenger			Way Freight	Mixed	Passenge	rer, F ntabl	Station	Distance from Kerriston	STATIONS.	Distance	398 Guiding Passeng Passeng	
EXCEPT SUNDAY	DAILY	DAILY		Wate Turr Wyer	Stati	Dist	Telegraph Offices and Calls	Dist	Car		DAILY	DAILY			EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	Ya.	Sta	Dist			DAILY	
L 6.30AM	L 5.05P	L 9.25A	L 6.55A	4	A1	0.0	KANASKAT	45.9	140	A 9.05A	A10.20A	A 7.40P			A 1.80PM	L 2.00PM	L 5.45A		C J 15	0.0	KERRISTON	17.9	A 9.20	PM A 1.50P
BETWE	EN PALME	R JCT.	AND KAN	IASK	AT T	RAIN	IS WILL BE GOVERNED BY	SEAT	TLE	DIVISIO	ON TIME	TABLE I	RULES AND REG	ULATIONS	3	s 2.25	s 6.05	W	C _J	7.6	HEMLOCK	10.3	30 s 8.85	s 1.10
f 6.85	s 5.10		s 7.00				JCPALMER JCT DN					s 7.35			f 1.00	s 2.85	s 6.10		C _J	8.4	BARNESTON	9.5 S	purf 8.25	s 1.00P
f 6.50	s 5.11	9.82	s 7.08	w	1933	2.1		43.8	30	f 8.58	10.08	s 7.30			f 12.45	No. 579 does	s 6.22			12.	KANGLEY JCT	5.4	62 s 8.06	s 11.40 A
f 7.00	s 5.14	f 9.85	s 7.08		1934	3.4	BAYNE	42.5	Spur	f 8.55	10.05	s 7.26			f 12.80	not run be- tween Kang- ley Jct. and Selleck.	s 6.32		-	14.0	0 SELLECK	3.9	s 7.56	s 11.80
f 7.05	f 5.17	9.88	s 7.18		1936	4.7	CUMBERLAND	41.2	No Sdg.	i 8.52	10.02	s 7.28			f 12.01PM	Selleck.				14.	1 C. M. & P. S. R. R. CROSSING No track connection	3.8		
f 7.10 3957.45	5.19	9.40	7.15 971		1937	5.5	NAVY	40.4	60	f 8.50	10.00	s 7.19			f 11.50A	- 8 00	6.40	-	CI	15.4	1.4	2,4	s 7.46	s 11.15
7.50	5.24	9.48	f 7.18	1	1939	7.5	VEAZIE	. 38.4	Spur 10	8.45	9.56	f 7.14			11.25				2		2.4 9 GVKANASKATN			
s 8.20 9.00 368	s 5.81	s 9.50	s 7.28	W	1942	10.9	CWENUMCLAW	35.0	105	s 8.40 971	5 9.50	s 7.06			s 11.00	A 8.15PM	A 6.50A	WY	A 1	17.9	9 GY		70 2 7.41	
s 9.25 10.08 972 396 367	s 5.45	s 9.58 972 971	s 7.88		1945	14.3	BKBUCKLEY	31.6	100	s 8.81	s 9.40 971 972	s 6.56			10.00 s 9.00 367 971 396	EXCEPT SUNDAY	DAILY						DAILY	EXCEPT SUNDAY
10.28	5.55	10.10	7.48		1949	18.6	CASCADE JCT	. 27.3	No Sdg.	8.18	9.27	6.48			8.80	1.15	1.05				Time Over Subdivision		1.39	2.50
s 10.88 11.10	s 6.00	s 10.15	s 7.55	w.c	1950	19.7	SOSOUTH PRAIRIE	26.2	135	s 8.16	s 9.25	s 6.40			8 28 7 50 368-395	14.3	16.5				Average Speed per Hour		10.9	
f 11.20	f 6.02	10.20	7.57	 	1951	20.7	BROOMFIELD	25.2	Spur	8.12	9.18	f 6.85			f 7.85	EA	STWARI	TR	AINS		E SUPERIOR TO TRAINS OF THE OPPOSITE DIRECTION	THE	SAME C	LASS
f 11.80AM	f 6.10	10.27	1 8.04		1955	24.2	CROCKER	. 21.7	100	f 8.04	9.12	f 6.25			f 7.80		Regis	terin	g Sta		Kanaskat.			
s 12.01PM	s 6.20	f 10.35	s 8.15	T	1958	26.7	ogortingI	19.0	200	s 7.56	f 9.08	s 6.20		-	s 7.10		Darra	1 61	tak	Toon	Kangley to Kerriston. Ated ½ mile west of Selleck on I	Kangle	v Line. Di	ckev-
f 12.15	398 s 6.80	10.43	عصميسيسيس ه		1961	30.3	McMILLINI	15.6	8	i 7.46	9.00	s 6.07			s 6.50	An M:	gel, spur. le Post 13	Hem	lock,	west	end of siding. Kerriston, main	line, 1,	200 feet we	est of
f 12.25	s 6.85	10.47	s 8.84	╂	1963	32.4	2.1 ALDERTON	. 18.5	Spur 25	f 7.42	8.57	s 6.01			s 6.85		Speed miles per	of tra		hrou	gh cross-over tracks or entering a	idings	must not e	xceed
f 12.40	6.40	10.52	8.40	Y			MEEKER	. 11.1	70	7.88	8.54 395	5.55			6.20		-			es, p	age 12.	•		
BETV	VEEN MEEK	ER AND	TACOM				LL BE GOVERNED BY PUGI	ET SO	UND	DIVISIO	ON TIME	TABLE I	RULES AND REG	ULATIONS	;									
			M A 9.15A				QDN					L 5.30P												
A 2.00PM			-		1976	45.9	TACOMA WHARF	0.0							L 5.80A									
EXCEPT SUNDAY	DAILY	DAILY	DAILY						-	DAILY	DAILY	DAILY			EXCEPT SUNDAY									
4.55	2.00	1.50	2.20				Time Over Subdivision			1.45	1.45				6.22	1				-				•
9.3	22.3	24.3	19.1				Average Speed per Hour			25.5	25.5	20.6	<u> </u>		5.5	İ								

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: Veaxie, 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 rom 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. 3, and No. 396 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.

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



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 ontrol 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.

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

West	tward					TE	NTH SUBDIVISION (BURNETT BRANCH)					Eastv	vard
	FIRST	CLASS		/yes	mbers	E	Time Table No. 38F	E			FIRST	CLASS	
295	293	375	373	, Fuel, Turn,	n Num	ice from	Succeeding No. 38E October 26, 1913	te from	r Capacity Sidings	374	376	294	296
	Passenger	Passenger	Passenger	ater ales bles	Statio	Distance Spiketon	STATIONS.	Distance Cascade	Sid	Passenger	Passenger	Passenger	
DAILY	DAILY	DAILY	DAILY	SSE	St	S	Telegraph Offices and Calls	దైస్త	ಕ್ಕ	DAILY	DAILY	DAILY	DAILY
L 7.11PM	L 5.80PM	L 9.55AM	L 7.26AM		C _C C	0.0	SPIKETON	3.4	45	A 7.254M	A 9.55AM	A 5.80PM	A 7.10PM
s 7.16	s 5.85	s 10.01	s 7.84	S	C _C C	2.1	BNBURNETTD	1.3	45	s 7.15	s 9.45	s 5.20	s 7.00
A 7.21PM	A 5.40PM	A10.06AM	A 7.89AM		1949	3.4	CASCADE JCT	0.0	No Sdg.	L 7.10AM	L 9.4QAM	L 5.15PM	L 6.5,5PM
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.

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:

SLOWMile

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		•	TW	ELFTH SUBDIVISIO (ORTING BRANCH)	N			Eastward
	Fuel, Turn-	n Numbers	ce from Track	Time Table No. 38F Succeeding No. 38E October 26, 1913	ce from	Car Capacity of Sidings		
	ater,	ation	Distance End of Tr	STATIONS.	Distance Orting	r Cs	<u></u>	
	 Wat Scal table	St	22	Telegraph Offices and Calls	ದೆಂ	రోజ		
			0.0	END OF TRACK	10.0			
			1.3	TACOMA & EASTERN CROSS'G	8.7			
		C E	2.7	PUYALLUP RIVER	7.3	10		 ,
	 WT	1958	10.0	OGD	0.0	200		
	 	<u> </u>						

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												ELE	E \	VENTH SUBDIVISIO (WILKESON BRANCH)	N					Eastw	Eastward		
THIRD	CLAS	s	I	FIF	RST	•	CL	AS:	<u> </u>	'yes	pers	8	_	Time Table No. 38F	E		FIRST	C	LASS	THIRD	CLASS		
	981		297		7	1	377		\bar{r}	Fuel, Turn	Station Number	Distance from Fairfax		Succeeding No. 38E October 26, 1913	ce from	Capacity	378	1	298	982			
	Way Freig	ght	ght Passenger		assenger				er	ales,	ation	stan		STATIONS.	Distance Cascade	- CO	Passenger	Pa	assenge	r Way Freight			
	EX. SUND	YAL	D	AII	ILY		DAILY		7	ta Se	Str	FÖ	4	Telegraph Offices and Calls	ದ್ದೆದ್ದ	ಬ್ಬಿ	DAILY	1	DAILY	EX. SUNDAY			
	L 1.40	OPM	L	4.2	25PM	L	6	.10	AM	T	C B		.0	FXFAIRFAXD	15.5	5 Spur	A11.10AM	A	8 20P	A12.20PM			
	s 2.10	0	S	4.8	30	8	6	.15	1		C B	1.	.7	MELMONT	13.8	5 Spur		s	8.15	s 12.10PM			
			_									6.5	.2	CARBON COAL CO. CROSSING	9.3		•						
	s 2.80)	8 4	4.4	15	8	6	.85	1		C _B	6.8	8	CBD	8.7	5	s 10.45	s	8.00	s 11.40AM			
	s 8.80	2	в	5.0	0	8	6	.55	1	ST	C _B	10.6	6	WXD	4.9	90	s 10.30 10.20នឹ	s	7.45 7.85	8 11.00 8.00			
	A 4.00)PM	A	5.1	.5PM	A	7 _ç	.10 982	, AM		1949	15.1	5	CASCADE JCT	0.0	No Sdg.	L10.06AM	L	7.218	L 7.15AM 377			
			_						1		1												
	EX. SUNDA	AY	D	AIL	. <u>Y</u>	1	DA	ILY	1		1		-				DAILY	1	DAILY	EX. SUNDAY			
	2.20)		.50	0		1	1.00	1			-		Time Over Subdivision			.54		.49	2.05			
	6.5	5	_	8.6	6		15	5.5	T				-	Average Speed per Hour			17.2		19.0	7.4			

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

Helper District.—South Prairie to Carbonado
Maximum Grades.—Cascade Junction to Fairfax.

Registering Stations.—Fairfax and Cascade Junction.

Derall Switches.—At west end of coal track, Melmont: Fairfax, on Montezuma line, 2,500 fect east of depot.

Junction switch at Wilkeson, Carbonado and Fairfax will be set for Fairfax Line.

Trains will stop at railroad crossing about ½ mile east of Junction switch between Carbonado and Melmont.

Trains between Fairfax and Montesuma 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)												
	Fuel, Turn	Numbers ce from	Time Table No. 38F Succeeding No. 38E October 26, 1913	ce from	Car Capacity Of Switch								
	ater, bles	Station N Distance	STATIONS.	Distance	Swi								
	Wat	SE SE	Telegraph Offices and Calls	ದರ	ပ်ီဝီ		ľ						
	ws	CD 0	0WINGATE	5.2	140								
		1955 5	2CROCKER	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.

80 Cars

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

				E	GHTH :	SUBDI	/SION-	EASTW	ARD.				-					
	Cla	iss 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
	1		Movi	mum	Maxi	imum	Maxi	mum	Maxi	mum	Maxi	mum	Maxi	mum	Maxi	mum	Max	imum

EIGHTH SUBDIVISION-WESTWARD.

80 Cars

80 Cars

1250

2100 |.....

80 Cars

60 Cars

Maximum Maximum Maximum Maximum Maximum Maximum Maximum Maximum Palmer to Tacoma..... 60 Cars 60 Cara 80 Cars 80 Cars 80 Care 60 Cars 80 Cars 80 Cars

FIRST SUBDIVISION-WESTWARD.

				8.	ing: 3	ODUITI	31011-	HEJI H	AILD:									
	Clas	ss 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
	`			F	IRST S	UBDIV	ISION-	EASTW	ARD.	-								
Portland to Sopenah	2300		2000		1800		1800	45	1250	41	1050	35	1025	34	1025	34	900	30
Sopenah to Napavine	1350		1150		1010		960	32	860	29	660	22	635	21	635	21	510	17

grades. These ratings are based on a normal number of cars of thirty tons each. Hereafter the above table of ratings will govern on ruling

Napavine to Rainier.....

1500

2500

Tacoma to South Prairie.....

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

1050

1700

35

57

950

1500

31

50

1100 |.....

1750 |.....

the rating for each car in excess of the normal.

725

1275

24

42

WECK DOUND

725

1275

24

42

25

43

750

1300

60 Cars

60 Cars

40 Cars

20

38

600

1150

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

Rating of Locomotives in Tons of 2000 Pounds

					****	E	AST BOUN	WEST BOUND							
CLASS	SIFIC	ATION	Engine Numbers	Portland to Kalama	Kalama to Olequa	Olequa to Winlock	Winlock to Napavine	Centralia to Rainier	Rainier to So. Tacoma	Tacoma to Seattle	Seattle to Tacoma Jct	Tacoma to So. Tacoma	So. Tacoma to Centralia	Centralia to Napavine	Napavine to Portland
T-63	20 24	113	136-146	1580	1200	990	720	790	1120	1280	1280	315	900	655	1580
			170–207	1900	1440	1190	870	960	1310	1540	1540	370	1080	800	1900
T-69	$\frac{22}{28}$	159	250-305	2200	1680	1380	1000	1110	1560	1790	1790	440	1250	900	2200
C-57	15½2 30	26 176	330–349	2335	1790	1475	1075	1190	1680	1900	1900	500	1335	985	2335
C-57	22 30	187	350-400	2940	2250	1860	1360	1490	2120	2380	2380	560	1680	1220	2940
Mik-57	23 ³ / ₃₀	<u>4</u> 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	20 26	132	. 720–727	}											
P-77	. <u>25</u> 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			
				Į					-		1	1			<u> </u>

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

Second Division, Hoquiam to Moclips.-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 Jct. 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. En-

gines 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.

Eight Subdivision.-All classes except Class Z Mallet

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 and 692 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.—Rainer (Lindstrom Handforth Lumber Co.'s Spur); Tenino (Mutual 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

Dupont Powder Co.'s Spur, located half mile east of Martin's Bluff, about 4,000 feet in length, derailing switch located 66 feet east of siding at magazine; safety switch 900 feet east of this derail, also derailing switch 250 feet from the main line switch. Derailing switches must

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

Evalue 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

Nos. 338 and 359 will stop on higher any station between I tacoma and Fortand to Federice or discharge passengers holding Great Forthern tackets 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 hoards are erected they will be of the new standard reading in the following form:

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

SLOW

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, 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

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 lft hand track after crossing bridge or, slow speed movements with traffic, when for any reason the proper indication cannot be given with the upper arm, in which case position of lower arm will govern. Lower arm has two positions only. Horizontal, stop; 45 degrees upward, caution.

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

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

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

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

track switch.

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

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

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

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

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

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 governs 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.—45 degrees upward, proceed with caution.

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

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	Second Subdivision	Third Subdivision	Sixth Subdivision	Seventh Subdivision	Eighth Subdivision	Eleventh Subdivision
DISTANCE FROM TACOMA.	DISTANCE FROM LAKEVIEW.	DISTANCE FROM CENTRALIA.	DISTANCE FROM ELMA.			DISTANCE FROM CASCADE JCT.
	Molberg	Forans 2.9	Krafts 2.00	DISTANCE FROM CHEMALIS 30.	Big 6	
	Standard Oil Co		Seventh Subdivision	Guerrier 35.0	Nolte 1.8 Fleet 3.4	Twelfth Subdivision DISTANCE FROM ORTING.
Polehn	Black Lake	Fifth Subdivision DISTANCE FROM YACOLT.	DISTANCE FROM CHEHALIS JC.		Rosemar. 4.0 Myerson. 5.8	DISTANCE FROM ORTING.
Evaline	Overton		Meskill	Nallpee	Myerson. 5.8 Blackburn. 11.1 Webstone. 12.5	Electron Rock Crusher 8.6
		Crusher 3.9		Wheaton	Valley Mill 13.9	Thirteenth Subdivision
$\overline{\text{Englands}}$ 105.6	Wootherway 72 0			Shore	i ciitii Jubuivisioii	DISTANCE FROM CROCKER.
Hermione					Black Carbon 3.00	Morse 2.1
			V45001	Way tail 00.0	Diddi Cal Doll	

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.

Western Div., Tacoma.

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

P. B. Sweet, Kangley, Wn.

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.

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. H. C. WATKINS, Hoquiam.

Dr. W. Anderson, So. Bend (S).

DR. N. C. McLAFFERTY, Winlock.

DR. PAUL SMITS, Aberdeen.

DR. A. B. MACLEAN, Pe Ell.

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

PORTLAND-

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

Dr. Geo. Ainslie, Consulting Oculist and Aurist.

Dr. Frank M. Taylor, Assistant Surgeon.

Dr. D. H. Jessup, Assistant Surgeon.

AUTHORIZED SURGEONS, N. P. RY. CO.

Location of Stretchers (S).

Dr. G. W. Kennicorr, Chehalis. Tacoma Baggage Room (S).
Tacoma Wharf (S).

DR. O. K. Wolf, Castle Rock. DR. C. A. MACCALLUM, Kalama (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).

DR. S. W. MOWERS, Chief Surgeon, 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)

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.

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-

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services

Tacoma (Toolcar) (S). DR. P. B. SWEARINGEN, So. Tacoma(S) | DR. E. P. FRENCH, Elma. DR. E. L. CARLSEN, So, Tacoma (S). DR. F. L. CARR, Montesano (S).

Dr. J. W. Mowell, Olympia (S). Dr. J. H. Dumon, Centralia (S).

Note.

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

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

AUTHORIZED SURGEONS, G. N. RY. CO.

DR. J. A. La Gasa, Tacoma

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

Northern Pacific trains look out for trains of Mason County Logging Co. between Bordeaux Jct. and siding located about 1000 feet west on tracks of the Mason County Logging Co. The Logging Co's. train connects at Bordeaux Jct. with trains No. 366, 321, 324 and 365. Northern Pacific trains must keep clear of Logging Co's. trains during that time.

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, "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."

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 dis-

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.-31/2 miles west of Sherlock; 3 miles east to 2 miles west of Olympia.

Junction switches will be set for line Olympia to Moclips.

Junction switches will be set for line Clympia 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. 365 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 Wontesano. No. 352 takes siding.

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.

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

The East switch of passing track at Gate connects with the west leg of wye. Normal position is for the passing track. Trains will approach Gate looking our 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, Copalis Spur, and at Bales Spur, just west of Copalis.

The movement of Port Townsend Southern trains from transfer tracks.

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.

quired 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: Bastward—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 in 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 A gent to throw on Mail.

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

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; ten miles per hour ter Fill at Mile Post 15, one-half mile east of Coyleston; fifteen miles per hour through Olympia Subway and around the curve East end of Subway; twenty-five miles per hour between Gate and Mima; fifteen miles per hour along Bluffs West of Grays

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:

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

