

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 39A TABLE

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

WEDNESDAY, May 20th, 1914.

For the Government of Employees 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.

J. S. DEAN,
Assistant Superintendent.

**FIRST SUBDIVISION
MAIN LINE**

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

Station Numbers	Time Table 39A Succeeding No. 39 May 20, 1914.	Distance from Tacoma	SECOND CLASS						THIRD CLASS									
			589	679	691				977	973	969	997	963	975	965			
			EXCEPT SUNDAY	DAILY	DAILY				EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY			
			Nor. Pac. Mixed	Nor. Pac. Freight	O.-W. R. & N. Freight				O.-W. R. & N. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Gt. Nor. Way Freight	Nor. Pac. Way Freight	O.-W. R. & N. Way Freight	Nor. Pac. Way Freight			
1977	Q.....TACOMA...DN 4.6	0.0		L 9.15PM	L 9.30PM							L 4.50AM	L 5.00AM	L 10.15AM	L 7.00AM			

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

W S	1981	SU...SOUTH TACOMA...DN 3.7	4.6		9.45 456	10.00 456							5.15	s 5.45 460	10.40 964	s 7.45			
T	1985	VA...LAKEVIEW...D 5.0	8.3		10.00	10.15							f 5.35 460	f 6.00	f 10.55	A 8.00AM			
	1990	HI...HILLHURST...D 6.0	13.3		10.15	10.35							f 5.55	f 6.15	f 11.08 11.28	See page 5			
W	1996	RY...ROY...DN 5.4	19.3		10.38	10.55							f 6.15	s 7.00	s 11.47 12.55				
	2002	YA...YELM...D 5.5	24.7		10.44	11.15							s 6.80	s 7.20	s 1.15 2.45	408 998 502 457			
	2007	RA...RAINIER...DN 4.2	30.2		11.05	11.35							s 6.55	s 8.10 964	s 8.00				
W	2011	JS...McINTOSH...D 4.6	34.4		11.19	11.50PM							f 7.05	f 8.80	f 3.15 976				
W	2015	NO...TENINO...DN 3.4	39.0		11.31	12.01AM 680							s 7.20 7.45	s 9.00	s 8.45				
	2020	Bu...BUCODA...D 5.1	42.4		11.41PM	12.10							s 8.00	s 9.20	s 4.05PM				
	2025	.....WABASH...P 2.3	47.5																
W O	2027	CN...CENTRALIA...DN 3.7	49.8		12.05AM 12.30	12.30 1.00			L 5.00AM	L 5.30AM	L 6.00AM	s 8.20 9.00	A 10.00AM	A 4.30PM					
S Y	2031	CH...CHEHALIS...D 1.0	53.5		12.45	1.15			s 5.30	s 6.00	6.40	s 9.80							
Y	2032	.....CHEHALIS JCT...P 6.3	54.5								A 6.45AM								
	2038	NA...NAPAVINE...D 6.3	60.8		1.15	1.55			s 6.10	s 7.00	See page 8	s 10.10							
	2044	WI...WINLOCK...D 6.4	67.1		1.30	2.10			s 6.40	s 8.00		s 10.40							
W	2050	PN...VADER...DN 2.7	73.5		2.07	2.25			s 7.20	s 8.30		s 11.02							
	2053	.....OLEQUA...D 6.9	76.2		2.15	2.35			f 7.35	f 9.00		f 11.10							
W	2060	CA...CASTLE ROCK...D 6.3	83.1		2.42	3.00 4.58			s 8.10	s 10.15		s 11.35AM 12.45PM							
	2066	.....OSTRANDER...D 3.7	89.4		2.55	5.15			f 8.30	f 10.35		f 1.00							
	2071	KS...KELSO...D 5.7	93.1		3.02	5.25			s 9.25	s 11.30		s 1.30							
	2077	.....CARROLLS...D 4.4	98.8		3.18	5.40			f 9.45	f 11.45		f 1.45							
W	2081	KA...KALAMA...DN 4.3	103.2		3.35	5.55			s 10.55	11.55AM 12.45PM		s 2.00- 2.10PM							
Cx 4	..MARTIN'S BLUFF...D 4.9	107.5		4.00	6.08				f 11.10	f 1.00		f 2.20							
Cx 9	WD...WOODLAND...D 5.4	112.4		4.15	6.20				s 11.45AM	s 1.15 1.35		s 2.40							
W	Cx 15	RQ...RIDGEFIELD...D 5.2	117.8		4.31	6.35			12.01PM 1.00	s 1.55		s 8.05							
	Cx 21	.....KNAPPS...D 3.2	123.0		4.46	6.50			f 1.15	f 2.10		f 8.25							
W	Cx 23	.....FELIDA...P 2.8	126.2		4.52	6.56			f 1.25	f 2.25		f 8.35							
Y	Cx 25	..VANCOUVER JCT...P 3.1	129.0		5.00	7.05			1.35	2.35		8.45							
W T	Cx 29	MX...VANCOUVER...DN 10.0	132.1	A 8.50PM	5.15 6.45	A 7.15AM			A 1.55PM	A 2.50PM 511		A 4.00PM							

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

W C	2121	VC...PORTLAND...DN 142.1		A 6.45AM															
S T				EXCEPT SUNDAY	DAILY	DAILY			EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY				
		Time Over Subdivision		.15	8.35	7.17			7.56	8.30	.45	8.55	5.00	6.15	1.00				
		Average Speed per Hour		12.4	16.5	18.1			11.5	9.7	6.8	14.8	9.9	8.00	8.2				

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.

Eastward

FIRST SUBDIVISION.
MAIN LINE.

FIRST CLASS.

Distance from Portland	Time Table 39A Succeeding No. 39 May 20, 1914.		Car Capacity of Siding	FIRST CLASS.																												
	STATIONS.			564	402	460	592	408	466	562	458	414	424	570	512	594	434	422	590	456												
	Telegraph Offices and Calls			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY											
				O.-W. R. & N. Seattle Express	Nor. Pac. Seattle Express	Gt. Nor.	Nor. Pac. South Bend Passenger	Nor. Pac. Seattle Passenger	Nor. Pac. Grays Harbor Passenger	O.-W. R. & N. Seattle Passenger	Gt. Nor.	Nor. Pac. Seattle Special	Nor. Pac. Grays Harbor Express	O.-W. R. & N. Ore-Wash Express	O.-W. R. & N. Shasta Limited	Nor. Pac. South Bend Limited	Nor. Pac. Evergreen State Limited	Nor. Pac. Grays Harbor Limited	Nor. Pac. Passenger	Gt. Nor.												
142.1	Q.....TACOMA.....DN	4.6		A 4.40AM	A 5.00AM	A 6.00AM		A 12.85PM	A 12.20PM	A 1.85PM	A 2.55PM	A 3.25PM	A 4.35PM	A 7.00PM	A 7.35PM		A 9.15PM	A 8.40PM		A 10.00PM												
BETWEEN TACOMA AND SOUTH TACOMA TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS																																
137.5	SU.SOUTH TACOMA.N	70		4.25	4.45	5.45		12.20	12.04PM	1.17	2.40	3.10	4.15	6.45	7.20		9.00	8.25		9.45												
133.8	VA...LAKEVIEW...D	60		4.16	4.32	5.35		12.11	11.55AM	1.10	2.30	3.04	4.05PM	6.37	7.14		8.52	8.15PM		9.37												
128.8	HI...HILLHURST...D	60		4.09	4.25	5.25		12.03PM	11.47AM	1.04	2.15	2.58	4.05PM	6.30	7.07		8.45	8.15PM		9.30												
122.8	RY.....ROY.....DN	65		3.57	4.15	5.08		11.52AM	11.36AM	1.04	2.05	2.48		6.20	6.58		8.35			9.20												
117.4	YA...YELM.....D	70		3.47	4.05	4.58		11.40	11.24AM	1.04	1.55	2.35		6.08	6.48		8.25			9.10												
111.9	RA...RAINIER.....DN	65		3.35	3.55	4.37		11.29	11.13AM	1.04	1.45	2.27		5.58	6.40		8.17			9.01												
107.7	JS...McINTOSH...D	70		3.27	3.47	4.26		11.19	11.03AM	1.04	1.86	2.18		5.45	6.30		8.10			8.58												
103.1	NO...TENINO.....DN	85		3.17	3.38	4.18		11.10	10.54AM	1.04	1.38	2.10		5.34	6.20		8.08			8.48												
99.7	BU...BUCODA.....D	65		3.11	3.30	4.04		11.02	10.46AM	1.04	1.22	2.02		5.25	6.15		7.57			8.37												
94.6WABASH.....P																															
92.3	CN...CENTRALIA...DN	120		2.55	3.15	3.45	A 10.05AM	10.50	11.50AM	1.10	1.50		5.10	6.00	A 7.25PM	7.45			8.25													
88.6	CH...CHEHALIS...D	50		2.30	3.00	3.35	9.50	10.35	11.35	1.00	1.88		4.55	5.52	7.15	7.25			8.15													
87.6	.....CHEHALIS JCT...P	Y					L 9.40AM								L 7.05PM																
81.3	NA...NAPAVINE.....D	85		2.15	2.45	3.20	See page 8	10.22	11.21	12.50	1.18		4.40	5.39	See page 8	7.08			8.05													
75.0	WI...WINLOCK.....D	70		1.55	2.25	3.05		10.07	11.07	12.37	1.05		4.25	5.27		6.50			7.50													
68.6	PN...VADER.....DN	60		1.40	2.07	2.52		9.54	10.54	12.25	12.50		4.12	5.15		6.37			7.38													
65.9	.....OLEQUA.....	No Siding		1.30	2.00	2.45		9.48	10.48	12.19	12.45		4.05	5.10		6.31			7.38												
59.0	CA...CASTLE ROCK...D	80		1.15	1.40	2.31		9.34	10.38	12.05PM	12.32		3.51	4.58		6.16			7.17													
52.7	.....OSTRANDER.....			12.55	1.35	2.16		9.22	10.19	11.50AM	12.15		3.38	4.45		6.08			7.02												
49.0	KS...KELSO.....D	70		12.45	1.18	2.10		9.15	10.12	11.42	12.09PM		3.30	4.40		5.55			6.55													
43.3	.....CARROLLS.....			12.35	1.05	2.00		9.08	10.01	11.32	11.58AM		3.20	4.27		5.48			6.48												
38.9	KA...KALAMA.....DN	60		12.26	12.55	1.52		8.55	9.52	11.25	11.50		3.10	4.19		5.38			6.35													
34.6	..MARTINS BLUFF..			12.15	12.46	1.43		8.45	9.42	11.15	11.40		2.58	4.11		5.18			6.25													
29.7	WD...WOODLAND...D			12.05AM	12.36	1.34		8.37	9.38	11.05	11.30		2.49	4.08		5.10			6.15													
24.3	RG...RIDGEFIELD...D	130		11.58PM	12.25	1.24		8.25	9.21	10.55	11.19		2.37	3.51		4.57			6.02													
19.1	.....KNAPPS.....	W 106		11.41	12.15	1.14		8.15	9.11	10.45	11.08		2.26	3.41		4.45			5.52												
15.9	.....FELIDA.....P			11.36	12.10	1.10		8.10	9.06	10.40	11.04		2.21	3.36		4.40			5.46												
13.1	..VANCOUVER JCT..P			11.31	12.05AM	1.05		8.05	9.01	10.35	11.00		2.16	3.31		4.35			5.42													
10.0	MX...VANCOUVER...DN	1000		11.26PM	11.59PM	1.00AM		8.00	8.58AM	10.30AM	10.55		2.11PM	3.26PM		4.30			5.35PM													
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 11.30PM				L 7.35AM				L 10.30AM					L 4.00PM															
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY												
	Time Over Subdivision			5.14	5.30	5.00	.25	5.00	.25	4.39	4.25	4.55	.30	4.49	4.09	.20	5.15	.25	.10	4.25												
	Average Speed per Hour			27.0	25.8	26.0	12.2	28.4	19.7	28.4	29.9	28.9	16.4	27.4	32.6	15.3	27.0	19.7	18.6	29.9												

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

Automatic Block.—Between Tenino and Vancouver.
Manual Block.—Between South Tacoma and Tenino.
Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A," from the Operator upon entering double track. Operators must secure authority from Dispatcher before issuing clearance.
It is possible for a light engine using cross over in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed. Light engines 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.

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 39A Succeeding No. 39 May 20, 1914. STATIONS. Telegraph Offices and Calls	Car Capacity of Sidings	SECOND CLASS.						THIRD CLASS.									
			588	680	692				964	966	976	998	978	974	970			
			EXCEPT SUNDAY	DAILY	DAILY				EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT MONDAY			
			Nor. Pac. Mixed	Nor. Pac. Freight	O.-W. R. & N. Freight				Nor. Pac. Way Freight	Nor. Pac. Way Freight	O.-W. R. & N. Way Frt.	Gt. Nor. Way Freight	O.-W. R. & N. Way Frt.	Nor. Pac. Way Freight	Nor. Pac. Way Freight			
142.0	Q....TACOMA...DN 4.5			A 8.30AM	A 4.00AM				A 11.15AM	A 2.50PM	A 5.35PM	A 8.40PM						

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

137.5	SU.SOUTH TACOMA...D 3.7	70		8.00	8.40				s 10.40 975	s 2.30	5.10 459	8.20						
133.8	VA...LAKEVIEW...D 5.0	60		2.50	3.25				f 10.25	L 2.15PM s 458-465-433	f 4.55	f 3.10 2.55						
128.8	HI...HILLHURST...D 6.0	60		2.35	3.10				f 10.04 407	See page 6	f 4.40	f 2.40						
122.8	RY...ROY...DN 5.4	E 65 W 78		2.21 401	2.50				s 9.34 9.15 561		s 4.20	s 2.25 12.45 975 569 562						
117.4	YA...YELM...D 5.5	70		1.40 563	2.31 401				s 8.55		s 4.00	s 12.25PM 457						
111.9	RA...RAINIER...DN 4.3	E 65 W 85		1.15 455	2.10				s 8.10 963		s 3.40	s 12.10PM						
107.7	JS...MCINTOSH...D 4.6	70		12.50	1.58 563				f 7.45		f 3.15 975	f 11.55AM 511						
103.1	NO...TENINO...DN 3.4	E 85 W 85		12.30 691	1.33 455				s 7.20 997		s 3.03 433 569	s 11.25 10.35 408-407						
99.7	BU...BUCODA...D 5.1	65		12.05AM	1.10				s 6.30		s 2.30	s 10.20						
94.6	.....WABASH...F 2.3																	
92.3	CN...CENTRALIA...DN 3.7	120		11.40PM 11.05	12.40 12.05AM				L 6.00AM		L 2.00PM	s 10.00 9.25	A 11.30AM	A 8.00PM	A 4.15PM			
88.6	CH...CHEHALIS...D 1.0	110		10.50	11.55PM							s 9.10	s 11.00	s 2.30	4.00			
87.6	...CHEHALIS JCT...F 6.3	Y													L 8.35PM			
81.3	NA...NAPAVINE...D 6.3	E 85 W 85		10.27	11.35							s 8.35	s 10.27 10.02 408	s 1.25 12.10PM 458-414				
75.0	WI...WINLOCK...D 6.4	70		10.07	11.08							s 8.00	s 9.20	s 11.45AM				
68.6	PN...VADER...DN 2.7	E 60 W 65		9.47	10.48							s 7.25	s 8.45	s 10.59 10.30 562				
65.9	.....OLEQUA... 6.9	No Siding		9.40	10.38							f 7.05	f 8.20	f 10.15				
59.0	CA.CASTLE ROCK...D 6.3	E 80 W 81		9.20	10.18							s 6.40	s 7.55	s 9.45				
52.7	.....OSTRANDER... 3.7			8.55	9.58							f 6.10	f 7.15	f 9.20				
49.0	KS...KELSO...D 5.7	70		8.45	9.50							s 6.00	s 7.00	s 8.20 8.15				
43.3	.....CARROLLS... 4.4			8.30	9.40							f 5.40	f 6.30	f 7.45				
38.9	KA...KALAMA...DN 4.3	140		8.20	9.30							s 5.30	s 6.15	s 7.30 6.80				
34.6	...MARTINS BLUFF... 4.9			8.10	9.23							f 5.10	f 5.45	f 6.15				
29.7	WD...WOODLAND...D 5.4			7.58	9.15							s 5.00	s 5.30	s 6.00				
24.3	RG...RIDGEFIELD...D 5.2	E 130 W 106		7.45	9.00							s 4.40	s 5.05	s 5.45				
19.1	.....KNAPPS... 3.2			7.34	8.52							f 4.20	f 4.40	f 5.27				
15.9	.....FELIDA...P 2.8			7.20	8.46							f 4.15	f 4.25	f 5.20				
13.1	...VANCOUVER JCT...P 3.1		See page 8 A 8.10AM	7.23	8.39							4.10	4.15	5.10				
10.0	MX.VANCOUVER DN 10.0	1000	L 8.00AM	7.15 7.05	L 8.30PM							L 4.00AM 978	L 4.05AM 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				EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT MONDAY			
	Time Over Subdivision		.10	8.30	6.55				5.15	.35	3.35	8.15	7.10	6.11	.40			
	Average Speed per Hour		18.6	16.7	19.1				9.5	14.0	13.8	16.0	10.0	13.4	7.7			

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

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

Westward

SECOND SUBDIVISION
(GRAY'S HARBOR LINE)

Time Table No. 39A Succeeding No. 39 May 20, 1914		FIRST CLASS.								SECOND CLASS.				THIRD CLASS.			
		577	551	599	421	571	465	423	579	585	693	697	695	961	965	979	967
Station Numbers	Distance from Lakeview	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. Mixed	Nor. Pac. Freight	C.M.&St.P. Freight	O-WRR&N Freight	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	C.M.&St.P. Way Frt.	Nor. Pac. Way Frt.
STATIONS	Telegraph Offices and Calls	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Tues., Thurs. and Saturday	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
1985	0.0	VA..... LAKEVIEW DN			L 9.20AM		L 2.25PM	L 6.38PM									
CK 2	2.3	..... COUNTRY CLUB 0.5			9.23		2.29	6.37									
CK 3	2.8	..... AMERICAN LAKE 1.5			9.24		2.30	6.38									
CK 5	4.3	..... COSGROVE 3.7			9.27		2.33	6.41									
8 CK 7	8.0	D..... DU PONT D 4.5			9.32		2.40	6.48									
W CK 13	12.5	UN..... SHERLOCK D 3.1			9.42		2.50	7.00									
CK 16	15.6	..... COYLESTON 2.4			9.46		2.53	7.03									
CK 18	18.0	..... UNION MILL 1.5			9.53		3.05	7.15									
CK 20	19.5	..... LACEY P 5.0			9.55		3.10	7.27									
W T CK 25	24.5	OY..... OLYMPIA D 0.7			10.15		3.25	7.42									
	25.2	PT. TOWNSEND SOUTHERN C'G. 4.7 (Track Connection)															
CK 30	29.9	..... BELMORE P 3.5			10.40		3.38	7.55									
CK 34	33.4	..... OVERTON 3.0			10.48		3.44	8.00									
CK 37	36.4	RK..... LITTLE ROCK D 1.3			10.55		3.52	8.09									
	37.7	.... BORDEAUX JUNCTION 1.9			11.00		3.55	8.12									
CK 40	39.6	..... MIMA 4.5			11.05		3.59	8.15									
W Y CK 44	44.1	HK..... GATE D 4.9			11.15		4.10	8.25									
CM 5	49.0	OX..... OAKVILLE D 6.9			11.35		4.28	8.40									
CM 12	55.9	..... LYTLE 1.0			11.45		4.42	8.51									
W CM 13	56.9	OR..... PORTER D 1.6			11.50		4.48	8.55									
CM 15	58.5	..... MALONE 5.0			11.53AM		4.53	8.58									
CM 19	63.5	EF..... ELMA D 2.5			12.03PM		5.07	9.10									
	66.0	..... MACKS 1.2			12.14		5.13	9.14									
CM 23	67.2	SP..... SATSOP D 6.0			12.20		5.27	9.17									
W CM 29	73.2	MO..... MONTESANO D 8.3			12.35		5.39	9.27									
CY CM 37	81.5	..... ABERDEEN JCT P 2.9			12.55		5.55	9.45									
CM 40	84.4	SA..... ABERDEEN D 3.6			1.00PM		6.10	10.05									
W C Y CM 44	88.0	HO..... HOQUIAM D 3.4			1.00PM		6.10	10.05									
CM 47	91.4	..... GRAYS HARBOR CITY 4.6					6.40										
CM 52	96.0	..... GRAY GABLES 1.4					6.55										
CM 54	97.4	..... CHENOIS CREEK 3.2					7.01										
CM 56	100.6	..... TULIPS P 3.2					7.09										
CM 61	103.8	..... COPALIS D 4.3					7.20										
CM 64	108.1	..... ONSLOW 1.8					7.34										
CM 66	109.9	..... STEARNSVILLE 1.9					7.39										
CM 68	111.8	..... ALOHA 1.7					7.45										
W CM 69	113.5	..... PACIFIC 1.5					7.50										
CM 71	115.0	..... SUNSET BEACH 1.0					7.55										
Y CM 72	116.0	MC..... MOCLIPS D					8.00PM										
Time Over Subdivision			15.	1.20	15.	3.45	15.	5.20	3.42	15.	2.00	3.10	2.20	2.35	4.03	2.20	4.13
Average Speed per Hour			14.0	18.4	14.0	23.4	14.0	21.7	23.7	14.0	14.0	13.9	10.5	7.4	6.0	10.5	10.4

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 (¾) of a mile east of Hoquiam. See page 14 for Special Rules governing.

Automatic Signals.—Olympia Subway. See page 14 for Special Rules governing.

SEE SPECIAL RULES, PAGES 11, 12 AND 14.

Eastward

SECOND SUBDIVISION
GRAY'S HARBOR LINETime Table No. 39A
Succeeding No. 89
May 20, 1914

STATIONS.

Telegraph Offices and Calls

Distance from
Moclips

FIRST CLASS

SECOND CLASS.

THIRD CLASS

Time Table No. 33A Succeeding No. 89 May 20, 1914										FIRST CLASS										SECOND CLASS				THIRD CLASS				FOURTH CLASS																	
STATIONS.										572	466	580	552	424	500	422	578						586	696	694	698			980	968	962	966													
Telegraph Offices and Calls										O-WRR&N Passenger	Nor. Pac. Passenger	C.M.& St.P. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M.& St.P. Passenger	Nor. Pac. Passenger	O-WRR&N Passenger						Nor. Pac. Mixed	O-WRR&N Way Frt.	Nor. Pac. Freight	C.M.&St.P. Freight			C.M.&St.P. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.													
										DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							Tues, Thurs. and Saturday	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY			EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY												
LAKEVIEW DN										118.0	A 11.55AM s			A 4.05PM s		A 8.15PM s																													
COUNTRY CLUB 0.5										113.7	f 11.51			f 8.59		f 8.09																													
AMERICAN LAKE 1.5										113.2	11.50			8.57		8.08																													
COSGROVE 3.7										111.7	f 11.47			f 8.53		8.05																													
DU PONT D 4.5										108.0	s 11.42			s 8.45		f 7.57																													
SHERLOCK D 3.1										108.5	s 11.27			s 8.27		s 7.42																													
COYLESTON 2.4										100.4	11.20 965 966			f 8.20		7.35																													
UNION MILL 1.5										98.0	s 11.15			s 8.15		s 7.30																													
LACEY P 5.0										96.5	s 11.12			s 3.10 465		s 7.27 423																													
OLYMPIA D 0.7										91.5	s 11.00			s 2.55		s 7.15																													
PT. TOWNSEND SOUTHERN C'G. (Track Connection) 4.7										90.8																																			
BELMORE P 3.5										80.1	f 10.40 421			f 2.39		6.55																													
OVERTON 3.0										82.6	f 10.38			2.34		6.48																													
LITTLE ROCK D 1.3										79.6	s 10.28			s 2.29		f 6.41																													
BORDEAUX JUNCTION 1.9										78.3	f 10.24			s 2.26		6.38																													
MIMA 4.5										76.4	f 10.22			2.24		6.34																													
GATE D 4.9										71.9	10.15 s 10.10			2.15 s 2.10		6.25 s 6.20																													
OAKVILLE D 6.9										67.0	s 10.00 967			s 2.04		s 6.10																													
LYTLE 1.0										60.1	9.46			1.52		5.55																													
PORTER D 1.6										59.0	s 9.44			s 1.50		f 5.52																													
MALONE 5.0										57.5	f 9.35			s 1.47		s 5.48																													
ELMA D 2.5										52.5	s 9.25			A 11.45AM s 967 421	s 1.37 967	s 5.37																													
MACKS 1.2										50.0	9.15			s 11.40		1.29		s 5.30																											
SATSOP D 6.0										48.8	s 9.12			s 11.37	s 1.26	s 5.27 465																													
MONTESANO D 8.3										48.2	s 9.00			s 11.25	s 1.15	s 5.15																													
ABERDEEN JCT P 2.9										34.6	s 8.40 551			11.10	12.55 421	s 4.55																													
ABERDEEN D 3.6										31.5	A 8.05AM s	s 8.30	A 8.40AM s	s 11.00	s 12.40	A 2.00PM s	s 4.45	A 10.45PM																											
HOQUIAM D 3.4										28.0	L 7.50AM s	s 8.15 580	L 8.25AM 968 551 466	L 10.45AM	L 12.25PM	L 1.45PM 979	s 4.30PM 967	L 10.30PM		A 2.55PM	L 5.00AM	L 5.15PM	L 6.30PM 465																						
GRAYS HARBOR CITY 4.6										24.7	f 7.52																																		
GRAY GABLES 1.4										20.0	f 7.39																																		
CHENOIS CREEK 3.2										18.6	f 7.31																																		
TULIPS P 3.2										15.4	f 7.25																																		
COPALIS D 4.3										12.2	s 7.18																																		
ONSLow 1.3										7.9	f 7.00																																		
STEARNSVILLE 1.9										6.1	s 6.55																																		
ALOHA 1.7										4.2	f 6.47																																		
PACIFIC 1.5										2.4	s 6.41																																		

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 11, 12 AND 14

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.

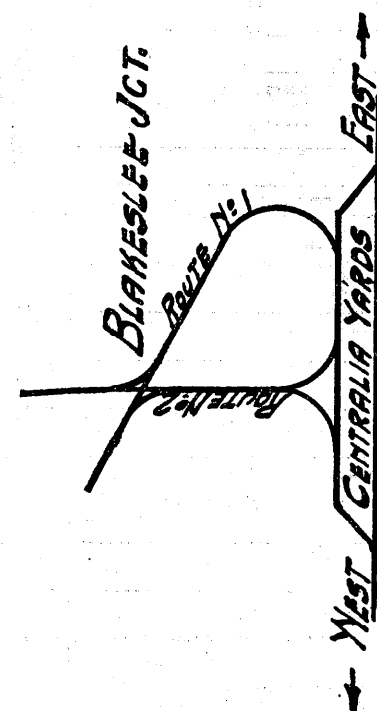
Eastward

THIRD CLASS	SECOND CLASS		FIRST CLASS.						Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Centralia	Time Table No. 39A Succeeding No. 89 May 20, 1914.		Distance from Gate	Car Capacity of Sidings	FIRST CLASS.						SECOND CLASS		THIRD CLASS
967	695	693	507	505	571	503	501	577				STATIONS.				578	572	502	504	506	508	696	694	968
Nor. Pac. Way Frt.	O-WR & N Freight	Nor. Pac. Freight	Nor. Pac. Passenger	Nor. Pac. Passenger	O-WR & N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-WR & N Passenger				Telegraph Offices and Calls				O-WR & N Passenger	O-WR & 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 SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY
L 6.80AM	L 11.15AM 502	L 2.80AM	L 7.40PM	L 3.25PM 504	L 11.50AM	L 10.50AM 502 572	L 9.25AM	L 8.00AM	W C Y S	2027	0.0	CN.....CENTRALIA.....DN 1.5	13.0	170	A 2.00AM	A 10.25AM 503	A 10.50AM 695 503	A 3.10PM 505	A 7.05PM	A 9.05PM	A 10.00AM	A 9.50PM	A 2.80PM	
7.29	A 11.25AM	2.44	7.46	8.80	A 11.57AM	10.54	9.32	A 8.07AM			1.5	....BLAKESLEE JUNCTION..... O-W. R. & N. CO. CROSSING.. Track Connection 0.1	11.5		L 1.45AM	L 10.14AM	10.41	8.02	6.54	8.58	L 9.40AM	9.41	2.21
7.80		2.45	7.47	8.81		10.55	9.33				1.6	.....BLAKESLEE..... 4.2	11.4				10.40	8.01	6.58	8.57		9.40	2.20
7.55		8.00	7.53	8.89		11.08	9.42		CK 51	5.8	.....GRAND MOUND..... 4.2	7.2	90			10.88	2.51	6.45	8.48		9.30	2.05	
8.20		8.15	8.00	8.47		11.11	9.50		CK 47	10.0	RH.....ROCHESTER.....D 0.4	3.0	75			10.25	2.37	6.35	8.40		9.15	1.45		
											10.4	....C. M. & St. P. CROSSING..... No Track Connection 2.6	2.6										
A 8.85AM		A 8.80AM	A 8.10PM 508	A 4.00PM		A 11.20AM	A 10.05AM		W Y	CK 44	13.0	HK.....GATE.....D	0.0	50			L 10.15AM	L 2.25PM	L 6.25PM	L 8.30PM 507		L 9.00PM	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	1.00	.30	.35	.07	.30	.40	.7				Time Over Subdivision			.15	.9	.35	.40	.40	.35	.10	.50	1.00	
6.2	9.0	13.0	26.0	22.3	12.9	26.0	19.5	12.9				Average Speed per Hour			6.0	12.9	19.6	19.5	19.5	22.3	9.0	15.0	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. 503 meets No. 502 at Centralia, No. 502 will take siding on east leg of wye.
No. 501 has right over No. 502. No. 503 has right over No. 504. No. 505 has right over No. 506. No. 507 has right over No. 508, Centralia to Gate.
No. 501 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.
North and south 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.



Eastward

[illegible]

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. 553 has right over No. 554, 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 14.**
 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
$\frac{1}{2}$	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. 466 and No. 581 connects with No. 421 at Aberdeen Jct. See pages 5 and 6.

FIFTH SUBDIVISION										SEVENTH SUBDIVISION												
Westward					Eastward					Westward					Eastward							
Time Table No. 39A Succeeding No. 89 May 20, 1914.					Time Table No. 39A Succeeding No. 89 May 20, 1914.					Time Table No. 39A Succeeding No. 89 May 20, 1914.					Time Table No. 39A Succeeding No. 89 May 20, 1914.							
STATIONS.					STATIONS.					STATIONS.					STATIONS.							
Telegraph Offices and Calls					Telegraph Offices and Calls					Telegraph Offices and Calls					Telegraph Offices and Calls							
Distance from Vancouver Jct.					Distance from Vancouver Jct.					Distance from Chehalis Junction					Distance from South Bend							
Car Capacity of Siding					Car Capacity of Siding					Car Capacity of Siding					Car Capacity of Siding							
FIRST CLASS					FIRST CLASS					THIRD CLASS.					FIRST CLASS.							
589					590					969					592							
587					588					593					594							
Mixed					Passenger					Freight					Passenger							
EXCEPT SUNDAY					DAILY					EXCEPT SUNDAY					DAILY							
L 12.30PM	L 6.00AM	W Y	C Y 27	0.0	YC.....YACOLT.....D	26.9	35	A 6.40PM	A 11.00AM	L 6.45AM	L 8.15PM	L 12.05PM	Y	2032	0.0CHEHALIS JCT.....D	56.5	Y	A 9.40AM	A 7.05PM	A 8.35PM	
f 1.00	f 6.14		C Y 20	6.6WALL.....D	20.3	No Sdg.	f 6.18	f 10.80	s 7.05	s 8.25	s 12.15		CW 2	3.4	A.....LITTELL.....D	53.1	20	s 9.26	s 6.54	s 8.10	
s 1.20	s 6.19		C Y 19	8.1HEISON.....D	18.8	25	s 6.18	s 10.20	s 7.15	s 8.29	s 12.19		CW 5	4.7ADNA.....D	51.8	37	s 9.21	s 6.49	s 2.25	
s 1.40	s 6.24		C Y 17	9.9CRAWFORD.....D	17.0	No Sdg.	s 6.06	s 9.50	f 7.25	f 8.35	f 12.25		CW 8	7.2BUNKER.....D	49.3	Spur	f 9.12	f 6.42	f 2.05	
s 2.10	s 6.35	W	C 14	12.8	BA.....BATTLE GROUND.....D	14.1	20	s 5.56	s 9.80	s 7.55	f 8.44	s 12.38	W 2.4 m West	10	10.1CERES.....D	46.4	35	s 9.06	f 6.35	s 1.55	
s 2.40	s 6.50		C Y 10	17.0BRUSH PRAIRIE.....D	9.9	25	s 5.46	s 8.50						16.2	LUEDINGHAUS R. R. CROSSING	40.3					
f 2.45	f 6.54		C Y 8	18.7LAURIN.....D	8.2	50 Spur	f 5.40	f 8.35	s 8.50 592	s 9.00	s 12.50 970		CW 16	16.3	DR.....DRYAD.....D	40.2	35	s 8.50 969	s 6.17	s 12.50 591	
f 2.50	f 6.57		C Y 7	20.1HOMAN.....D	6.8	4 Spur	f 5.36	f 8.32	s 9.05	s 9.05	s 12.54		CW 17	17.6	DO.....DOTY.....D	38.9	Spur 35	s 8.45	s 6.12	s 12.30	
f 3.00	f 7.00		C Y 6	21.2BARBERTON.....D	5.7	4 Spur	f 5.30	f 8.30	s 10.15 11.30AM 970	s 9.19	s 1.10	W	CW 22	22.3	PL.....PE ELL.....D	34.2	50	s 8.35	s 6.00	s 12.05PM 11.30AM 969	
f 3.20	f 7.05		C Y 3	23.5HIDDEN.....D	3.4	No Sdg.	f 5.22	f 8.20						23.7	McCORMICK R. R. CROSSING	32.8					
A 8.35PM	A 7.10AM	Y	CX 25	26.9VANCOUVER JCT.....P	0.0	No Sdg.	L 5.10PM	L 8.10AM	s 12.05PM	s 9.25	f 1.16	W	CW 24	24.8McCORMICK.....D	32.2	Spur 15	f 8.21	s 5.53	s 11.10	
EX. SUN.	DAILY							DAILY	EX. SUN.													
3.05	1.10				Time Over Subdivision			1.30	2.50													
9.1	23.3				Average Speed per Hour			18.8	10.0													

Westward

EIGHTH SUBDIVISION
(BUCKLEY LINE)

Eastward

THIRD CLASS.				FIRST CLASS.			THIRD CLASS.			
971	597	567	595	568	596	598	972	573	595	574
Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Way Freight	Mixed	Passenger	Mixed
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY
L 6.80AM	L 5.05PM	L 9.25AM	L 6.55AM	A 9.05AM	A 10.20AM	A 7.40PM	A 1.80PM	L 9.00PM	L 6.05AM	A 1.50PM
BETWEEN PALMER JCT. AND KANASKAT TRAINS WILL BE GOVERNED BY SEATTLE DIVISION TIME TABLE RULES AND REGULATIONS										
f 6.85	s 5.10	9.80	s 7.00	JC.....PALMER JCT.....DN	44.7	70	s 9.00	10.10	s 7.85	f 1.00
f 6.50	s 5.11	9.82	s 7.08	.....PALMER.....	43.8	30	f 8.58	10.08	s 7.80	f 12.45
f 7.00	s 5.14	f 9.85	s 7.08	.....BAYNE.....	42.5	Spur	f 8.55	10.05	s 7.26	f 12.30
f 7.05	f 5.17	9.88	s 7.13	.....CUMBERLAND.....	41.2	No Sdg.	f 8.52	10.02	s 7.28	f 12.01PM
f 7.10	5.19	9.40	7.15	.....NAVY.....	40.4	60	f 8.50	10.00	s 7.19	f 11.50AM
5957.45	5.24	9.48	f 7.18	.....VEAZIE.....	38.4	Spur 10	8.45	9.56	f 7.14	11.25
7.50	s 5.31	s 9.50	s 7.28	CW.....ENUMCLAW.....D	35.0	105	s 8.40	s 9.50	s 7.06	s 11.00
s 8.20	s 5.45	s 9.58	s 7.88	BK.....BUCKLEY.....D	31.6	100	s 8.31	s 9.40	s 6.56	10.00
8.00	5.55	10.10	7.48	.....CASCADE JCT.....	27.3	No Sdg.	8.18	9.27	6.48	8.80
s 8.25	s 6.00	s 10.15	s 7.55	SO.....SOUTH PRAIRIE.....D	28.2	135	s 8.16	s 9.25	s 6.40	s 8.28
10.08	6.02	10.20	7.57	.....BROOMFIELD.....	25.1	Spur	8.12	9.18	6.35	7.85
972 596 567	f 6.10	10.27	f 8.04	.....CROCKER.....	21.7	100	f 8.04	9.12	f 6.25	f 7.80
10.28	s 6.20	f 10.35	s 8.15	OG.....ORTING.....D	19.0	200	s 7.56	f 9.08	s 6.20	s 7.10
s 10.88	s 6.30	10.48	s 8.24	.....McMILLIN.....P	15.6	8 Spur	f 7.46	9.00	s 6.07	s 6.50
11.10	s 6.35	10.47	s 8.34	.....ALBERTON.....	13.5	25	f 7.42	8.57	s 6.01	s 6.35
f 11.20	6.40	10.52	8.40	.....MEEKER.....	11.1	70	7.38	8.54	5.55	6.20
f 11.30AM	6.40	10.52	8.40	.....MEEKER.....	11.1	70	7.38	8.54	5.55	6.20
s 12.01PM	6.40	10.52	8.40	.....MEEKER.....	11.1	70	7.38	8.54	5.55	6.20
f 12.15	6.40	10.52	8.40	.....MEEKER.....	11.1	70	7.38	8.54	5.55	6.20
f 12.25	6.40	10.52	8.40	.....MEEKER.....	11.1	70	7.38	8.54	5.55	6.20
f 12.40	6.40	10.52	8.40	.....MEEKER.....	11.1	70	7.38	8.54	5.55	6.20
BETWEEN MEEKER AND TACOMA, TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS										
A 2.00PM	A 7.05PM	A 11.15AM	A 9.15AM	Q.....TACOMA.....DN	1.3	L 7.20AM	L 8.35AM	L 5.80PM	L 5.80PM	L 5.80PM
EXCEPT SUNDAY	DAILY	DAILY	DAILY	.....TACOMA WHARF.....	0.0	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
5.38	2.00	1.50	2.20	Time Over Subdivision		1.45	1.45	2.10	6.22	7.2
8.1	22.3	24.3	19.1	Average Speed per Hour		25.5	25.5	20.6		

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

Westward

NINTH SUBDIVISION
(GREEN RIVER BRANCH)

Eastward

THIRD CLASS.				FIRST CLASS.			THIRD CLASS.			
573	595	574	573	595	574	573	595	574	573	595
Mixed	Passenger	Passenger	Mixed	Passenger	Passenger	Mixed	Passenger	Passenger	Mixed	Passenger
EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
L 9.00PM	L 6.05AM	L 6.05AM	L 9.00PM	L 6.05AM	L 6.05AM	L 9.00PM	L 6.05AM	L 6.05AM	L 9.00PM	L 6.05AM
s 2.10	Y	Y	s 2.10	Y	Y	s 2.10	Y	Y	s 2.10	Y
s 2.25	L 6.05AM	L 6.05AM	s 2.25	L 6.05AM	L 6.05AM	s 2.25	L 6.05AM	L 6.05AM	s 2.25	L 6.05AM
s 2.35	s 6.10	s 6.10	s 2.35	s 6.10	s 6.10	s 2.35	s 6.10	s 6.10	s 2.35	s 6.10
No. 573 does not run between Kangley Jct. and Selleck.	s 6.25	s 6.25	No. 573 does not run between Kangley Jct. and Selleck.	s 6.25	s 6.25	No. 573 does not run between Kangley Jct. and Selleck.	s 6.25	s 6.25	No. 573 does not run between Kangley Jct. and Selleck.	s 6.25
s 8.00	s 6.40	s 6.40	s 8.00	s 6.40	s 6.40	s 8.00	s 6.40	s 6.40	s 8.00	s 6.40
A 8.15PM	A 6.50AM	A 6.50AM	A 8.15PM	A 6.50AM	A 6.50AM	A 8.15PM	A 6.50AM	A 6.50AM	A 8.15PM	A 6.50AM
EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
1.15	.45	.45	1.15	.45	.45	1.15	.45	.45	1.15	.45
14.3	13.7	13.7	14.3	13.7	13.7	14.3	13.7	13.7	14.3	13.7
Average Speed per Hour										

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

Registering Station—Kanasat.

Maximum Grade—Kangley to Kerriston.

Derail Switch—Located 1/2 mile west of Selleck on Kangley Line, Dickey-Angel, spur. Hemlock, west end of siding. Kerriston, main line, 1,200 feet west of Mile Post 13.

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

See Special Rules, page 12.

Double Track—Between South Prairie and Cascade Junction.
 Registering Stations—Puyallup, South Prairie, Palmer Junction.
 Bulletin Stations—South Prairie.
 Standard Clocks—Tacoma.

Derail Switches—Palmer Junction, Rose Marshall Coal Company's Spur; Big 6, 300 feet east of Main Line Switch, and on Clay Company's track, 250 feet from switch connecting with Big 6 track; Occidental, coal track; Bayne, Carbon Coal & Clay Co.'s track; Cumberland, Eureka Coal Co.'s track; Navy, Rose Marshall Coal Co.'s track, west end; Naval, Coal Co.'s track, and west end of Sunset Coal Co.'s track; Veazie, west end of spur; Webstone, spur; Buckley, McDougal Logging track; Valley, Mill, mill spur; 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. 596 will register by ticket and need not obtain clearance at South Prairie, unless Stop signal is displayed.

No. 596 and 598 will stop at Arline on flag.

No. 567 will deliver Wilkeson Branch passengers to No. 522 at Cascade Junction.

No. 522 to be held 15 minutes for this connection when necessary.

No. 598 will wait at Puyallup for connection with Puget Sound Division No. 423. No. 596 will connect with Puget Sound Division No. 421 at Puyallup. No. 568 will connect with Seattle Division No. 336, at Palmer Jct. No. 567 will connect with Seattle Division No. 3, and No. 596 will connect with Seattle Division No. 4 at Kanasat. No. 567 will stop on "Flag" at any station west of Palmer Junction, to let off passengers from Kanasat, or beyond.

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

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. 223, 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.

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. 39A Succeeding No. 39 May 20, 1914				Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS			
531	529	527	525				STATIONS.						526	528	530	532
Passenger	Passenger	Passenger					Telegraph Offices and Calls						Passenger	Passenger	Passenger	
DAILY	DAILY	DAILY	DAILY										DAILY	DAILY	DAILY	DAILY
7.11PM	L 5.80PM	L 9.55AM	L 7.26AM			SPIKETON..... 2.0						A 7.25AM	A 9.55AM	A 5.30PM	A 7.10PM
				CG 4	0.0	.....BN.....BURNETT.....D 1.4	3.4	45	s 7.15	s 9.45	s 5.20	s 7.00			
				CG 2	2.0	.....CASCADE JCT.....	0.0	45	L 7.10AM	L 9.40AM	L 5.15PM	L 6.55PM			
				1949	3.4			No Sdg.								
DAILY	DAILY	DAILY	DAILY			Time Over Subdivision			DAILY	DAILY	DAILY	DAILY				
.10	.10	.11	.13			Average Speed per Hour			.15	.15	.15	.15				
20.4	20.4	18.6	15.7						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. 39A Succeeding No. 39 May 20, 1914			Distance from Orting	Car Capacity of Sidings					
							STATIONS.									
							Telegraph Offices and Calls									
							0.0	.....END OF TRACK.....				10.0			
							1.3	TACOMA & EASTERN CROSS'G				8.7				
							1.4									
					C E	2.7PUYALLUP RIVER.....			7.3	10					
					8		7.3									
				W T	1958	10.0	OG.....ORTING.....D			0.0	200					

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

Registering Station.—Orting.

Derail Switch—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 14.

Westward				ELEVENTH SUBDIVISION (WILKESON BRANCH)										Eastward			
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn- tables and Wyes	Station Numbers	Distance from Fairfax	Time Table No. 39A Succeeding No. 39 May 20, 1914				Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS		
981	523	521	STATIONS.				522	524	982								
Way Freight	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger	Way Freight								
EX. SUNDAY	DAILY	DAILY					DAILY	DAILY	EX. SUNDAY								
L 1.40PM	L 4.25PM	L 6.10AM	T				CB 15	0.0	FX.....FAIRFAX.....D 2.0	14.0			5 Spur	A 11.15AM	A 8.20PM	A 12.20PM	
s 2.10	s 4.30	s 6.15					CB 13	2.0	.....MELMONT..... 4.0	12.0			5 Spur	s 11.05	s 8.15	s 12.10PM	
									CARBON COAL CO. CROSSING								
s 2.30	s 4.45	s 6.35					CB 8	7.0	CB.....CARBONADO.....D 3.0	7.4			5	s 10.50	s 8.00	s 11.40AM	
s 3.30	s 5.00	s 6.55	S T				CB 5	10.0	WX.....WILKESON.....D 4.4	4.4			90	s 10.35 10.25 8.00	s 7.45 7.35	s 11.00 8.00	
A 4.00PM	A 5.15PM	A 7.10AM 982					1949	14.0	.....CASCADE JCT.....	0.0			No Sdg.	L 10.10AM	L 7.21PM	L 7.15AM 521	
EX. SUNDAY	DAILY	DAILY				Time Over Subdivision			.54	.49	2.05						
6.6	18.6	15.5				Average Speed per Hour			17.2	19.0	7.4						

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. 521 has right over No. 522 Fairfax to Cascade Junction.

No. 522 will connect with No. 567 at 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. 39A Succeeding No. 39 May 20, 1914		Distance from Crocker	Car Capacity Of Switch						
							STATIONS.									
							Telegraph Offices and Calls									
					W 8	C D 5	0.0	.....WINGATE..... 5.1			5.1	140			
						1955	5.1	.....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 14.

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.

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

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	80	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.....	1250	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	680	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

SECOND SUBDIVISION—WESTWARD

	Class S		Class X		Class F-1													
	Tons	Cars	Tons	Cars	Tons	Cars												
South Tacoma to Sherlock.....	1500	50			1500	50												
Sherlock to Lacey.....	600	35			600	35												
Lacey to Olympia.....		70				70												
Olympia to Belmore.....	600	35			600	35												
Belmore to Gate.....	1200	40			1200	40												

SECOND SUBDIVISION—EASTWARD

Gate to Olympia.....	1500	50			1500	50												
Olympia to Lacey.....	550	30			550	30												
Lacey to Sherlock.....	1050	40			1050	40												
Sherlock to Dupont.....	550	30			550	30												
Dupont to Cosgrove.....	1500				1500													
Cosgrove to South Tacoma.....	2000				2000													

SECOND AND THIRD SUBDIVISION—WESTWARD

Centralia to Moclips.....	2200	70			2200	70												
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SECOND AND THIRD SUBDIVISION—EASTWARD

Moclips to Centralia.....	2000	70			2000	70												
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FIFTH SUBDIVISION—EASTWARD

	Class S		Class X		Class F-1													
	Tons	Cars	Tons	Cars	Tons	Cars												
Yacolt to Van. Jct.....	2250	45																

FIFTH SUBDIVISION—WESTWARD

Van. Jct. to Holman.....	600																	
Holman to Yacolt.....	800																	

SEVENTH SUBDIVISION—WESTWARD

	Class S		Class X		Class F-1													
	Tons	Cars	Tons	Cars	Tons	Cars												
Centralia to Adna.....	1800	60																
Adna to Pe Ell.....	1400	50																
Pe Ell to Pluvius.....	550	30	750															
Pluvius to South Bend.....		70																

SEVENTH SUBDIVISION—EASTWARD

South Bend to Frances.....	1800	60																
Frances to Pluvius.....	500	25	700															
Pluvius to Chehalis Jct.....		70																

Tonnage Ratings—Freight Engines—N. P. R. R.—Continued on page 12

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 that 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 over Cloquallum River one mile east of Elma, and Wynooche River one mile west of Montesano. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

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. Switch engines heavier than Class L-6 must not run over Skookumchuck river bridge, route No. 2, between Centralia and Blakeslee.

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 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.

Sixth 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.

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 Engines.

Ninth Subdivision.—No engine heavier than 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.

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.

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 RATINGS—FREIGHT ENGINES—N. P. R. R.—Continued

EIGHTH SUBDIVISION—EASTWARD.																		
	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Tacoma to South Prairie.....	.....	.....	1200	80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	12
South Prairie to Buckley.....	.....	.....	600	20	625	21	500	17	450	15	400	14	250	9	235	8	175	6
Buckley to Palmer Jct.....	.....	.....	1200	80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	12
Tacoma to South Prairie.....			Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars	
EIGHTH SUBDIVISION—WESTWARD.																		
Palmer to Tacoma.....			Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars	
TENTH SUBDIVISION																		
	Class S		Class X		Class F-1													
South Prairie to Spiketon.....	400	25	.....	.....	400	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ELEVENTH SUBDIVISION—EASTWARD																		
	Class S		Class X		Class F-1													
South Prairie to Wilkeson.....	400	25	.....	.....	400	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilkeson to Carbonado.....	300	18	.....	.....	300	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carbonado to Fairfax.....	500	30	.....	.....	500	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ELEVENTH SUBDIVISION—WESTWARD																		
Fairfax to South Prairie.....	.....	.....	.....	.....	1500	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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 in-line 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); Johnson Creek Lumber Co.'s Spur, 1½ miles east of McIntosh; 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. Hermione, 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 be left set for derail and safety switch for the safety track. There is a 2.7 per cent grade descending eastward from the siding. Therefore, the utmost care must be used in handling switching on this track. Cars should never be left below the derailing switch at the summit of grade. Care must be used in approaching the county road crossing on this track and movement over the crossing fully safeguarded.

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. 407, 408, 569, 570, 561 and 562.

No. 413 will stop at East St. Johns on flag to let off passengers originating at Kalama and north thereof.

No. 414 will stop at St. John's on flag for passengers for points north of Kalama.

Nos. 458 and 459 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 or handle after dark. 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
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.

Special Rules for Movement of Trains on Double Track.

On double track, as indicated by division time table, Rule 88 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 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.

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:—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 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.

RATING OF O.-W. R. R. & N. CO. LOCOMOTIVES IN TONS OF 2000 POUNDS

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

CLASSIFICATION			ENGINE NUMBERS	PORTLAND AND SEATTLE											
				EASTWARD							WESTWARD				
				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	Tacoma to So. Tacoma	So. Tacoma to Centralia	Centralia to Napavine	Napavine to Portland
E-57	$\frac{17}{24}$	51.....	57 to 60, 62, 64.....	1065	805	660	495	530	755	815	850	200	585	430	1065
E-63	$\frac{17}{24}$	54.....	65 to 70	960	725	600	450	480	680	735	770	180	525	390	960
E-63	$\frac{17}{24}$	55.....	71 to 73												
E-64	$\frac{18}{62}$	68.....	80 to 87	1280	965	795	600	640	905	980	1025	240	700	515	1280
T-55	$\frac{18}{24}$	71.....	112 to 119												
A-81	$\frac{20}{28}$	106.....	88 to 102.....	1705	1285	1060	800	850	1210	1305	1365	315	935	685	1705
M-57	$\frac{18}{24}$	91.....	103 to 111.....	1345	1015	835	630	670	955	1030	1080	250	740	545	1345
T-63	$\frac{19}{24}$	92.....	130 to 135.....	1395	1050	865	650	695	990	1065	1120	260	765	560	1395
T-63	$\frac{20}{24}$	113.....	136 to 147.....	1580	1200	990	720	790	1120	1280	1280	315	900	655	1580
C-51	$\frac{20}{24}$	117.....	160 to 164.....	1915	1445	1190	895	955	1355	1465	1535	355	1050	770	1915
T-57	$\frac{20}{26}$	119.....	170 to 173	1900	1440	1190	870	960	1310	1540	1540	370	1080	800	1900
T-64	$\frac{15\frac{1}{2}-26}{26}$	139.....	179 to 184												
P-77	$\frac{22}{28}$	123.....	190 to 193	2335	1790	1475	1075	1190	1680	1900	1900	500	1335	985	2335
P-77	$\frac{17-28}{28}$	138.....	194 to 197												
P-77	$\frac{22}{28}$	145.....	198 to 207	2500	1900	1550	1160	1280	1800	2000	2000	500	1420	1050	2500
T-57	$\frac{20}{26}$	125.....	174 to 178.....												
T-63	$\frac{22}{28}$	160.....	300 to 305.....	2505	1890	1560	1170	1255	1775	1920	2010	465	1375	1010	2505
P-77	$\frac{25}{28}$	170.....	208 to 209.....	2500	1900	1550	1160	1280	1800	2000	2000	500	1420	1050	2500
P-77	$\frac{25}{28}$	170.....	210 to 215.....	2500	1900	1550	1160	1280	1800	2000	2000	500	1420	1050	2500
T-69	$\frac{22}{28}$	159.....	250 to 262.....	2200	1680	1380	1000	1110	1560	1790	1790	440	1250	900	2200
C-55	$\frac{19}{30}$	143.....	327 to 329.....	2470	1865	1540	1155	1235	1755	1895	1985	460	1355	1000	2470
C-57	$\frac{15\frac{1}{2}-26}{30}$	176.....	330 to 338	2335	1790	1475	1075	1190	1680	1900	1900	500	1335	985	2335
C-57	$\frac{21}{30}$	163.....	344.....												
C-57	$\frac{15\frac{1}{2}-26}{30}$	169.....	339 to 343	2940	2250	1860	1360	1490	2120	2380	2380	560	1680	1220	2940
C-57	$\frac{22}{30}$	179.....	345 to 349												
C-57	$\frac{22}{30}$	187.....	350 to 388.....	2940	2250	1860	1360	1490	2120	2380	2380	560	1680	1220	2940
MK-57	$\frac{23}{30\frac{3}{4}}$	205.....	500 to 565.....	3500	2645	2175	1635	1750	2480	2680	2810	655	1920	1410	3500
MC-57	$\frac{26-40}{30}$	394.....	700 to 702.....	6895	5580	4300	3215	3450	4880	5270	5540	1280	3800	2790	6895

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 Ber-
 lin Bldg.
 District between Auburn and Tenino.

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. Mackensie, Chief Sur-
 geon.
 Dr. Geo. Ainslie, Consulting Oculist and
 Aurist.
 Dr. Frank M. Taylor, Assistant Surgeon.
 Dr. D. H. Jessup, Assistant Surgeon.

AUTHORIZED SURGEONS, N. P. RY. CO.

Location of Stretchers (S).

Dr. S. W. MOWERS, Chief Surgeon,
 Western Div., Tacoma.
 Dr. J. H. SHEETS, Buckley (S).
 P. B. SWEET, Kangley, Wn.

Dr. 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 SMITH, Aberdeen.
 Dr. A. B. MACLEAN, Pe Ell.
 Dr. W. ANDERSON, So. Bend (S).
 Dr. N. C. McLAFFERTY, Winlock.

Dr. O. K. WOLF, Castle Rock.
 Dr. C. A. MACCALLUM, Kalama (S).
 Dr. J. T. GUERIN, Vancouver (S).
 Dr. ANDREW G. SMITH, Portland (S).
 Dr. P. B. WING, Oculist, Tacoma.

Dr. W. G. CAMERON, Specialist, Ta-
 coma.
 Dr. J. F. DICKSON, Oculist, Portland
 Dr. D. D. STONE, Yacolt (S).

Note.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employees 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

