NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

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

WEDNESDAY, May 20th, 1914.

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. J. S. DEAN,
Assistant Superintendent.

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100	Time T	able 39A					(V	1 .	/						FIRST	CLASS	./		V	V		:					
Number		ing No. 89 20, 1914	Ħ	455	563	401	587	561	421	40,7	A5/7	59/1	5V1	569	433	465	459	413	423	593	T	<u> </u>	1				- 1
M	ļ 	TIONS	- H	DAILY	DAILY	DALLY	DAILY.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		 	_ /		DAILY		-	_		-			_
tion	I	Offices and	tanc	Qt. Nor.	0W. R. & N.	Nor. Pac. Portland	Nor. Pac.	0W. R.	Nor. Pac. Grays	Nor. Pac.	Gt. Nor.	Nor. Pac. South	0W. R.	0W. R	Nor. Pac.	Nor Dec	1/-	Nor. Pac	Nor. Pac	-		_					
Stat	_ C	alls	HAR	د يا کورونو	Portland Express	Express	Nor. Pac. Passenger	Portland Passenger	Harbor Limited	Passenger	GC. No.	Rend	Sheete	& N. Ore-Was Express	h State Limited	Line Land		Portland Special	Grays Harbor Express	South Bend							
197	QTAC	OMADN	0.0	L12.10A	L12.45M	L 1.40A	1	L 8.55A	L 9.00A	L 9.85A	L11.80A				_!	_	L 5.05P	L 5.45									
	-			71	BETW	VEEN TA	GOMA AI	ND SOUT	TH TAGO	MA TRAI	NS WILL	BE GO	<u> </u>				<u> </u>			1	· ·	NC.					
198	SU.SOUTH	TACOMA.DN 3.7	4.6	12.25	1.00	1.55		9.09		s 9.50		, 1	11.04		f 1.55				8 6.25	AND RE	NOLA I IU	INS					
198	VALAR	EVIEWD	8.3	f 12.88	f 1.07	f 2.08		1 9.14	A 9.20A	f 9.56	f 11.504		11.11	f 1.25	1 2.05	A 2 250	970		A 6 200						THE PERSON A		
199	HIHILI	HURSTD	13.3	f 12.42	1.16	f 2.10			!	110.04	466	1		f 1.88	966	A 2.25P s 458 966 See page 5			A 6.33P 8 570 See page 5						_		
199		OYDN	19.3	f 12.55	s 1.80	f 2.21		s 9.34		964 s 10.15	408		975	and the same	8 2.25 998			s 6.20 570				_	_	_			
200	YAY	ELM D	24.7	f 1.05	1 1.40	1 2.31	-			s 10.24	. 12 2E	-			_									•			
					1 !	I		s 9.44			998		11.40 408	f 1.55	f 2.35		5.50	f 6.29									
201	JS McI	NIERDN 2 NTOSHD 6	34.4	680	1 1.50	1 2.41		s 9.55		s 10.34	302			l	f 2.45		5.58	s 6.40 512				-	-		-	-	
1	ł		1 1	l	002	!		f 10.04		f 10.42	f 18.47		11.55AM 998	f 2.18	f 2.58		6.08					-	_		_	-	
201	NOTE	NINODN	39.0	f 1.33	f 2.05	f 2.55		s 10.13	:	s 10.52 998 408	s12.57		12.03PM	s 2.28	s 3.03		s 6.09	f 7.00			- - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1	_			-		_
2020	BUBU	CODAD	42.4	f 1.40	f 2.18	f 8.00		s 10.20	<u> </u>	s 10.57					s 8.10	-		f 7.08				-					
2028	WAE	ASHP	47.5												0.10	-	0.14	7.08									
f	1 2	.3	1 1	l 1	- 0 OK	- 0.15		 								-											
2031	CHCHI	RALIADN .7 HALISD	53.5	s 2.05	2.85	s 8.15		s 10.85				L11.45AM			1		s 6.27	s 7.80		L 8.00PM		-			-		_
1	1 4	.0 IS JCTP						s 10.45		s 11.25	s 1.85	s 12.01PM A12.05PM		s 8.00	s 8.85			s 7.40		8 8.10	- Manager - Angeles - Ange	-			-		- -
2038	NANAP	.3 AVINED	60.8	f 2.25	s 8.05	s 8.45		s 11.02		s 11 40	£ 1 55	See page 8			- 3 -		6.40			A 8.15PM							_
	•	LOCKD								311.40	1 1.00	Dec page 6	12.02	8 6.20	8 8.00		s 6.55	s 7.55		See page 8							
1		.4				8 4 .00		s 11.18		s 11.52A	s 2.08	-	1.02	s 8.82	8 4.07		1 7.08	s 8.05							-	-	
2050	PNVA	DERDN .7	73.5	f 2.52	f 8.85	f 4.14		s 11.25		s 12.05PM	f 2.20		1.12	s 8.45	s 4.20		1 7.17	f 8.15	<u> </u>			-					
2053	OLE	QUA	76.2	f 8.00	f 8.42	f 4.20		f 11.81		f 12.09	f 2.26		1.17	f 8.50	f 4.25		M 00	8.19									.
2060	CA. CASTL	BOCKD	83.1	8 3.20	8 4.00	s 4.35		s 11.44 997		s 12.25				s 4.06			s 7.40					_	_				
2066	OSTR	ANDER	89.4	1 8.87	1 4.17	f 4.40	l	997 11.57AN		997							. 7.20	3.02	-	-							
2071	KSKI	L80D			2.1			11.57A	- : - '	f 12.88	-		1.41	f 4.18			7.55	8.42			- 19.00		150	-		-	-
2077	, ,	OLLS	1			f 5.10		12.15		s 12.48 s 12.53			1.48		s 4.56			s 8.48	. 1								
2081	1 4	AMADN	, ,		I	s 5.20		12.26		s 1.05			1.58	f 4.86			8.15	8.56									
Cx 4		S BLUFF	107.5	4.25 f	f 5.0 6	5.81		973 12.34		f 1.15	8.28		2.05 997 2.12	f 4.58	s 5.15			s 9.04									
		DLANDD	, .					12.45			f 8.88			s 5.08			8.85	9.18 f 9.22					_				
Cx 18	, 8.			1	ļ	- 1	1	12.56		973 s 1.87			2.80		s 5.45		8.58	9.82	· · · · · ·				ļ				
) o			I		80.8	1	1.07		f 1.48	f 8.59		2.40		f 5.55		9.12	9.41			· 			-		_	
1	2.	IDAP		f 5.08 f	5.45 f	f 6.18	See page 8	1.18		s 1.58	4.04		2.45	f 5 .80	f 6.00	-	9.17	9.45				-	-	-			_ _
	3.			5.15	5.50	6.20	L 7.10AM	1.19		1.58	4.08		2.50	5.85	6.05		9.22	9.50				<u> </u>	-	-	-	-	_
Cx 29	MX .VANC	OUVER .DN	132.1	A 5.25AN A	4 6.00AH s	6.80	A 7.25AM	1.27PM		s 2.10	A 4.15PN		A 2.59PM	A 5.48PM	s 6.15		A 9.80PM	s 9.55						-	-	-	_
				BETW	EEN VAN	COUVER	AND PO	RTLAND	TRAINS	WILL I	SE GOVE			NE, POI	RTLAND	AND SE	TTIE RA	U WAY	TIME TA	DIE DIII	ES AND	DEOUL	TIONS		i	<u> </u>	
2121	VCPORT	LANDDN	142.1		ı	A 7.00AM	- 1	T		A 2.40PS						AND SEA	1		TIME TA	DLE NUL	ES AND	REGULA	TIONS		·. · · ·		
	-,							·							A 6.45PM			A10.80PM	·								
	Time Over	Subdivision		BAILY 8.15	DAILY 5.05	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							
	Average Spe		_	25.1	26.0	26.7	.15	29.1	24.6	27.9	4.45 27.8	.20	4.09	4.43	5.05	.25	4.25	4.45	.23	.15							-
		[Į.		-,-			-1.0	er.0	15.3	31.8	28.0	27.9	: 19.7	29 .3	29.9	21.4	20.4		I				1	_

	TT C:	stward								FIRST		DIVIS	ION	4											٠
, 62		Time Table 39A				SECOND	CLASS					- April 1	-	Entre of the second	A CONTRACTOR OF THE CONTRACTOR	Para.	THIRD	CLASS	- /						
	bers	Succeeding No. 39	589	679	691					977	973	969	997	963	975	965	1						1.	1	T
80	m n	May 20, 1914.	EXCEP1	DAILY	DAILY	-	-	-		* - T		EXCEPT	1 -					ļ					_	-	-
√y	loi	STATIONS.	:	_						OW. R.	Non Dag	Non Doo	DAILY	SUNDAY	OW. R.	SUNDAY			-		-		_	-	
and	Stat	Telegraph Offices and Calls	Mixed	Nor. Pac. Freight	& N. Freight					Way Freight	Way Freight	Nor. Pac. Way Freight	Way Freight	Way Freight	Way Freight	Nor. Pac. Way									}
-		QTACOMA DN 0		L 9.15PM	L 9.80M								L 4.50M	L 5.00A	L10.15AN	L 7.00AM						-		-	
				BETWE	EN TACC	OMA AND	SOUTH	TACO	MA TRAINS	WILL BE GO	VERNED	BY PU	GET SOL	IND DIV	ISION T	IME TAR	IF DIII	FS AND	PECIII	ATIONS	4				
	1981	SU .SOUTH TACOMA 4.	6		10.00					1					10.40		LL NOL	LS AILD	REGUL	ATTONS		7	1		_
٠	1985	VALAKEVIEWD	3	_				-						460	964 f 10.55					_	_	_		_	
	1990	HIHILLHURSTD 13.	3	10.15	10.85			· · · · · ·					f 5.35 460 f 5.88	1		1	-			-	_			_	_
-	1996	6.0 RYROY DN 19.	3	10.88	10.55		-	<u> </u>					f 6.15	s 7.00	11.08 11.28 5 11.47AM				-		-]		-	_	
.		•	•	10.44	11 15	-		1					- 6 90	N 00	s 11.47AM 12.55PM 408 998 56	2 457			,	_					
-		YAYELMD 24.	1	10.11			1						s 6.80	s 7.20	s 1.15 2.45 458 433 414				1						
	2007	RARAINIERDN 30. 4.2	2	11.05									s 6.55	s 8.10	s 8.00				:				-		
	2011	JSMcINTOSHD 34.	4	11.19	11.50PM						-		f 7.05	f 8.80	f 3.15										
ĺ	2015	NOTENINODN 39.	0	11.81	12.01AN	-							5 s 7 · 20	s 9.00	s 3.45			:	<u> </u>	-			-	•	-
٠	2020	BuBUCODAD 42.	4	11.41PM	12.10			-				·		s 9.20						-		-			_
- 1	1	WABASHP 47.		-												:				: ,	;				
1		2.3 CNCENTRALIADN 49.	1.	10.084	10.90					T P 000	T P 35W							:				•			
П	- 1	CHCHEHALISD 53.			12.80 1.00 1.15					L 5.00AM	s 6.00	L 6.00AM	s 8.20 9.00 s 9.80	A10.00AM	A 4.30PM										
		CHEHALIS JCTP 54.								\$ 0.00	8 0.00	A 6.45AM	s. 9.80						-			:			
ı		6.3 NANAPAVINED 60.		1.15	1.55					s 6.10	s 7.00	See page 8	s 10.10				· .				_	_		-	_
	2044	WIWINLOCK D 67	,	1.80	2.10					s 8 40	s 8.00	<u> </u>	- 10 40												
1		WIWINLOCKD 67.											s 10.40	-	-										
	2050	PN VADERDN 73.	5	2.07	2.25			:	,	s 7.20	s 8.80		s 11.02	[-	-					
1	2053	OLEQUA 76.	2	2.15	2.85					f 7.85	f 9.00		f 11.10		·				-		-	-	-	-	-
ľ	2060	CACASTLE ROCKD 83.	1	2.42	3.00 4.58 455 563 401					s 8.10	s 10.15		s 11.35AM 12.45PM 561 407						-	_					_
-	2066	OSTRANDER 89.	4	2.55	8.15 8.15					f 8.80	f 10.85		561 407 f 1.00				·	: 	ļ 	-	-	-			_
	2071	KSB 93.	<u> </u>	8.02	5.25					s 9.25	s 11.80		s 1.80						-	-	-			-	-
1	- 1	CARROLLS 98.		8.18	5.40					f 9.45	f 11.45		f 1.45					<u> </u>	-	-		-	-		\dashv
Ш	- 1	KAKALAMADN 103.		8.85	5.55					s 10.55	19 1 1 .55AM		s 2.00.					-	1		-		-		+
	- 1	. MARTIN'S BLUFF 107.		4.00	6.06			:		f 11.10	f 1.00		f 2.20								-		-	1	-
1		VDWOODLANDD 112.4 5.4 RGRIDGEFIELDD 117.8		4.15	6.20					s 11.45AM			s 2.40		-		:								-
1		5.2KNAPPS 123.0		4.81	6.85			<u> </u>		512.01PM 51.00	s 1.55		s 8.05			-									
1		3.2		4.52	6.56		·	:		f 1.15	f 2.10		f 8.25 f 8.85	-,											
		.VANCOUVER JCTP 129.0	Bee Dage 2	RI I	7.05						2.85		8.45			-			-	_		1			_ .
١.		3.1 MX .VANCOUVER . DN 132.1			A 7.15AM			, .i					A 4.00PM				· · · ·			•	-	-		-	_ .
ı		10.0								A 1.55PM]]						
1	-1		1	1	JUVER A	ND PORT	ILAND T	RAINS	WILL BE G	OVERNED BY	SPOKA	NE, POR	TLAND	AND SEA	ATTLE R	AILWAY	TIME T	ABLE R	RULES A	ND REG	ULATIO	NS .			5.
	2121 V	CPORTLANDDN 142.		A 6.45M							:		*						.						Ī
			EXCEPT SUNDAY	DAILY	DAILY					EXCEPT SUNDAY	ÉXCEPT SUNDAY	EXCEPT	DAILY	EXCEPT	EXCEPT MONDAY	EXCEPT					 			-	-
		Time Over Subdivision	.15	8.35	7.17					7.56	8.30	.45	8.55	5.00	6.15	1.00		ř	-					-	- -
	- 1-	Average Speed per Hour	12.4	16.5	18.1					11.5	9.7	6.8	14.8	9.9	8.00	8.2		!	-	1	 			-	+

Speed of trains through cross-over tracks or entering sidings must not exceed 15 miles per hour. Helper District, Vader to Rainler.

E	estward									rik	JC IC	N TINE	SION				/ /					•			-
	Time Table 39A					1	1		√ F	IRST CL	ASS.						—			-				-	
•	Succeeding No. 39	564	402	460	592	408	466	562	458	414	424	570	512	594	434	422	590	456							
	May 20, 1914.	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	·		DAILY		DAILY	DAILY	DAILY	DAILY	DAILY			_		_	-	-
land	STATIONS.				Nor. Pac.		Nos Pec	O-W P			Nor Dec	O-W P	O.W.P.	Nor Pac	Nor. Pac.	Nor Pac					_		_		_
Distance Portland	Telegraph Offices and	O.=W. R. & N. Seattle	Nor. Pac. Seattle Express	l	South Bend	Nor. Pac. Seattle	Grays	& N. Seattle	Gt. Nor.	Nor. Pac. Seattle Special	Harbor	Ore-Wash	OW. R. & N. Shasta	South Bend	Evergreen State	Grays Harbor	Nor. Pac. Passenger	Gt. Nor.							
	QTACOMADN	Express A 4.40AN	A 5.00AM		Passenger		Passenger A12.20PM	A 1.85PM	A 2.55P	A 8.25PM	Express A 4.85PM		Limited A 7.85PM		Limited A 9.15PM	Limited A 8.40PE		A10.00PM		_	-	_	_		-
	4.6		RE	TWEEN 1	ГАСОМА	AND SO	UTH TAC	OMA TE	L	ILL BE G	OVERNE	D BY PL	IGET SO	UND DIV	ISION T	ME TAR	LE RULE	S AND R	EGULAT	IONS			.!		
7.5	SU.SOUTH TACOMA.N 70	4.25		5.45 963		s 12.20			2.40		s 4.15	6.45	7.20		9.00			9.45 691-679		1	1		Ī		T
	VALAKEVIEWD 60	1 4.16	4.82	7 5.35		112.11	L11.55AM		2.30 966 465	3.04	L 4.05P	f 6.37	7.14		f 8.52	L 8.15PM		9.87		_	_	_	_		-
8.8	HIHILLHURSTD 60		!	997			8 457 See page 6		966 465 2.15	998 2.58	See page o	423 f 6.80	7.07		f 8.45	See page 6		9.80			-		_		_
2.8	6.0 RYROYDN E 65 W 78	s 8.57	s 4.15	f 5.08		* 11.52# 975		• 12.55 998	f 2.05	f 2.48		s 6.20	6.58		s 8.85			9.20		_	-	_			-
	YAYELM D 70		1			• 11.40 511		s 19.45	1.55	2.35 433		f 6.08	6.48		s 8.25			9.10		_	-	_	_		-
	5.5																			_	_				
	RARAINIERDN E 65 W 85		l			s 11.29		s 12.36 457 f 12.23	1.45	2.27		f 5.58 459 f 5.4 5	6.40 413 6.80		f 8.17 f 8.10			9.01		_	_	_			
07.7	JSMcINTOSHD 70	1 6.27	1 3.47	1 4.20		f 11.19		1 12.20	1.86	2.18 569		0.45	6.80		0.10			8.00	-						
03.1	NOTENINO DN E 85 W 85	s 8.17	s 8.88	f 4.18		8 11.10 407 998		12.13 511	f 1.28	s 2.10		s 5.84	6.20 459		s 8.08			s 8.48							
99.7	BUBUCODAD 65	f 8.11	i 8.80	1 4.04		s 11.02		■ 12.04P	1.22	2.02		s 5.25	6.15		s 7.57			8.87	-	-	-	-			-
4.6	WABASHP								-							<u> </u>				-	-		-		_
2.3	CNCENTRALIA DN 120	s 2.55	s 8.15	s 8.45	A10.05A	10.50		s 11.50A	s 1.10	s 1.50		s 5.10	s 6.00	A 7.25PM	s 7.45			s 8.25		-	-	_	-		-
	CHCHEHALISD E 50	2.40				8 10.48		s 11.85	s 1.00	s 1.88		s 4.55	s 5.52	s 7.15	s 7.25			s 8.15		-	-		-		_
7.6	1.0 CHEHALIS JCTP W 40 Y				L 9.40A							-		L 7.05PM							-	-	-		_
31.3	NANAPAVINED E 85 6.8 W 85	s 2.15	s 2.45	f 8.20	See page 8	■ 10.22 978		s 11.21	12.50	s 1.18	1	8 4.40	5.89	See page 8	s 7.08			s 8.05		-			7	-	
5.0	WIWINLOCKD 70	s 1.55	s 2.25	s 8.05		s 10.07		s 11.07	s 12.87	s 1.05		s 4.25	5.27		s 6.50			s 7.50		-	_	_			-
90 6	6.4	. 1 40	t 0 07	. 0 50		s 9.54		10.54	10.08	- 10 50	<u> </u>	s 4.12	5.15		s 6.87			s 7.88		_					_
8 .6	PNVADERDN E 60 W 65		1 1			• 0.04		974	12.25	\$ 12.00		. 4.12	0.10												
35 .9	OLEQUA No Siding	f 1.80	f 2.00	f 2.45		1 9.48			12.19	i		f 4.05	5.10		f 6.81			7.38							
9.0	CA.CASTLE ROCKD E 80 W 81	s 1.15	s 1.40	s 2.31		s 9.84		s 10.88	s 19.05M	s 12.82		s 8.51	4.58		s 6.16			s 7.17			1				
52.7	OSTRANDER	f 12.55	f 1.25	f 2.16		f 9.22	-	f 10.19	11.50A	18.15		f 8.88	4.45		f 6.08			f 7.09							
19.0	KSKELSOD 70	s 12.45	s 1.18	s 2.10		s 9.15 974				s 12.09P		s 8.80	4.40		s 5.55			s 6.55	,						
13.3	CARROLLS	f 19.85		1 2.00		s 9.08		f 10.01		f 11.58A		f 8.20			f 5.48		!	f 6.48				_			
8.9	KAKALAMADN E 60 W 60 MARTINS BLUFF	s 12.26 f 12.15		8 1.52		s 8.55 f 8.45			11.15	1		s 3.10 f 2.58	4.19		s 5.88 f 5.18			6.85		-	_	_	_		_
34.6	WDWOODLANDD	1 12.15 1 12.05M		1.48 f 1.84		s 8.37		f 9.42	s 11.05			s 2.49	4.08		s 5.10		-	f 6.15		-	-	-	_		-
24.3	RGRIDGEFIELD D E 130			1.24	İ	s 8.25	·		• 10.55			s 2.37	8.51		s 4.57			f 6.02		-	-	-		_	-
19.1	KNAPPS	f 11.41		f 1.14		f 8.15		f 9.11	·			f 2.26	8.41		f 4.45	<u></u>		1 5.52		-	-	-	-	-	-
15.9	3.2 FELIDAP	f 11.86	f 12.10	f 1.10		s 8.10		f 9.06	10.40	11.04		f 2.21	8.86		f 4 .40		See page 8	f 5.46		-	-	-			-
3.1	VANCOUVER JCTP	11.81	12.05AM	1.05		8.05		9.01	10.85	11.00		2.16	8.81		4.85		A 5.10PM	5.42		-	-				-
0.0	MXVANCOUVERDN 1000	\$ 11.26PM	s 11.59PM	L 1.00M		8.0 0		8.58AN	L10.80A	s 10.85		8 2.11PM	s 8.26M		4 .80		L 5.00PM	L 5.85PM							
		BETW	VEEN VAN	NCOUVER	R AND PO	ORTLANI	TRAIN	S WILL	BE GOVE	RNED B	Y SPOKA	NE, POR	TLAND /	AND SEA	TTLE RA	ILWAY 1	TIME TAI	BLE RUL	ES AND	REGULA	TIONS				
0.0	VCPORTLANDDN 1000	· · · · · · · · · · · · · · · · · · ·	L11.80PM			L 7.85M				L10.80A					L 4.00PM										
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		<u>-</u>		•		_	-
	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	82.6	15.3	27.0	19.7	18.6	29.9			-			-	7
				I ' '	1 1	i	1	ļ	1	l	1	I	1	I	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.

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.

East	tward				/				FIRS	T SUE		ION				<u>.</u>							
	Time Table 39A			V	SEC	OND CLASS.		1			/ /			·	THIRD C	LASS.							
. 4	Succeeding No. 39	5	588	680	692			964	966	976	998	978	974	970						1			
from	May 20, 1914.	CILY	EXCEPT SUNDAY		DAILY			EXCEPT	. [l	EXCEPT MONDAY									
Distance Portland	STATIONS.	38	Nor. Pac.	Non Dag	0W. R.					· 												-	
Port		Sidi	Mixed	Freight	OW. R. & N. Freight					OW. R. R. & N. Way Frt.			Way Freight	Way Freight		<u>. </u>			_				ā .
42.0	QTACOMADN			A 8.80AM	A 4.00AM	general and a second		A11.15A	A 2.50PM	A 5.85PM	A 3.40P		**************************************			Щ.							
					<u>-</u> -	TACOMA AND SOL	JTH TACOMA					GET SOU	ND DIVIS	SION TIME	TABLE RUL	ES AND	REGULA	TIONS					
37.5	SU.SOUTH TACOMA.N 3.7 D	70		8.00	8.40			s 10.40 975	s 2.80	5.10 459	8.20												
33.8	VALAKEVIEWD	60		2.50	3.25				L 2.15PM s 458-465-433	i 4.55	1 3.10± 2.55												_
	HIHILLHURSTD			2.35	8.10	·		f 10 04	1	f 4.40									_				
22.8	RYROYDN E	65 78		2.21 401	2.50		:	s 9.34 9.15 561		s 4.20	s 2.25433 12.45458 975 569 562	-											
17.:4	YAYELMD	70		1.40 563	2.31 401			s 8.55		s 4.00	8 12.25PM 457					-							
11.9	RARAINIERDN	65		1.15	2 10			s 8.10	-	s 3.40	s 12 . 1 OPM										\ <u></u>	-	-
07.7	JSMcINTOSHD	70		12.50	1 58 563			f 7.45		f 3.15	f 11.55AM 511									.	7		
03.1	NOTENINODN	85		12.30 691	1.33 455			s 7.20		s 3.03	s 11 .25 10 .35 408-407		*						_	-		•	-
	BUBUCODAD	I.			1.10			s 6.80			408-407 s 10.20					_				-	-	-	_
	5.1 Sizualini														Springlings, surface								
	WABASHP	100						_ -			10.00	-11 6A	A 6 A65		-								
	CNCENTRALIADN 3.7 CHCHEHALISD				12.40 12.05AM 11.55PM			L 6.00AM		L 2.00PM	9.25	A11.80AM s 11.00		4.00					1	-			_
	1.0 CHEHALIS JCTP	Y.		10.50	11 55FB						5 0.10	3 11.00	2.00	L 8.85PM		_			_			-	_
	NANAPAVINED	85 85		10 27	11.85						s 8.85	s 10.27	1 25			_		_	-				_
75.0	WIWINLOCKD			10.07	11.08			_[s 8 00	s 10.27 10.02 408 s 9.20	458-414 8 11 4544			_			-	-			
	6.4																					_	
68.6	PNVADERDN E W	60) 65		9.47	10.48		-				s 7.25	s 8.45	10.59 s 10.30										
	OLEQUA	ling)		9.40	10.88							f 8.20	1						_			. :	_
59.0	CA.CASTLE ROCKD E	80 81		9.20	10.18						s 6.40	s 7.55	s 9.45										
2.7	OSTRANDER	-		8.55	9.58		•					f 7.15	ı						<u> </u>	_			-
49.0	KSKELSOD	70		8.45	9.50						s 6.00	s 7.00	408 9.20 8 8 .15									-	
<u>i</u>	CARROLLS			8.80	9.40	1260						f 6.80											
38.9 34.6	KAKALAMADN 4.3	140. 		8.20	9.80	31	>	_	-			s 6.15 f 5.45	7.80 s 6.80			<u>. </u>			_	-	-		_
	WDWOODLANDD			7.58	9.15							s 5.80							_	-		\ <u> </u>	
	RGRIDGEFIELDD	130	-	7.45	9.00	·		_				s 5.05				_				-	-	-	-
0.1	5.2 W KNAPPS	106		7.84	8.52						f 4.20	f 4.40	f 5.27			_			-	-	-		-
5.9	FELIDAP		See page 8	7.80	8.46							f 4.25								:		1	
3.1	VANCOUVER JCTP		A 8.10AM	7.28	8.89						4.10	4.15	5.10										_
0.0	MX . VANCOUVER . DN 1	000									978	L 4.05AM 998											
	· · · · · · · · · · · · · · · · · · ·		1		NGOUVER	AND PORTLAND	TRAINS WIL	L BE GOV	ERNED B	Y SPOKA	NE, POI	RTLAND	AND SEA	TTLE RAIL	WAY TIME	TABLE	RULES AI	ID REGUL	ATIONS			T	1
0.0	VCPORTLANDDN 1			L 6.15PM	DATE			PYCEDT	PYCEDT	ЕХСЕРТ	DAILY	EXCENT	BYCENT	EXCEPT									
<u> </u>]_	SUNDAY	DAILY	DAILY			MONDAY	SUNDAY	SUNDAY		MONDAY	SUNDAY	MONDAY					_				
	Time Over Subdivision Average Speed per Hour	-	.10	8.30 16.7	19.1			9.5	.35 14.0	3,35	8.15	7.10	6.11	7.7		_				-			-
	witerage phead hat mont		40.0	20.1	-0.1			1	-1.0	25.5	-0,0	-5.0	20.2	ı	ı	İ	1	l	1	i	1		

	V	Ves	tward							:	SE	COND (GRAY'S	SUBD	IVISI(ON		Ţ								
bies	2		Time Table No. 39A		1	V		1/		FIRST	CLASS.	7/					Ī	SEC	OND CL	ASS.		TĤ	IIRD CLA	SS.	
Fuel, Turntable	Station Numbers	Distance from Lakeview	Succeeding No. 39	ty	577	551	599	421	571			579	:	<u> </u>		<u> </u>	585			695	961		979		[
Fus Tuj	Z	Ce fi	May 20, 1914	Capacity idings	O-WRR&N Passenger	Nor. Pac.	C.M.&St P.	Nor. Pac.	O-WRR&N	Nor. Pac.	Nor. Pac.	C.M.&St P.					l			O-WRR&N Freight	Nor. Pac. Way Frt.		C.M.&StP. Way Frt.		
ater ales id W	atio	istan akevi	STATIONS	Car Ca	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					Tues., Thurs. and Saturday								
			Telegraph Offices and Calls VA LAKEVIEW DN	· 1	DAILI	DAILI	DAILI	L 9.20M			L 6.88P			·			and Saturday	MONDAY	SUNDAY	SUNDAY	EXCEPT	L 8.00AM	EXCEPT SUNDAY	SUNDAY	
l i			2.3							s 900			· ·									S	ــــــــــــــــــــــــــــــــــــــ		
			, COUNTRY CLUB					9.28		1 2.29	f 6.87											·	5.2	•	
9	3 S	2.8	AMERICAN LAKE	40			-	9.24		2.80	6.88											f 8.10			1 - 7
0	K 5	4.8	COSGROVE	35			1	9.27		f 2.88	f 6.41							:				f 8.15		-	
8	7 K	8.0	DDU PONTD	35				f 9.82		s 2.40	s 6.48										No. 961	s 8.80			1
W	2 K	12.5	UN SHERLOCK D	25				f 9.42	_	s 2.50	s 7.00			-							has right over No. 962	2 9.15 7 9.52	بغين خفستن		
	7 K	15.6	COVIESTON	Spur 50				9.46	-	f 2.58	7.08	-									Olympia to Gate	9.82 910.05 811.20			
	C K 18	18.0	2.4 UNION MILL	Spur				f 9.58		s 8.05	8 7.15											s 11.55AM			
	C K	19.5	LACEY P	40				s 9.55	-	8 3.10 424	s 7.27		· · .									s 12.80PM			
WT	CK	24.5	OY OLYMPIAD	110				\$ 10.15 10.25		8.25											L 6.00AM	A12.55PM			
	25	25.2	PT. TOWNSEND SOUTHERN C'G.					10.20	-														- income a		
	<u>.</u>	20.0	(Track Connection) BELMORE				-	10.40	_	f Q 00	f 7.55										f 7.00	·		, 	
	80 C K	33.4	3.5 OVERTON 3.0	Spur			l	10.40		f 8.44	1	-									1 7.00	<u> </u>			
	84 C K	36.4	KK	43	-		·	f 10.55	-	s 8.52				<u> </u>							s 7.50	<u> </u>			
	87		1.8					f 11.00	<u> </u>	s 8.55	8.12	-				·					f 8.10		ilida (·	
			BORDEAUX JUNCTION						_																
			MIMA 4.5					11.05		f 8.59							No. 585	See page 7			f 8.20		ciridere	See page 7	
			HK GATE					* 11 15%	ضحصه اه	s 4.10 4.15							has right over No. 586	L 8.80AM			A 8.85AM			L 9.00AM	
	C M	49.0	OX OAKVILLED	90				s 11.35		s 4.26	8 8.40 6.94						Hoquiam to	8.45		,				s 9.20 10.00 466	
	C M.	55.9	LYTLE	80	<u> </u>		-	11.45	-	4.42	8.51						Moelips	4.05						466 f 10.20	
w	. 1	56.9	OR PORTER D					f 11.50	-	s 4.48	s 8.55							4.10						s 10.45	
- 0	C M 15	58.5	1.6 MALONE	Spur		See page 8	-	s 11.58A	м	s 4.58	f 8.58					-	-	4.15							
			EFD			L 7.45AM		s 12.08P	¥	s 5.07	s 9.10					·		4.40	,					s 1 1 . 15AM 1 . 37PM 421 968 424 5	
-		88.0	MĄCKS		<u> </u>	f 7.50		552 12.14	_	f 5.18	9.14	-						4.47				·	- No. 1885	421 968 424 5	52
			1.2	50			·																		
			SP SATSOP D	. 1		8 7.57		s 12.20	_		s 9.17				-			4.51						s 2.00	
	29		MO MONTESANOD			s 8.15		s 12.85		s 5.89	s 9.27							5.20					i i	s 8.00	
CY	37	81.5	ABERDEEN JCTP	42		8.40 466		12.55 424		f 5.55 6.94	9.45							5.50					13.03	8.80	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
- C	40	84.4	SA. ABERDEEN D 3.6 HO HOUNAM D	50	L 7.00AM	8 8 55 968 580	L12.45P	s 1.15	L 2.80PM	s 6.10	s 10.05	L 9.45M								L 4.15PM			1 40PM	I	
Y Y	44	00.0	HO HOQUIAM D 3.4 GRAYS HARBOR CITY	190	A 7.15AM	585 585	A 1.00h	A 1.25H	A 2.40M	6.30 6.40	A10.20n	A10.00m					551 f 9.25	A 6.40AM	A 7.00AN	A 4.25PM 422			A 2 OOM	A 4.15PM	
	47 C M		GRAY GABLES	Sdø.			-		_	f 6.55		-	-				f 9.85				·	<u> </u>		<u></u>	
	52 C M	97.4	CHENOIS CREEK	Sdg. No			-		-	f 7.01		-			-		f 9.40				·				
	04 C M 56	100.6	3.2 TULIPS P	8dg. 40			-	-		f 7.09		-					f 9.55							- San San San San San San San San San San	
7	C M 61		COPALISD	Spur				-	-	s 7.20			-		;		s 10.10					· · · · · · · · · · · · · · · · · · ·			(
	C M		ONSLOW	30						f 7.84				-	:		f 10.85								
	66	109.9	STEARNSVILLE	No Sdg.		. ,				s 7.89							f 10.45								
W	68	111.8	1.9 ALOHA 1.7 PACIFIC	Spur 12	 				_	f 7.45							f 10.56								
			1.5 SUNSET BEACH				l	-	-	s 7.50 f 7.55							f 11.08 f 11.10								
Y	71 M	116.0	MC MOCLIPSD	8dg.]		-		-	A 8.00PM		<u> </u>					A11.15AM				· ·	-			
	72		Time Over Subdivision		15.	1.20	15.	3.45	.15	5.20	3.42	. 15					2.00	3,10_	.20	.15	2.35	4.03	.20	4.13	
			Average Speed per Hour		14.0	18 4	14.0	23.4		21.7	23.7	14.0				N THE OF	14.0	13.9	10.5	14.0	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 (%) of a mile east of Hoquiam. See page 14 for Special Rules governing.

SEE SPECIAL RULES, PAGES 11, 12 AND 14.

Eastward			-							SECOND SUBDIVI GRAY'S HARBOR L							<u></u>				
ime Table No. 39A		V.	V			<	FIRST	CLÁSS	1		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	SEC	COND CL	ASS.	<u> </u>		· ·	THIRD CL	ASS		**
Succeeding No. 89 May 20, 1914	rom		466	580	552	424		422	578		586		694		980	968	962	966			83
	ace fi			-	-		C.M.& St.P r Passenger	Nor. Pac.	O-WRR&N		Nor. Pac. Mixed	O-WRR&N Way Frt.	Nor. Pac.	C.M.&St.P. Freight	C.M.&St.P Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.		: 7	1
STATIONS.		O-WRR&N Passenger DAILY				-			-				EXCEPT SUNDAY			EXCEPT		_		-	1
Telegraph Offices and Calls LAKEVIEW DN			DAILY A11.55AM	DAILY	DAILY	A 4.05PM	DAILY	DAILY A 8.15PM	=		and Saturday	SUNDAY	SUNDAY	SUNDAY	SULDAI	MONDAY	SUNDAL	A 2.00PM 8 465	. 5.		
2.8			8	·	-	8						-						s 465			-
COUNTRY CLUB			f 11.51		-	f 8.59	_	f 8.09	_				<u> </u>			.					-
AMERICAN LAKE	_		11.50			8.57		8.08					!	-			, .	f 1.50			
COSGROVE	. 111.7	4	f 11.47			f 8.58		8.05				1	- 1			_	No. 961 has right	f 1.45			1_
DU PONT	D 108.(of the state of th	s 11.42			s 8.45	-	1 7.57	-			1	-				over No. 962 Olympia	1.80 s 12.10PM		·	1 2
SHERLOCK D	D 103.	5	s 11.27	.		s 8.27		s 7.42				-			_		Olympia to Gate	s 11.45AM			-
3.1 COYLESTON			11.20 965 966	·	 	f 8.20	_	7.85					.[—		-	\$10.55			1
2.4 UNION MILL			965 966 s 11.15	.		s 8.15		s 7.80					-	·				8 10.45			
1.5				- '	<u> </u>				- '		'	- '	- '		_		.				1
LACRY P			s 11.12	'		* 3.10 465		s 7.27										9.55 421			- -
OLYMPIA	D 91.5	، ا	11.00	'		s 2.55		s 7.15	,		<u> </u>				<u></u>		A 1.80H	M L 9.00AM			";;
TOWNSEND SOUTHERN C'G. 4.7 (Track Connection)	90. ε	3																			
BELMORE F			f 10.40			f 2.89	-	6.55	-								f 1.00				
OVERTON	82.	δ	f 10.88			2.84	-	6.48	-			-					f 12.40				
LITTLE ROCKD	D 79.	6	s 10.28	-		s 2.29		f 6.41	-			-	-				f 12.80				
1.8 BORDBAUX JUNCTION	_		f 10.24	,	-	s 2.26		6.88	-								f 12.05P	4		-	
1.0 MIMA	76.	4	1 10.88	•		8.24	-	6.34								7	f 11.25A	4			
4.5 GATED				•								-	See page 7	<u>, </u>		See page 7	L11.10A	_		****	
2.0			10.15 10.10		-	s 2.15 s 2.10		s 6.25 s 6.20				-				s 1.15	421				1
OAKVILLE			* 10.00 967			8 2.04		s 6.10	_			_	8.40 423			.	-	_			- -
LYTLE	60.1	1	9.46			1.52		5.55			No. 585		7.55			f 19.88				<u> </u>	
PORTER	1		s 9.44		_}	s 1.50		f 5.52	_		No. 585 has right over No. 586	,	7.50			s 12.28					
MALONE			f 9.85		_	s 1.47	l	s 5.48	_		Hoquiam	1	7.40			f 12.28					
2.5	D 52.	δ	s 9.25	-	A11.45A s 967 421	AM 8 1.37 1 967		s 5.87			Moclips		7.25			12.08PM s 11.15AM 421 967	4		/		Ĺ
MACES	50.	.0	9.15		s 11.40	1.29		5.80	-			-	6.58		_	f 11.10	•				-
1.2 SATSOP I			s 9.19	-	s 11.87	s 1.26	,-	s 5.27	-			-	6.40			s 11.00	•	-		<u> </u>	
6.0 MONTESANOI			8 9.00			s 1.15		465 s 5.15				-	6.25	-		10.40	-	-			-
8.3	_	_i	_					_				_				s 9.80	•				•
ABERDEEN JCT1	1	1	s 8.40	ı	11.10	12.55 421		s 4.55				A 5 251	5 55 465 5.85	A 8 509	A 5.50A	s 9.80 s 9.05	-				
ABERDERNI		8		6	1	- 1					A 2.55F	_	5.85 L 5.15PN	-l	I	L 8.35A					-
HOQUIAM	24	7	580 f 7.52	968 551 466	3		L 1.45P	967	PN L10.80PM		f 2.25			465		580	-	-			4
4.6 GRAY GABLES	1		f 7.89	I .	-	_	-	-	-		f 2.05		-			-	-	-		·	-
1.4 Chenois Creek	1		f 7.81		-	_	-	-	-		f 1.55	-				-	-	-			-
3.2 TULIPS	1		f 7.25		-	-	-	-	_		f 1.40	-	-			-	-			·——	1
COPALIS	.D 12.	.2	s 7.18	-	-		_	-	_		s 1.10	-	-			-		-			1
4.3 ONSLOW	7.	,9	f 7.00	-	-	-		-	-		f 12.50		-			-		-			-
STEARNSVILLE	6.	,1	s 6.55	-	-		-	-			f 12.4 5									- 2	_
ALOHA	4.	.2	f 6.47	-	-				-		f 12.80										
PACIFIC			s 6.41						.		f 12.20	_									_
SUNSET BEACH			f 6.88								f 12.10						_	_			-
MOCLIPS	D 0.		L 6.85M								L12.05P					_		2 00]	_
Time Over Subdivision	-	.15	5.15	14.0	1.00 24.5		14.0		15, 14.0		2.5 0 9.9	8.4	3.45 13.0	10.5		10.9	$-\frac{2.20}{6.4}$	$-\frac{3.08}{7.8}$	<u> </u>	J	-)

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 Moolips.

SEE SPECIAL RULES, PAGES 11, 12 AND 14

Maximum speed of trains through areas of trains through a constant and through a constant areas of trains through a constant areas of trains through a constant and through a constant areas of trains through a constant areas of trains through a constant areas of trains through a constant and through a constant areas of trains through a constant areas of trains through a constant and through a constant areas of trains and through a constant areas of trains and through a constant areas of trains and through a constant areas of trains and through a constant areas of trains and through a constant areas of trains and through a constant areas of trains and through a constant areas of trains and through a constant areas of trains and t

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.

		Westv	vard	-		P-1						THIRD SUBDIVISION (GATE LINE)	ON		-				-		East	ward	
THIRD CLASS	SECON	D CLASS		-	FIRST	CLASS.		•	iles,	, p		Time Table No. 39A	Gate				FIRST	CLASS.			SECON	D CLASS	THIR
967	695	693	507	505	571	503	501	577	el, Sca	ımper	TO III	Succeeding No. 89 May 20, 1914.	rom G	ţ	578	572	502	504	506	508	696	694	968
Nor. Pac. Way Frt.	O-WR&N Freight		Nor. Pac. Passenger	Nor. Pac. Passenger	O-W R & N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W R & N Passenger	r, Fu	on N	Distance for Centralia	STATIONS.	nce f	apaci	O-WR&N Passenger	O-W R & N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger		O-WR&N Freight	Nor. Pac. Freight	Nor. Pa Way F
XCEPT UNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Wate	Statio	Dista	Telegraph Offices and Calls	Dista	Car C	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEI MOND
6.80AN	L11.15AM 502	L 2.80AM	L 7.40PM	L 3.25PM	L11.50AM	L10 504 502 572	L 9.25AM	L 8.00A	W C Y S	2027	0.0	CNCENTRALIADN	13.0	170	A 2.00AM	A10.25AM	A10.50AN 695 503	A 3.10PM	A 7.05PM	A 9.05PM	A10.00AM	A 9.50PM	A 2.8
7.29	A11.25AM	2.44	7.46	8.80	A11.57AM	10.54	9.82	A 8.07AN			1.8	BLAKESLEE JUNCTION OW. R. & N. CO. CROSSING Track Connection 0.1	11.5		L 1.45AM	L10.14AM	10.41	8.02	6.54	8.58	L 9.40AM	9.41	2.2
7.80		2.45	7.47	3.81		10.55	9.83				1.6	BLAKESLEE	11.4				10.40	8.01	6.58	8.57		9.40	s 2.2
7.55		8.00	s 7.58	s 8.89		s 11.03	f 9.42			C K 51	5.8	GRAND MOUND	7.2	90			s 10.83	s 2.51	s 6.45	s 8.48		9.80	s 2.0
8.20		8.15	s 8.00	s 8.47		s 11.11	f 9.50			C K	10.0	RHROCHESTERD	3.0	75			s 10.25	s 2.87	s 6.85	s 8.40	: ·	9.15	s 1.4
•							-				10.4	C. M. & St. P. CROSSING No Track Connection 2.6	2.6				:						
8.85A		A 8.80AN	A 8.10PM 508	A 4.00PM		A11.20AN	A10.05AM		WΥ	C K	13.0	HKD	0.0	50			L10.15AM	L 2.25PM	L 6.25PM	L 8.30™ 507		L 9.00PM	L 1.80
XCEPT UNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT MONDAY		EXCEP MONDA
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.

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.

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

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

Registering Stations.—Centralia and Gate.
Bulletin Stations.—Centralia.

Standard Clock.—Centralia.

Standard Clock.—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

Westward **FOURTH SUBDIVISION** (OCOSTA BRANCH)

Eastward

 			 				 						(OCOSTA BRANCH)		-		<u> </u>								
 -					:4		SEC	COND CL	.ASS	yes	2		Time Table No. 39A				SECOND	CLASS	66-200-200 P						
								583	581	iel, Scales	Numbers	Distance from Aberdeen Jct	Succeeding No. 39 May 20, 1914.	from	ity	582	584		Power Co.						
 								Mixed	Mixed	r, Pu	Z	deen	STATIONS.	City	Sapac	Mixed	Mixed			-					
				-				Wed. and Sat. Only	EXCEPT SUNDAY	Wate	Station	Dista	Telegraph Offices and Calls	Dista	Car of Sic	EXCEPT SUNDAY	Mixed Wed. and Sat. Only		:				-		
									L 1.00PM	Y	CM 37	0.	0ABERDEEN JCT	18.2		A 8.20AN						-			1
					į	·			s 1.10			0.	8JUNCTION CITY	17.4		s 8.10						·	-		
									1.15		CR 1	1.	COSMOPOLIS JCT	16.8	No Sdg.	8.05									
								L 9.15A	A 1.20PM	W			MPDSMOPOLISD				A11.50AM								
							:	9.20			CR 1	1.	4COSMOPOLIS JCT	16.8	No 8dg.		f 11.45								
								s 9.25			CR 3	2.	4SOUTH ABERDEEN	15.8	90		f 11.40								
								1 9.55			1	1	1MARKHAM	ı	1		f 11.15							-	
								s 10.15		Ŧ	CR 16	15.	OCOSTA P	2.7	10		f 10.55								
								A10.304			CR 19	18.	BAY CITY	0.0			L10.40AM								
	``					·		Wed. and Sat. Only	EXCEPT SUNDAY							EXCEPT SUNDAY	Wed. and Sat. Only		1000		-	-			- 10 .
								1.15	.20		-		Time Over Subdivision			.20	1.10		— Koosa						
 		<u> </u>						15.0	9.0			1	Average Speed per Hour			9.0	16.0						_		1

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 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:

No. 582 connects with No. 466 and No. 581 connects with No. 421 at Aberdeen Jct. See pages 5 and 6.

Westv	vard	. /	مستا			F	IFTH SUBDIVISION	١ .		·	_		Eastward	We	stward				SE	VENTH SUBDIVISION			Eastv	vard
		SECOND	FIRST	8,8			Time Table No. 39A			FIRST	SECONE			THIRD CLASS.	FIRST	CLASS.	 ;		1	Time Table No. 39A		FIRST	CLASS.	THIRD CLASS.
	12. 212	589	587	Scal & Wy	mbers	E		Et.		590	588	-		969	593	591	200	Sors	from Junction	Succeeding No. 89	70	592	594	970
			307	Ruel,	Z	e from	May 20, 1914.	Distance from Vancouver Jct.	Car Capacity of Sidings					Freight		Passenge	_ 20 E	- Lum	fron	May 20, 1914.	South Bend Car Capacity of Sidings	Passenger		
		Mixed	Passenge	ter,]	Station	Distance Yacolt	STATIONS.	tanc	Cap	Passenge	<u> </u>			See page 1	See page 1		, 8 F g	uo V	ance alie	STATIONS.	h Be Capa	See page 3		See page 3
		EXCEPT SUNDAY	DAILY	Wa Tuj	Sta	ll		! I		DAILY	EXCEP' SUNDA			EXCEPT SUNDAY	DAILY	DAILY	Tabe 1,≪	Stat	Distance Chehalis	Telegraph Offices and Calls	Sout	DAILY	DAILY	EXCEPT SUNDAY
		L12.80PM	L 6.00A	WY	C Y 27	0.0	YCD 6.6	26.9	35	A 6.40P	A11.00	R .		L 6.45A	L 8.15PM	L12.05P	Y	2032		والمستقل والم والمستقل والمستقل والمستقل والمستقل والمستقل والمستقل والمستق		A 9.40AN	A 7.05P	A 8.85PM
		f 1.00	f 6.14		C Y 20	6.6	WALL	20.3	No Sdg	f 6.18	f 10.80			8 7.05	s 8.25	s 12.15		C W	3.	4 AD 53	.1 20	s 9.26	s 6.54	8 8.10
X 1		s 1.20	s 6.19		C Y	8.1	HEISON	18.8	25	s 6.18	10.20	:		s 7.15	s 8.29	s 12.19	一	cw	4:		.8 37	s 9.21	s 6.49	s 2.25
		s 1.40	s 6.24	-	C Y	9.9	CRAWFORD	17.0	No 8dg.	s 6.06	s 9.50			f 7.25	f 8.85	f 12.25	 	C.W	7.	BUNKER 49	.3 Spur	f 9.12	f 6.42	f 2.05
		8 2.10	s 6.85	w	С	12.8	BABATTLE GROUNDD	14.1	20	s 5.56	s 9.80			s 7.55	f 8.44	s 12.88	W 2.4 m	8	10.	2.9	35	s 9.06	f 6.85	s 1.55
		8 8.40	s 6.50		C Y	17.0	BRUSH PRAIRIE	9.9	25	s 5.46	8.50	-				-	West			6.1 LUEDINGHAUS R. R. CROSSING 40	. 8	<u>i , ; ; ; ; </u>		\$ - Feb. 1
		f 2.45	f 6.54	.	10		1.7			f 5.40	f 8.85	- 			-				10.	0.1 Track Connection				
-		f 8.50	1 6.57	<u> </u>	8		1.4 HOMAN		Spur	f 5.86	f 8.82	-		8.50 592	s 9.00	s 12.50		C W 16	16.	DRDRYADD 40	35	s 8.50 969	s 6.17	s 12.50
					7		1.1		Spur	f 5.80	f 8.80	- -		8 9.05	s 9.05	s 12.54	╂	C W	17.	DODOTYD 38	.9 Spur	s 8.45	s 6.12	s 12.30
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	1	f 8.00	f 7.00		6		BARBERTON		Spur			_				s 1.10	<u> </u>	17		4.7 B PLD 84	35			s 12 05PV
, , , , , , , , , , , , , , , , , , ,		f 8.20	f 7.05		C ₃ Y	23.5	HIDDEN	3.4	No Sdg.	f 5.22	f 8.20			\$ 10.15 11.30#	3 0.10	. 1.10	"	22		1.4		0.00	0.00	\$ 12.05PW 11.30AW 969
			A 7.10A	Y	C X 25	26.9	VANCOUVER JCTP	0.0	No Sdg.	8	L 8.10								23.	McCORMICK R. R. CROSSING 82	3.8			
		EX. SUN. 3.05	DAILY 1.10	_			Time Over Subdivision			DAILY 1.30	2.50	<u> </u>	1 1	s 12.05P	s 9.25	f 1.16	- w	CW	24	Track Connection BMcCORMICK	.2 Spur	f 8.21	s 5.58	s 11.10
	_ EAS	9.1 FWARD TRA	NS ARE	SUPE	RIO	R. TO	Average Speed per Hour TRAINS OF THE SAME CLA Builetin Stations—Van	ASS I	N Ţij	1 18.8	SITE DI	ECTION-		s 12.80	s 9.88	f 1.28	<u> </u>	24		1.8	15	f 8.16	·	10.40
	Standar	Clasks-Venos	111707				Yard Limit Sign.—Yac 135 feet from the Yacolt end of the w	nolt.					leg of	8 12.80	\$ 9.00	1 1.20	<u>.</u>	26		1.2	15	0.10	- 0.47	10.40
	wye, switch no Trains fro	rmal position for m Fifth Sub-Div	north leg of ision must a	i wye. scertain	1st. St	ub-Divi	ision Rights before occupying main line	e at Va											27.	WALVILLE R. R. CROSSING 29 1.6 No Track Connection	1.2			
	Speed of Nos. 587	trains through cro 588, 589 and 59	ss-over trac	ks or en	tering g at L	sidings ucla, l	must not exceed 15 miles per hour. Moulton and Crusher for passenge	ers.						f 12.50	f 9.48	f 1.85	T	C W	28.	PLUVIUS 27	.6 86	f 8.07	f 5.40	f 10.10
Westv	vard						SIXTH SUBDIVISIO	N					Eastward	s 1.25	s 10.00	s 1.55	w	C W	35.	FRPRANCES	.2 35	s 7.45	s 5.15	s 9.80
	FIRST	CLASS		8	ers		Time Table No. 39A					IRST CLAS	S	f 1.85	f 10.05	s 1.59		C W	36.	GLOBE	.9 Spur	f 7.89	f 5.10	8.40
		553	551	iel. Wy	quin	from	Succeeding No. 89 May 20, 1914	from	pacity	552	554			s 1.45	s 10.08	s 2.08		C W	38.	BMD 18	.5 14	s 7.86	s 5.06	s 8.80
				s, Tr	N uo				Capa	Passenge	Passana			f 2.035	s 10.18	s 2.13	-	C.W	42.	HOLCOMB 14	.2 30	s 7.24	s 4.55	f 8.05
		Passenger	Passenge	Wate Scale table	Stati	Dist	Telegraph Offices and	Distanc Eima	Car of Si	DAILY	-	- -			s 10.26			C.W	46.	MENLO	0.0	s 7.18	s 4.45	f 7.50
		DAILY	DAILY	 			CalisSIMPSON	10.0		DAILY	DAILY	-		f 8.00	s 10.85	s 2.88	8	C W	50.	4.0 WILLAPA	.0 16	s 7.02	s 4.85	f 7.40
				 	10		1.2		Spur 4		_				s 10.45			50	<u> </u>	2.6 INDRAYMOND	4 40	s 6 57	s 4.80	7.80
					9		SMITH		Spur		_					·	 	53		3.4 SBSOUTH BENDD				1 12
					C H 7½		HILLGROVE 0.2		Spur						ATU.55P	A 2.50A	T	57	-00.	SSD	.u 150	L 0.45M		
					C _H	2.5	McCLEARY JUNCTION 0.8	7.5						EXCEPT SUNDAY	DAILY	DAILY						DAILY	DAILY	EXCEPT SUNDAY
	÷	L 4.10PM	L 7.15A	T	С _Н	3.3	McCLEARY	8.3	15 Spur	A12.40	A 6.20	PM		7.25	2.40 21.2	2.45	 			Time Over Subdivision Average Speed per Hour		19.4	2.45	8.00 7.0
		4.15	7.20	1	CH 7	2.5	McCLEARY JUNCTION	7.5		12 85	6.15			 	<u> </u>	<u> </u>	<u> </u>	<u> </u>						1
		s 4.25	s 7.80	1	CH	5.1	RAYVILLE	4.9	4 Spur	s 12.80	s 6.07			DIREC	CTION.					OR TO TRAINS OF THE SAME	GLASS	IN THE O	PPOSIT	
							WHITE LUMBER CO.IR. R. CR.		_					Sta	gister Stati Indard Cloc Iletin Stati	ckCentra	dia.		Ben	d. (East end), Walville (mill spur),				

s 12.27 s 6.02

L12.15PM L 5.50

Derailing Switches.—Bunker, Meskill (East end), Walville (mill spur), Mays, Lebam (mill spur), Nallpee (log spur), Green Creek Spur and Wheaton.

Yard Limit Sign.—Chehalis Junction, Raymond and South Bend.

Maximum speed of passenger trains forty-five miles per hour. Trains will not exceed 35 miles per hour between Frances and Pe Ell.

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

Maximum Grade.—Between Frances and Pe Ell.

Helper District.—Between Frances and Pe Ell.

Trains will stop 400 feet from draw span over South Fork of Willapa River, at Raymond. Will not proceed until draw is known to be closed. No. 591, No. 592, No. 593 and No. 594 will stop on flag at Meskill, Nallpee, and make regular stops at Ashlock and Mays.

"Gates are installed at the crossings of private railroads over Northern Pacific tracks, as follows:
Dryad, Leudinghaus Lbr. Co., crossing; East of McCormick, McCormick Lbr. Co., crossing; West of Walville, Walville Lbr. Co.

Dryad, Leutinghaus Lot. Co., crossing, East of McColline, McCollin

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

DAILY DAILY DAILY DAILY Time Over Subdivision .25 .30 Average Speed per Hour 19 9 16 6 EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME GLASS INTHE OPPOSITE DIRECTION.

Registering Stations.—Elma and McCleary.
Bulletin Station.—Elma.

Switch in main track just above head switch leading to Siding at Simpson, must be set to act as derail.

Trains will not exceed thirty miles per hour on Sixth Subdivision.

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

No. 552 will connect with No. 421 at Elma.

Trains from Sixth Subdivision will ascertain Second Subdivision main line rights before occupying main line at Elma.

No. 551, No. 552, No. 553 and No. 554 will stop on flag at Church's Crossing.

Gates are installed at the crossings of private railroads over Northern Pacific tracks at White Star Lumber Co. crossing ¼ mile east of Whites.

Normal position of gates is closed across the logging road. When crossing is being used by private companies' trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach these crossings under control, prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night. 16.6 16.6

CH 6.0WHITE'S..... 4.0 5 Spur

s 4.28 s 7.88

A 4.40PM A 7.45AM

-	

Westw	ard							EIGHTH SUBDIV		ON				/		East	ward	Wes	tward	
THIRD C	LASS.	FII	RST CLAS	SS.	E /	2		Time Table No. 39A			FI	RST CLA	55.			THIRD	CLASS.	SECOND CLASS.		
971		597	567	595	el, Sa	Numbers	from	Succeeding No. 39 May 20, 1914	rom Vharf	ifty	568	596	598				972	573	595	ŀ
Way Preight		Passenger	Passenger	Passenger	er, Fu		Distance f Kanaskat	STATIONS.	Distance from Tacoma Wharf	Capacity	Passenger	Passenger	Passenger				Way Freight	Mixed	Passenger	ł
EXCEPT SUNDAY		DAILY	DAILY	DAILY	A Tag	Station	Kan	Telegraph Offices and Calls	T DE	of Si	DAILY	DAILY	DAILY				EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	l
L 6.80M		L 5.05P	L 9.25A	L 6.55A		A1	0.0	KANASKAT	45.9	140	A 9.05A	A10.20A	A 7.40PM				A 1.80PM	L 8.00PM		ĺ
BE	TWEEN	PALME	R JCT. A	ND KAN	IASK	AT T	RAIN	S WILL BE GOVERNED BY	SEA	TTLE	DIVISIO	N TIME	TABLE R	ULES A	ND REGI	ULATION	S	s 2.10		l
6.85		s 5.10	9.80	s 7.00		1932	1.2	JCPALMER JCT DN 0.9	44.7	70	8 9.00	10.10	s 7.85				f 1.00	s 2.25	L 6.05A	ŀ
6.50		s 5.11	9.82	s 7.08	W	1933	2.1		43.8	30	f 8.58	10.08	s 7.80				f 12.45	s 2.85	s 6.10	ŀ
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 19.80	No. 578 does	s 6.25	l
7.05		f 5.17	9.88	s 7.18		1986	4.7	CUMBERLAND	41.2	No Sdg.	f 8.52	10.08	s 7.28				f 12.01%	not run he-		ŀ
957:10		5.19	9.40	7.15 971		1937	5.5	NAVY	40.4		f 8.50	10.00	s 7.19			<u> </u>	f 11.50M	Selleck.		ŀ
7.50		5.24	9.48	f 7.18		1939	7.5	VEAZIE	38.4	Spur 10	8.45	9.56	f 7.14				11.25			l
8:20 9:00 368		s 5.81	• 9.50	s 7.28	w	1942	10.9	CWENUMCLAWD	35.0	105	s 8.40	s 9.50 567	s 7.06			 	s 11.00	s 8.00	s 6.40	I
				- 7 00	-	1945	14.9	BKD	21 6	100	s 8.81		s 6.56		-		10.00		A 6.50AM	ľ
9.25 10.08 72 596 567		s 5.45	972 971	s 7.88		1840	14.0	4.8	81.0	100	8 0.01	9.40 971 972	. 0.50				10.00 9.00 567 971 596	EXCEPT SUNDAY	DAILY	ľ
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	.45	ľ
10.88 11.10		s 6.00	s 10.15	s 7.55 972	W.C	1950	19.7	SOSOUTH PRAIRIED	26.2	135	8.16 972	s 9.25	s 6.40				8.28 5.50 568-595	14.3	13.7	-
11.80		6.02	10.20	7.57		1951	20.8	BROOMFIELD	25.1	Spur	8.12	9.18	6.85		<u> </u>		f 7.85	EA	STWARD)
11.80AM		f 6.10	10.27	1 8.04	┢	1955	24.2		21.7	100	f 8.04	9.18	f 6.25				f 7.80	ī		_
12.01PM		6.20	f 10.85	s 8.15	T	1958	26.9	2.7 OQD	19.0	200	s 7.56	f 9.08	s 6.20 597	-	-		s 7.10		Regisi Maxir	n
19.15		598 s 6.80	10.48	s 8.24	-	1961	31.1	3.4McMILLIN P	15.6	8	f 7.46	9.00	597 5 6.07	·	-		s 6.50		Derail gel, spur.	I
12.25		s 6.85	10.47	s 8.84		1963	32.4	2.1		Spur	1 7.42	8.57	s 6.01		<u> </u>	 	s 6.85	Mi	le Post 13. Speed	
12.40		6.40	10.52	8.40	Y	1966		2.4 MEEKER			7.88	8.54	5.55		-	ļ	6.20	15	miles per	h
			[596	w	<u> </u>	l	9.8		1	l	595		III FC A	ND BECI	 ATION	l		See S _i	×
	BETWEE		A11.15#			KAIN		L BE GOVERNED BY PUGE				L 8.854			ND REGI	JLATION: I	S	-		
A 8.00PM						1976	45.9	1.8	0.0							 	L 5.80M			
					 						<u> </u>	<u> </u>			<u> </u>		EXCEPT			
BXCEPT		DAILY	DAILY	DAILY	_			These Owen Cub Madda			DAILY 1,45	DAILY 1.45	DAILY 2.10		-	<u> </u>	SUNDAY 6.22			
8.1	1	22.3	24.3	2.20 19.1	 			Time Over Subdivision Average Speed per Hour			25.5	25,5	20.6		-	 	7,2			

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

NINTH SUBDIVISION

(GREEN RIVER BRANCH)

Time Table No. 39A

Succeeding No. 89

May 20, 1914

STATIONS.

Telegraph Offices and Calls

.HEMLOCK.....

0.0KERRISTON.....

.....BARNESTON.....

SELLECK

KANGLEY JCT.

Time Over Subdivision

Average Speed per Hour

12.4KANGLEY JCT.....

13.9 C. M. & P. S. R. R. CROSSING No track connection 1.4

14.7 QV......KANASKAT.....N

7.5

8.3

14.0

Eastward

CLASS.

598

Passeng

DAILY

8.25

7.56

7.46

L 7.41P

DAILY

.54

7.2 80 A 8.85P

Distance from Kanaskat

14.7

13.1

6.4 Spur

0.0

FIRST SECOND

CLASS.

574

Mixed

EXCEPT SUNDAY

1.50P

1.40

1.10

1.00P

11.404

s 11.80

s 11.15

L11.00M

EXCEPT SUNDAY

2.50

6.3

Registering Station-Kanaskat.

Numbers

Station

C J 15

C_J

C J

A 1

Y

Maximum Grade-Kangley to Kerriston.

Derail Switch—Located ½ mile west of Selleck on Kangley Line, Dickey-Angel, spur. Hemlock, west end of siding. Kerriston, main line, 1,200 feet west of

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

See Special Rules, page 12.

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

Deuble 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, coalitrack: Bayne, Carbon Coal & Clay Co's. track: Cumberland, Eureka Coal Co's. track: Navy, Rose Marshall Coal Co's. track, west end, Naval, CoaliCo'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: 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 Enumelaw.

No. 596 will register by ticket and need not obtain clearance at South Prairie, unless Stop signal is displayed.

No. 595 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 Scattle Division No. 336, at Palmer Jot. No. 567 will connect with Scattle Division No. 3, and No. 596 will connect with Scattle Division No. 4 at Kanaskat. No. 567 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:

SLOW

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 fiag 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
Ш		FIRST	CLASS		١٥	bers	g	Time Table No. 39A	8	<u>,</u>		FIRST (CLASS	
	531	529	527	525	Fuel, Turn	n Num	ce from	Succeeding No. 39 May 20, 1914	ice from	Capacity	526	528	530	532
I		Passenger	Passenger	Passenger	갈콜콜	rtio	Distance Spiketon	STATIONS.	stan		Passenger	Passenger	Passenger	
Ш	DAILY	DAILY	DAILY	DAILY	£88≹	St	S	Telegraph Offices and Calls	ಶ್ವ	25	DAILY	DAILY	DAILY	DAILY
7	į, 7.11™	L 5.80PM	L 9.55AM	L 7.26M		C ₄ C	0.0	SPIKETON	3.4	45	A 7.25M	A 9.55AM	A 5.80PM	A 7.10PM
	s 7.16	s 5.85	s 10.08	s 7.84	8	CC	2.0	BNBURNETTD	1.4	45	s 7.15	s 9.45	s 5.20	s 7.00
1	A 7.21M	A 5.40PM	A10.10A	A 7.89A		1949	8.4	CASCADE JCT	0.0	No Sdg.	L 7.10M	L 9.40AM	L 5.15PM	L 6.55PM
1	DAILY	DAILY	DAILY	DAILY	 -			,			DAILY	DAILY	DAILY	DAILY
П	.10	.10	.11	.13				Time Over Subdivision			.15	.15	.15	.15
	20.4	20.4	18.6	15.7				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.

Derall 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

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)											
	Fuel, Turn-	Numbers	Distance from End of Track	Time Table No. 39A Succeeding No. 39 May 20, 1914	ce from	Car Capacity of Sidings						
	les,	tion	dran	STATIONS.	Distance	Sidi	-					
	 ±88₹	St	호흡	Telegraph Offices and Calls	50	22						
			0.0	END OF TRACK	10.0							
			1.8	TACOMA & EASTERN CROSS'G	8.7							
		G E	2.7	PUYALLUP RIVER	7.8	10				-		
	 WТ	1958	10.0	OGD	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.

West	tward			ELEVENTH SUBDIVISION (WILKESON BRANCH)											
THIRD	CLASS	FIRST	CLASS	8	bers	8	Time Table No. 39A Succeeding No. 39 May 20, 1914	8	>	FIRST	CLASS	THIRD	CLASS		
	981	523	521	Fuel, Turn	Number	Distance from Fairfax		ce from	r Capacity Sidings	522	524	982			
Way Freight P	Passenger	Passenger Passenger		tion	rta	STATIONS.	Distance Cascade	Sidi	Passenger	Passenger	Way Freight				
	EX. SUNDAY	DAILY	DAILY	Sca tab	Static	걸로	Telegraph Offices and Calls	ವೆರೆ	22	DAILY	DAILY	EX. SUNDAY			
	L 1.40PM	L 4.25PM	L 6.10AM	Т	C B 15	0.0	FXFAIRFAXD	14.0	5 Spur	A11.15AN	A 8 20PM	A12.20PM	1 (1 1 1 V 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
	s 2.10	s 4.80	s 6.15		C B	2.0	MELMONT	12.0	5 Spur	s 11.05	8.15	s 19.10PM			
							CARBON COAL CO. CROSSING				e season .				
	s 2.80	8 4.45	s 6.85	-	C _B	7.0	CBD	7.4	5	s 10.50	s 8.00	в 11. 4 ОАМ			
	s 8.80	s 5.00	s 6.55	8 T	C _B	10.0	WXD	4.4	90	s 10.35 10.25	5 7.45 7.85	8.00≅ 8.00≅			
	A 4.00PM	A 5,15PM	A 7.104		1949	14.0	CASCADE JCT	0.0	No Sdg.	L10.10AM	L 7.21M	L 7.154			
		1								*					
	EX. SUNDAY	DAILY	DAILY							DAILY	DAILY	EX. SUNDAY	and the second second		
	2.20	.50	1.00				Time Over Subdivision			.54	.49	2.05			
	6.6	18.6	15.5	<u> </u>		-	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.

Derall 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 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. 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	 	Eastward								
		Fuel, Turn and Wyes	Numbers	ce from	Time Table No. 39A Succeeding No. 39 May 20, 1914	ce from	Capacity	 40.00		
		164, 164,	tion	Distance Wingate	STATIONS.	Distance	S	 		
		Scal	Sta	≨ة	Telegraph Offices and Calls	ฉี่จั	Car (
		w s	C _D	0.0	WINGATE	5.1	140			eff contract
	 		1955	5.1	CROCKER	0.0	100		-	
	 	\vdash						 <u> </u>		1

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

Registering Station.—Crooker.

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 Cars Tons Tons | Cars South Tacoma to Rainier..... 1600 80 1350 70 1200 60 1150 1050 850 60 60 28 825 27 825 27 700 23 Rainier to Chehalis..... 110 110 60 60 60 60 50 50 40 Chehalis to Napavine.... 70 - 1000 70 900 60 850 60 750 60 550 18 525 17 525 17 400 13 Napavine to Portland..... 110 110 1500 60 1400 1200 2000 60 47 40 1175 39 1175 1050 39 35 FIRST SUBDIVISION-EASTWARD. Portland to Sopenah..... 230**0** 2000 1800 1800 45 1250 41 1050 35 1025 34 1025 900 34 30 Sopenah to Napavine..... 1350 1150 1010 960 32 860 29 660 22 635 21 635 21 510 17 Napavine to Rainier..... 1500 1250 1100 1050 35 950 31 750 25 725 24 725 20 24 600 Rainier to Tacoma.... 2500 | 2100 |..... 1750 1700 57 1500 1300 43 1275 42 1275 42 1150 38 SECOND SUBDIVISION—WESTWARD Class X Class S Class F-1 South Tacoma to Sherlock..... 1500 50 1500 Sherlock to Lacey..... 600 35 |..... Lacey to Olympia.... Olympia to Belmore..... 35 40 SECOND SUBDIVISION—EASTWARD Gate to Olympia.... 1500 50 Olympia to Lacey..... 30 550 Lacey to Sherlock..... Sherlock to Dupont..... 30 | 550 Dupont to Cosgrove..... 1500 Cosgrove to South Tacoma.... 2000 2000 SECOND AND THIRD SUBDIVISION—WESTWARD Centralia to Moclips..... 2200 | SECOND AND THIRD SUBDIVISION—EASTWARD 70 2000 | 70 | | | | | | | | FIFTH SUBDIVISION—EASTWARD Class S Class X Class F-1 45 FIFTH SUBDIVISION—WESTWARD Van. Jet. to Holman.... Holman to Yacolt..... 800 SEVEENTH SUBBDIVISION-WESTWARD Class S Class X Class F-1 Centralia to Adna.... 1800 60 Adna to Pe Ell..... 1400 50 Pe Ell to Pluvius.... 30 750 Pluvius to South Bend..... 70 SEVENTH SUBDIVISION—EASTWARD South Bend to Frances..... 60 [..... Frances to Pluvius..... 25 700 Pluvius to Chehalis Jet.... 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.

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

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

	OIAIA	1GL 1	1	163-	- 8 8 8 8 m s	GIII	B-14 W	11460	143 1			J114111							
				E	IGHTH	SUBDI	VSION-	EASTW	VARD.										
	Class Z		s Z Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class or l		Clas	lass 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				80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	12	
Tacoma to South Prairie				Maximum Maximum 80 Cars 80 Cars		Maximum Maximum 80 Cars 60 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars					
			·	EI	GHTH S	UBDIV	ISION-	WEST	VARD.						•				
Palmer to Tacoma			Maxi 80 C		Maxi 80 (mum Cars	Maxi 80 C		Maxi 80 C		Maxi 80 C		Maxi 60 C		Maxi 60 C			imum Cars	
					TE	NTH S	UBDIVI	SION											
	Cla	ss S	Clas	s X	Clas	s F-1													
South Prairie to Spiketon	400	25		[400	25		.	.	.		<u>. </u>		.	.	<u>. </u>	<u>. </u>	<u>. </u>	
A Section 1				ELE	VENTH	SUBD	IVISION	I—EAST	WARD										
	Cia	ss S	Clas	s X	Class	s F-1							-						
South Prairie to Wilkeson	400	25			400	25									<u> </u>				
Wilkeson to Carbonado	. 300	18			300	18													
Carbonado to Fairfax	500	30			500	30				1				l		<u> </u>			
				ELE	VENTH	SUBDI	VISION	-WEST	TWARD										

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 roceed until a flagman has been sent ahead to flag the crossing.

| 1500 |

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 a 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.

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 good 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.

switching laimts.—Signs indicate territory within which was not passed to the 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 the telegraph office in double track district to insure that no passenger 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:

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

SLOW

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.

Fairfax to South Prairie.....

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, 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, caution.

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.

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.

track switch.

Night indications of signals, when displayed on arms governing: Red, stop; yellow, caution; green, proceed; white light, stop (to govern in ease 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.

Housiam.—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

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 OW. R. R.	& N.	CO. LO	COM	OTIVE					DUNDS	•		· · · · · · · · ·	
		*	. :					LAND A	ND SEA	TTLE					
CLASSIFICATION		ENGINE NUMBERS	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 $\frac{17}{24}$ E-63 $\frac{17}{24}$	54 55	65 to 70 71 to 73	960	725	600	450	480	680	735	770	180	525	390	960	
E-64 $\frac{18}{62}$	68		1280	965	795	600	640	905	980	1025	240	700	515	1280	
T-55 $\frac{18}{24}$	71	112 to 119	1705	1285	1060	800	850	1210	1305	1365	315	935	685	1705	
A-81 $\frac{20}{28}$	106	88 to 102				630	670	955	1030	1080	250	740			
M-57 $\frac{18}{24}$	91	103 to 111	1345	1015	835								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)													
T-64 $\frac{15\frac{1}{2}-26}{26}$	139	179 to 184	1900	1440	1190	870	960	1310	1540	1540	370	1080	800	1900	
P-77 $\frac{22}{28}$	123	190 to 193}				-				-					
P-77 $\frac{17-28}{28}$	138	194 to 197					-				-				
P-77 $\frac{22}{28}$	145	198 to 207					-								
T-57 $\frac{20}{26}$	125	174 to 178	2150	1625	1340	1005	1075	1525	1650	1725	400	1180	870	2150	
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)													
C-57 $\frac{21}{30}$	163	344		41		46		1000		4000		100-		600-	
C-57 $\frac{15\frac{1}{2}-26}{30}$	169	339 to 343	2335	1790	1475	1075	1190	1680	1900	1900	500	1335	985	2335	
C-57 $\frac{22}{30}$	179	345 to 349													
C-57 $\frac{22}{30}$.	350 to 388	2940	2250	1860	1360	1490	2120	2380	2380	560	1680	1220	2940	
MK-57 $\frac{23}{30}$ ³ / ₄	205	500 to 565	3500	2645	2175	1635	1750	2480	2680	2810	655	1920	1410	3500	
MC-57 $\frac{26-40}{30}$		700 to 702	6895	5580	4300	3215	3450	4880	5270	5540	1280	3800	2790	6895	
SEATTLE-		TACOMA	\		Þ	UTHO	CI	D SUR	A			R. &	KALA		

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.

-Eight Wheelers "Ā" -Atlantic Type -Pacific Type -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:

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

Cobb Bldg.

Dr. Montgomery Russell, Division Surgeon. Dr. F. R. Underwood, Assistant Surgeon, 618-20-22 Leary Bidg.
District between Seattle and Tacoma.
Drs. Woods & Samules, Oculist and Aurist,

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

Dr. Chas. James, District Surgeon, 304 Berlin Bldg.

District between Auburn and Tenino.

VADER-

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the ar-

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

Dr. David Livingstone, District Surgeon.
District between Winlock and Tenino, and
Elma and Hannaford Creek Branch. CASTLE ROCK-

District between Kalama and Castle Rock.

Dr. C.P. Fryer, District Surgeon. District between Kelso and Winlock. KELSO— Dr. C. W. Bales, District Surgeon.

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 Surgeon.

Dr. Geo. Ainslie, Consulting Oculist and Aurist.

Dr. Frank M. Taylor, Assistant Surgeon. Dr. D. H. Jessup, Assistant Surgeon.

Location of Stretchers (S).

DR. S. W. Mowers, Chief Surgeon, Western Div., Tacoma.

DR. J. H. SHEETS, Buckley (S). P. B. Swelt, Kangley, Wn.

DR. E. P. HELKER, Wilkeson, Wn. Orting (S). Puyallup (S). Tacoma Hospital (S).

Tacoma Baggage Room (S). Tacoma Wharf (S).
Tacoma (Toolcar) (S). Tacoma Moon Yard Office, (S)
Head-of-Bay Yard Office, (S)
Dr. P. B. Swearingen, So. Tacoma (S).
Dr. E. L. Carlsen, So, Tacoma (S).
Dr. E. L. Carlsen, So, Tacoma (S).
Dr. F. L. Carlsen, So, Tacoma (S).

AUTHORIZED SURGEONS, N. P. RY. CO. DR. G. W. KENNICOTT, Chehalis. DR. J. W. MOWELL, Olympia (S). DR. J. H. DUMON, Centralia (S).

DR. H. C. WATKINS, Hoquiam. Dr. Paul Smits, 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 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).

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 authorised 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

COMMERCIAL SPURS.

First Subdivision DISTANCE FROM TACOMA.	Second Subdivision DISTANCE FROM LAKEVIEW.	Third Subdivision DISTANCE FROM CENTRALIA.	Sixth Subdivision DISTANCE FROM ELMA.	Seventh Subdivision Continued		Eleventh Subdivision DISTANCE FROM CASCADE JCT.
	Molberg	Forans 2.9	Krafts 2.00	DISTANCE FROM CHEHALIS JC.	Big 6	
37 1/ 4 - 1 20 2	Fifield 17.0 Standard Oil Co. 23.4	the same of the sa	Seventh Subdivision	Guerrier	Fleet	Twelfth Subdivision
Polehn	Black Lake 28.2 Overton 33.4	DISTANCE FROM YACOLT.	Harmon	Forrest	Myerson 5.8 Birch 8.9 Blackburn 11.1	DISTANCE FROM ORTING.
Evaline	Bagshaw 50.5	Mounton 2.4		Nallpee 41.2	Webstone 12.5	Electron Rock Crusher 8.6
Veness 69.7		Crusher 3.9 Bouton Perkins 4.7	Mays		Valley Mill. 13.9	
Englands 105.6	Decoration in the second	Lucia 4.9 Smith 10.0	Ashlock	Wheeten 45.0	Tenth Subdivision DISTANCE FROM CASCADE JCT.	Thirteenth Subdivision
Hermione	Curinsio:		Guster 34.6		Black Carbon 3.00	DISTANCE FROM CROCKER.

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. 466, 421, 424 nd 465. 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, Hoquiam. "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

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

Clearance will not be issued at Olympia, Gate, Elma and Aberdeen Jct., unless stop signal is displayed.

Trains will register by ticket at Lakeview; will not be required to procure clearance unless Stop or Caution signal is displayed.

Trains from Second Subdivision must ascertain First Subdivision rights before occupying main line at Lakeview.

Bulletin Stations .- Olympia, Hoquiam and Moclips.

Standard Clocks .- Tacoma.

Maximum Grades.-31/2 miles east to 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 Olympia to Moclips.

No. 466 will connect with No. 582 and No. 421 with No. 581 at Aberdeen Jct.

No. 551 will connect with No. 585 at Hoquiam.

No. 465, No. 466, No. 585 and No. 586 will make regular stop at Carlisle, 3.1 miles west of Copalis Crossing.

No. 465 and 466 wil stop on flag at Burrows, 2.0 miles west of Chenois Creek, and at Bale, 0.9 miles west of Copalis Crossing.

No. 465 will stop on flag at Wilderness, 1.8 miles west of Tulips.

No. 466 will make regular stop at Wilderness, 1.8 miles west of Tulips.

No. 465 will connect with No. 553 at Elma.

No. 423 and No. 424 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 551 and 552, and flag stop for train No. 465.

No. 422 will stop on flag at Belmore Saturday for passengers.

No. 551 and No. 552 will make regular stop at Woods Crossing, 2 miles west of Satsop.

When No. 424 meets No. 421 at Aberdeen Junction, No. 424 will take siding on west leg of wye.

When No. 424 meets No. 421 at Aberdeen Junction, No. 424 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. 501 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.

Deail 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 track near Port Townsend Southern crossing to Northern

The movement of Port Townsend Southern trains from transfer track near Port Townsend Southern crossing to Northern Pacific depot, and from Northern Pacific depot to transfer track, will be protected as per rule 99. All Northern Pacific trains will approach these points with train under control, expecting to be flagged by flagman of Port Townsend Southern train.

Normal position of crossing gates at Olympia where Northern Pacific tracks cross those of the Port Townsend Southern Ry. will be closed and locked across the Port Townsend Southern tracks; and when train of that company desires to use crossing, gates will be swung across Northern Pacific track. Stop signal will be maintained day and night on gates, which will consist of switch light at night. All Northern Pacific trains must approach this crossing prepared to stop, but full stop will not be required if it is found that crossing is clear and gates are in normal position.

The tunnel district at Olympia is protected by automatic electric disc signals located as follows: No. 1 (large disc) just west of passenger station; No. 2 (small disc) just east of passenger station; No. 3 (switch indicator) at east end of team track; No. 4 (large disc) just east of tunnel. INDICATIONS—"Clear" a clear disc by day and a green light by night. "Stop" a red banner by day and a red light by night. Train and engine men will be governed as follows: Eastward—Finding either signal 1 or 2 at Stop will protect against westward trains coming out of tunnel. Clear indication on signal No. 1 is authority to run only to signal No. 2, which must not be passed unless clear. Crews switching at east end of team track must get clear indication on No. 3 signal before throwing switch, which will set signals 1 2, 3 and 4 at "Stop" and may continue to switch with switch indicator at stop, but when main line has been cleared and switch closed, switch indicator must show clear before switch is again thrown or main line obstructed. Trains or engines coming from Jefferson Street Line must get clear No. 4 signal before throwing main line switch. Train and engine men must observe position of signals before engine reaches them and finding any signal at "Stop" will not pass it, and will be governed by Rule No. 99. If apparatus fails, signal will indicate "Stop", and train will proceed through block under protection of fiagman in advance, as per Rule No. 99.

No. 422 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

All trains will move under full control on the single track between the passenger stations at Hoquiam, and the double track switch located 500 feet east of the Hoquiam River draw bridge, Hoquiam.

Trains hauling logs will not exceed five miles per hour between west end of Hoquiam River bridge and street crossing west of passenger station at Hoquiam.

Double track switch, Aberdeen, is located 250 feet east of passenger station. Switch will be set and locked for eastward trains. Junction switch leading to O.-W. R. R. & N. is located 10 feet east of double track switch, Aberdeen normal position for O.-W.

Reduce Speed.—Ten miles per hour between Nisqually River Bridge and Mile Post 11, East of Sherlock; ten miles per hour over Fill at Mile Post 15, one-half mile east of Coyleston; fifteen miles per hour through Olympia Subway and around the curve at East end of Subway; fifteen miles per hour along Bluffs west of Grays Harbor City.

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

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

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 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

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.

J. F. ALSIP, Train Master, Tacoma J. F. COLEMAN, Chief Dispatcher, Tacoma

