

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 41 TABLE

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

SUNDAY, NOVEMBER 22, 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.

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

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

SEE SPECIAL RULES, PAGES 11 and 12.

WESTWARD.

FIRST SUBDIVISION.
MAIN LINE.

Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Time Table No. 41 Succeeding No. 39A November 22, 1914		Distance from Tacoma	SECOND CLASS								THIRD CLASS							
					589	679	691						977	973	969	997	963	975	965	
					Ex. Sun.	Daily	Daily						Ex. Sun.	Ex. Mon.	Ex. Sun.	Daily	Ex. Sun.	Ex. Mon.	Ex. Sun.	
					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	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	4.6			9.45 456	10.00 456									5.15	s 5.45	10.40 964	s 7.45	
	1985	VA.....LAKEVIEW.....DN	8.3			10.00	10.15									f 5.35	f 6.00	f 10.55	A 8.00AM	
	1990	HI.....HILLHURST.....D	13.3			10.15	10.35									f 5.55	f 6.15	f 11.08 511	See page 5	
W	1996	RY.....ROY.....DN	19.3			10.33	10.55									f 6.15	s 7.00	s 11.47AM 12.55PM 408 898 562 457		
	2002	YA.....YELM.....D	24.7			10.44	11.15									s 6.30	s 7.20	s 1.15 2.05 569 458		
	2007	RA.....RAINIER.....DN	30.2			11.05	11.35									s 6.55	s 8.10 964	s 2.30		
W	2011	JS.....McINTOSH.....D	34.4			11.19	11.50PM									f 7.05	f 8.30	f 3.15 976		
W	2015	NO.....TENINO.....DN	39.0			11.31	12.01AM 680									s 7.20 7.45 680	s 9.00	s 3.45		
	2020	BU.....BUCODA.....D	42.4			11.41PM	12.10									s 8.00	s 9.20	s 4.05PM		
	2025	WABASH.....P	47.5																	
W C	2027	CN.....CENTRALIA.....DN	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	53.5			12.45	1.15						s 5.30	s 6.00	6.40	s 9.30				
W	2032	CHEHALIS JCT.....P	54.5												A 6.45AM					
Y	2038	NA.....NAPAVINE.....D	60.8			1.15	1.55						s 6.10	s 7.00	See page 8	s 10.10				
	2044	WI.....WINLOCK.....D	67.1			1.30	2.15						s 6.40	s 8.00		s 10.40				
W	2050	PN.....VADER.....DN	73.5			2.07	2.35						s 7.20	s 8.30		s 11.02				
	2053	OLEQUA.....	76.2			2.15	2.43						f 7.35	f 9.00		f 11.10				
W	2060	CA.....CASTLE ROCK.....D	83.1			2.42	3.05						s 8.10	s 10.15		s 11.35				
	2066	OSTRANDER.....	89.4			2.55	3.25						f 8.30	f 10.35		f 11.55AM				
	2071	KS.....KELSO.....D	93.1			3.02	3.40						s 9.25	s 11.30		12.20PM				
	2077	CARROLLS.....	98.8			3.18	4.00						f 9.45	f 11.45		f 12.35				
W	2081	KA.....KALAMA.....DN	103.2			3.35	4.20						f 10.55	11.55AM 12.45PM		s 12.50 1.15 407				
	Cx 4	MARTIN'S BLUFF.....	107.5			4.00	4.35						f 11.10	f 1.00		f 1.35				
	Cx 9	WD.....WOODLAND.....D	112.4			4.15	4.55						s 11.45AM	s 1.15 1.35		s 1.55				
W	Cx 15	RG.....RIDGEFIELD.....D	117.8			4.31	5.17 5.34 563						12.01PM s 1.00	s 1.55		s 2.15 2.40				
	Cx 21	KNAPPS.....	123.0			4.46	5.45						f 1.15	f 2.10		f 3.10				
W	Cx 23	FELIDA.....P	126.2	See page 8		4.52	5.53						f 1.25	f 2.25		f 3.30				
Y	Cx 25	VANCOUVER JCT.....P	129.0		L 3.35PM	5.00	6.00						1.35	2.35		3.45				
WTCY	Cx 29	MX.....VANCOUVER.....DN	132.1		A 3.50PM	5.15 5.45	A 6.15AM						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.

WCST	2121	VC.....PORTLAND.....DN	142.1			A 6.45AM														
					Ex. Sun.	Daily	Daily						Ex. Sun.	Ex. Mon.	Ex. Sun.	Daily	Ex. Sun.	Ex. Mon.	Ex. Sun.	
						.15	8.35	7.21					7.56	8.30	.45	8.55	5.00	6.15	1.00	
						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.

Registering Stations.—South Tacoma, Tenino, Centralia, Vancouver and Portland. (Chehalis is registering station for So. Bend Branch trains only.)
 Bulletin Stations.—Tacoma, Centralia, Centralia Yard, Vancouver and Portland.

Standard Clock.—Tacoma, Centralia, Centralia Yard, Vancouver and Portland.
 Speed of trains through crossover tracks or entering sidings must not exceed 15 miles per hour.
 Helper District.—Rainier to Vader.

EASTWARD.

FIRST SUBDIVISION.
MAIN LINE.

Distance from Portland	Time Table No. 41 Succeeding No. 39A November 22, 1914		Car Capacity of Sidings	FIRST CLASS																								
	STATIONS			564	402	592	408	466	562	458	424	512	594	434	422	590	456											
	Telegraph Offices and Calls			O-W.R.&N Seattle Express	Nor. Pac. Seattle Express	Nor. Pac. South Bend Passenger	Nor. Pac. Seattle Passenger	Nor. Pac. Grays Harbor Passenger	O-W.R.&N Seattle Passenger	Gt. Nor.	Nor. Pac. Grays Harbor 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.											
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily											
142.1	Q.....TACOMA.....DN 4.6				A 4.40AM	A 5.00AM		A 12.35PM	A 12.20PM	A 1.35PM	A 2.05PM	A 4.35PM	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	MANUAL BLOCK TENINO TO SO. TACOMA	SU...SOUTH TACOMA...ND 3.7	70	4.25	4.45		s 12.20	s 12.04PM	1.17 589	2.40	s 4.15	7.20		9.00	8.25		9.45 891 679											
133.8		VA.....LAKEVIEW.....DN 5.0	60	f 4.16	f 4.32		f 12.11	L 11.55AM s 457	f 1.10	2.30 968 465	L 4.05PM	7.14		f 8.52	L 8.15PM		9.37											
128.8		HI.....HILLHURST.....D 6.0	60	f 4.09	f 4.25		f 12.03PM 457	See page 6	f 1.04	2.15	See page 6	7.07		f 8.45	See page 6		9.30											
122.8		RY.....ROY.....DN 5.4	E 65 W 78	s 3.57	s 4.15		s 11.52AM 975		s 12.55 998	f 2.05 998		6.58		s 8.35			9.20											
117.4		YA.....YELM.....D 5.5	70	f 3.47	s 4.05		s 11.40 511		s 12.45	1.55 975 569		6.48		s 8.25			9.10											
111.9		RA.....RAINIER.....DN 4.2	E 65 W 85	f 3.35	f 3.55		s 11.29		s 12.36 457	1.45		6.40 413		f 8.17			9.01											
107.7		JS.....McINTOSH.....D 4.6	70	f 3.27	f 3.47		f 11.19		f 12.23	1.36		6.30		f 8.10			8.58											
103.1		NO.....TENINO.....DN 3.4	E 85 W 85	s 3.17	s 3.38		s 11.10 407-998		s 12.13 511	f 1.28		6.20 459		s 8.03			s 8.43											
99.7		BU.....BUCODA.....D 5.1	65	f 3.11	f 3.30		s 11.02		s 12.04PM	1.22		6.15		s 7.57			8.37											
94.6		WABASH.....P 2.3	No Siding																									
92.3		CN.....CENTRALIA.....DN 3.7	500	s 2.55 2.40	s 3.15	A 10.20AM	s 10.50 10.43		s 11.50AM	s 1.10		s 6.00	A 7.25PM	s 7.45 7.33			s 8.25											
88.6		CH.....CHEHALIS.....D 1.0	E 50 W 40	s 2.30	s 3.00	s 10.10	s 10.35		s 11.35	s 1.00		s 5.52	s 7.15	s 7.25			s 8.15											
87.6		CHEHALIS JCT.....P 6.3	Y			L 10.00AM							L 7.05PM															
81.3		NA.....NAPAVINE.....D 6.3	E 85 W 85	s 2.15	s 2.45	See page 8	s 10.22 978		s 11.21	12.50 974		5.39	See page 8	s 7.08			s 8.05											
75.0		WI.....WINLOCK.....D 6.4	70	s 1.55	f 2.25		s 10.07		s 11.07	s 12.37		f 5.27		s 6.50			s 7.50											
68.6		PN.....VADER.....DN 2.7	E 60 W 65	f 1.40	f 2.07		s 9.52		s 10.54 974	12.25		5.15		s 6.37			s 7.38											
65.9		OLEQUA..... 6.9	Spur	f 1.30	f 2.00		f 9.45		f 10.48	12.19		5.10		f 6.31			7.33											
59.0		CA.....CASTLE ROCK.....D 6.3	E 80 W 81	s 1.15	s 1.40		s 9.34		s 10.33	s 12.05PM		4.58		s 6.16			s 7.17											
52.7		OSTRANDER..... 3.7	Spur	f 12.55	f 1.25		f 9.22		f 10.19	11.50AM		4.45		f 6.03			f 7.02											
49.0		KS.....KELSO.....D 5.7	70	s 12.45	s 1.18		s 9.15 974		s 10.12	f 11.42		f 4.40		s 5.55			s 6.55											
43.3		CARROLLS..... 4.4	Spur	f 12.35	f 1.05		s 9.03		f 10.01	11.32		4.27		f 5.43			f 6.43											
38.9		KA.....KALAMA.....DN 4.3	E 60 W 60	s 12.26	s 12.55		s 8.55		s 9.52	s 11.25		f 4.19		s 5.33			s 6.35											
34.6		MARTINS BLUFF..... 4.9	No Siding	f 12.15	12.46		f 8.45		f 9.42	11.15		4.11		f 5.18			6.25											
29.7		WD.....WOODLAND.....D 5.4	Spur	s 12.05AM	s 12.36		s 8.37		s 9.33	s 11.05		4.03		s 5.10			f 6.15											
24.3		RG.....RIDGEFIELD.....D 5.2	E 130 W 106	s 11.53PM	s 12.25		s 8.25		s 9.21	s 10.55		3.51		s 4.57			f 6.02											
19.1		KNAPPS..... 3.2	Spur	f 11.41	f 12.15		f 8.15		f 9.11	10.45		3.41		f 4.45			f 5.52											
15.9		FELIDA.....P 2.8	Spur	f 11.36	f 12.10		s 8.10		f 9.06	10.40		3.36		f 4.40		See page 8	f 5.46											
13.1		VANCOUVER JCT.....P 3.1		11.31	12.05AM		8.05		9.01	10.35		3.31		4.35		A 5.10PM	5.42											
10.0		MX.....VANCOUVER.....DN 10.0	1000	L 11.26PM	s 11.59PM		s 8.00		Ls 8.56AM	L 10.30AM		Ls 3.26PM		s 4.30		L 5.00PM	Ls 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 4.00PM														
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily											
	Time over Subdivision			5.14	5.30	.20	5.00	.25	4.39	4.25	.30	4.09	.20	5.15	.25	.10	4.25											
	Average Speed Per Hour			27.0	25.8	12.2	28.4	19.7	28.4	29.9	16.4	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.

Manual Block.—South Tacoma and Tenino.

Automatic Block.—Tenino and Vancouver.

Rule D-97 modified to extent, extra trains may be run with current of traffic, without orders, provided they secure clearance, form A, from Operator upon entering double track. Operators must secure authority from Dispatcher before issuing clearance.

It is possible for light engines using crossover in automatic signal territory to stand between the switches in such a manner as to release signals when switches are closed. Light engines and trains using crossovers in automatic signal territory, must have at least one switch open while engine and train is on any part of the crossover.

SEE SPECIAL RULES, PAGES 11 AND 12.

EASTWARD.

FIRST SUBDIVISION.
MAIN LINE

Distance from Portland	Time Table No. 41 Succeeding No. 39A. November 22, 1914	Car Capacity of Sidings	SECOND CLASS						THIRD CLASS							
			588	680	692				964	966	976	998	978	974	970	
			Ex. Sun.	Daily	Daily				Ex. Mon.	Ex. Sun.	Ex. Sun.	Daily	Ex. Mon.	Ex. Mon.	Ex. Sun.	
			Nor. Pac. Mixed	Nor. Pac. Freight	O-W.R.&N Freight				Nor. Pac. Way Freight	Nor. Pac. Way Freight	O-W.R.&N Way Freight	Gt. Nor. Way Freight	O-W.R.&N Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	
142.0	Q.....TACOMA.....DN 4.5			A 3.30AM	A 4.00AM				A 11.15AM	A 3.20PM	A 5.35PM	A 3.40PM				

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

137.5	SU.....SOUTH TACOMA.....DN 3.7	70		3.00	3.40				s 10.40 975	s 2.55	5.10 459	3.20				
133.8	VA.....LAKEVIEW.....DN 5.0	60		2.50	3.25				f 10.25	L 2.40PM s 4.58 4.55	f 4.55	f 3.10				
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		s 4.20	s 2.25 12.45 975 509 502				
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	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				s 7.20 997		s 3.03 509	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.....P 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 2.00PM	A 4.15PM	
88.6	CH.....CHEHALIS.....D 1.0	110		10.50	11.55PM							s 9.10	s 11.00	s 1.30	4.00	
87.6	CHEHALIS JCT.....P 6.3	Y													L 3.35PM	
81.3	NA.....NAPAVINE.....D 6.3	E 85 W 85		10.27	11.35						s 8.35	s 10.27 10.02	s 12.55 12.10PM	458		
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	10.59 10.30	562		
65.9	OLEQUA..... 6.9	Spur		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..... 8.7	Spur		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	408 9.20 s 8.15			
43.3	CARROLLS..... 4.4	Spur		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	7.30 s 6.30			
34.6	MARTINS BLUFF..... 4.9	No Siding		8.10	9.23						f 5.10	f 5.45	f 6.15			
29.7	WD.....WOODLAND.....D 5.4	Spur		7.58	9.15						s 5.00	s 5.30	s 6.00			
24.3	RG.....RIDGEFIELD.....D 5.2	E 130 W 103		7.45	9.00						s 4.40	s 5.05	s 5.45			
19.1	KNAPPS..... 3.2	Spur		7.34	8.52						f 4.20	f 4.40	f 5.27			
15.9	FELIDA.....P 2.8	Spur	See page 8	7.30	8.46						f 4.15	f 4.25	f 5.20			
13.1	VANCOUVER JCT.....P 3.1		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 10.0	1000		L 6.15PM												
			Ex. Sun.	Daily	Daily				Ex. Mon.	Ex. Sun.	Ex. Sun.	Daily	Ex. Mon.	Ex. Mon.	Ex. Sun.	
	Time over Subdivision		.10	8.30	6.55				5.15	.35	3.35	8.15	7.10	5.41	.40	
	Average Speed Per Hour		18.6	16.7	19.7				9.5	14.0	13.8	16.0	10.0	15.5	7.7	

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

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

WESTWARD.

SECOND SUBDIVISION.
(GRAY'S HARBOR LINE)

[illegible]

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.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SEE SPECIAL RULES, PAGES 11, 12 AND 14.

EASTWARD.

SECOND SUBDIVISION.
GRAY'S HARBOR LINE

Time Table No. 41

Succeeding No. 39A.
November 22, 1914

STATIONS

Telegraph Offices and Calls

STATIONS	Distance from Moclips	FIRST CLASS								SECOND CLASS				THIRD CLASS			
		572	466	580	552	424	500	422	578	586	696	694	698	980	968	962	966
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tu., Thu. and Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu. and Sat.	Ex. Sun.	Tu., Thu. and Sat.
VA.....LAKEVIEW.....DN	116.0	O-W.R.&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-W.R.&N Passenger	Nor. Pac. Mixed	O-W.R.&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.
.....COUNTRY CLUB.....	113.7		A 11:55AM		A 4:05PM			A 8:15PM									A 2:00PM
.....AMERICAN LAKE.....	113.2		s 11:51		f 3:59			f 8:09									f 1:50
.....COSGROVE.....	111.7		11:50		f 3:53			8:05									f 1:45
D.....DU PONT.....D	108.0		f 11:47		s 3:45			f 7:57									1:30
UN.....SHERLOCK.....D	103.5		s 11:42		s 3:27			s 7:42									s 12:10PM
.....COYLESTON.....	100.4		s 11:27		f 3:20			7:35									s 11:45AM
.....UNION MILL.....	98.0		11:20 965 966		f 3:15			7:30									11:27 10:55
.....LACEY.....P	96.5		s 11:15		s 3:10			s 7:27									s 10:45
.....OLYMPIA.....D	91.5		s 11:12		s 2:55			s 7:15									s 9:55
TUMWATER BRANCH CROS. Trk Conn.	90.8		s 11:00														A 1:30PM
.....BELMORE.....P	86.1		f 10:40		f 2:39			6:55									L 9:00AM
.....OVERTON.....	82.6		f 10:33		2:34			6:48									f 1:00
RK.....LITTLE ROCK.....D	79.6		s 10:28		s 2:29			f 6:41									f 12:40
.....BORDEAUX JUNCTION.....	78.3		s 10:24		s 2:26			6:38									f 12:30
.....MIMA.....	76.4		f 10:21		2:24			6:34									f 12:05PM
HK.....GATE.....D	71.9		f 10:13		s 2:15			s 6:25									f 11:25AM
OX.....OAKVILLE.....D	67.0		s 10:08		s 2:10			s 6:20									As 1:30PM
.....LYTLE.....	60.1		s 9:58		s 2:04			s 6:10									L 11:15AM
OR.....PORTER.....D	59.0		9:44		1:52			5:55									s 1:15
.....MALONE.....	57.5		s 9:41		s 1:50			f 5:52									f 12:33
EF.....ELMA.....D	52.5		f 9:38		s 1:47			s 5:48									s 12:28
.....MACKS.....	50.0		s 9:28		s 1:37			s 5:37									f 12:23
SP.....SATSOP.....D	48.8		9:18		s 1:29			5:30									12:08PM
MO.....MONTESANO.....D	43.2		s 9:15		s 1:26			s 5:27									f 11:10
.....ABERDEEN JCT.....P	34.6		s 9:00		s 1:15			s 5:15									s 11:00
SA.....ABERDEEN.....D	31.5		s 8:40		11:10			s 4:55									s 10:40
HO.....HOQUIAM.....D	28.0		s 8:30		s 11:00			s 4:45									s 9:30
.....GRAYS HARBOR CITY.....	24.7		As 8:05AM		s 12:40			A 2:00PM									s 9:05
.....GRAY GABLES.....	20.0		L 7:50AM		L 8:25AM			L 1:45PM									s 8:35AM
.....TULIPS.....P	15.4		f 7:52		L 10:45AM			L 4:30PM									5:55
CP.....COPALIS.....D	12.2		f 7:39		L 12:25PM			L 4:30PM									5:35
CR.....CARLISLE.....D	8.9		f 7:25		L 12:25PM			L 4:30PM									5:30
.....ONSLow.....	7.9		f 7:13		L 12:25PM			L 4:30PM									5:25
.....STEARNSVILLE.....	6.1		s 7:03		L 12:25PM			L 4:30PM									5:20
.....ALOHA.....	4.2		f 7:00		L 12:25PM			L 4:30PM									5:15
.....PACIFIC.....	2.5		s 6:55		L 12:25PM			L 4:30PM									5:10
.....SUNSET BEACH.....	1.0		f 6:47		L 12:25PM			L 4:30PM									5:05
MC.....MOCLIPS.....D	0.0		s 6:41		L 12:25PM			L 4:30PM									5:00
			f 6:38		L 12:25PM			L 4:30PM									4:55
			L 6:35AM		L 12:25PM			L 4:30PM									4:50
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tu., Thu. and Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu. and Sat.	Ex. Sun.	Tu., Thu. and Sat.
Time Over Subdivision		.15	5.15	.15	1.00	3.35	.15	3.40	15.	.25	3.45	.20	.20	.20	4.02	2.20	3.08
Average Speed Per Hour		14.0	22.0	14.0	24.5	24.4	14.0	23.9	14.0	9.9	8.4	13.0	10.5	10.5	10.9	6.4	7.8

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

Registering Stations.—Lakeview, Olympia, Gate, Elma, Aberdeen Junction, Aberdeen, Hoquiam and Moclips.
Speed of trains through cross over tracks or entering sidings must not exceed 15 miles per hour.

Maximum speed of passenger trains Lakeview to Sherlock, 40 miles per hour; Sherlock to Coyleston, 30 miles per hour; Coyleston to Hoquiam, 50 miles per hour; Hoquiam to Moclips 25 miles per hour. Maximum speed of freight trains, Hoquiam to Moclips, 15 miles per hour. This limit must never be exceeded.

WESTWARD.

THIRD SUBDIVISION.
(GATE LINE)

EASTWARD.

Time Table No. 41 Succeeding No. 39A November 22, 1914									Time Table No. 41 Succeeding No. 39A November 22, 1914								
STATIONS									STATIONS								
Telegraph Offices and Calls									Telegraph Offices and Calls								
3d Class	SECOND CLASS		FIRST CLASS						3d Class	SECOND CLASS		FIRST CLASS					
967	695	693	507	505	571	503	501	577	578	572	502	504	506	508	696	694	968
Mo., Wd. & Fri.	Ex. Sun.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Tu., Th. & Sat.
Nor. Pac. Way Frt.	O-W.R.&N Freight	Nor. Pac. Freight	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger	O-W.R.&N Passenger	O-W.R.&N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Freight	Nor. Pac. Freight	Nor. Pac. Way Frt.
L 6.30AM	L 11.15AM 502	L 2.30AM	L 7.40PM	L 3.25PM 504	L 11.50AM	L 10.50AM 502-572	L 9.25AM	L 3.00AM	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 9.10PM	A 2.30PM
7.29	A 11.25AM	2.40	7.46	3.30	A 11.57AM	10.54	9.32	A 3.07AM	L 1.45AM	L 10.14AM	10.41	3.02	6.54	8.58	L 9.40AM	8.48	2.21
s 7.30		2.41	7.47	3.31		10.55	9.33				10.40	3.01	6.53	8.57		8.45	s 2.20
s 7.55		2.52	s 7.53	s 3.39		s 11.03	f 9.42				s 10.33	s 2.51	s 6.45	s 8.48		8.35	s 2.05
s 8.20		3.05	s 8.00	s 3.47		s 11.11	f 9.50				s 10.25	s 2.37	s 6.35	s 8.40		8.25	s 1.45
A 8.35AM		A 3.15AM	A 8.10PM 508-6-4	A 4.00PM		A 11.20AM	A 10.05AM				L 10.15AM	L 2.25PM	L 6.25PM	L 8.30PM 507-6-4		L 8.10PM 507-508	L 1.30PM
Mo., Wd. & Fri.	Ex. Sun.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Tu., Th. & Sat.
2.05	.10	.45	.30	.35	.07	.30	.40	.7	.15	.9	.35	.40	.40	.35	.10	1.00	1.00
6.2	9.0	19.0	26.0	22.3	12.9	26.0	19.5	12.9	6.0	12.9	22.3	19.5	19.5	22.3	9.0	13.0	13.0

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

Registering Stations.—Centralia and Gate.

Bulletin Stations.—Centralia.

Standard Clock.—Centralia and Centralia Yard Office.

Yard Limit.—Indicated by signs at proper locations.

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. This speed must never be exceeded. Trains will not exceed ten miles per hour within the corporate limits of Centralia.

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 track.

BLAKESLEE JCT.

ROUTE No. 1

CENTRALIA YARDS

WESTWARD.

FOURTH SUBDIVISION.
(OCOSTA BRANCH)

EASTWARD.

Time Table No. 41 Succeeding No. 39A November 22, 1914			Time Table No. 41 Succeeding No. 39A November 22, 1914		
STATIONS			STATIONS		
Telegraph Offices and Calls			Telegraph Offices and Calls		
SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS
555	583	581	582	584	556
Sat. only	Wed. only	Ex. Sun.	Ex. Sun.	Wed. only	Sat. only
Mixed	Mixed	Mixed	Mixed	Mixed	Mixed
		L 1.00PM	A 8.20AM		
		s 1.10	s 8.10		
		1.15	8.05		
L 9.15AM	L 9.15AM	A 1.20PM	L 8.00AM	A 11.50AM	A 11.00AM
9.20	9.20			11.45	10.55
s 9.25	s 9.25			f 11.40	f 10.50
A 10.00AM 555	f 10.00			f 11.15	L 10.15AM 555
	s 10.15			f 10.55	
	A 10.30AM 584			L 10.40AM 583	
Sat. only	Wed. only	Ex. Sun.	Ex. Sun.	Wed. only	Sat. only
.45	1.15	.20	.20	1.10	.45
19.0	15.0	9.0	9.0	16.0	19.0

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. No. 555 has right over No. 556, Cosmopolis to Markham.

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 20 miles per hour on Fourth Subdivision. This speed must never be exceeded.

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

WESTWARD.

FIFTH SUBDIVISION.

EASTWARD.

2d Class		1st Class	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Yacolt	Time Table No. 41 Succeeding No. 39A November 22, 1914		Distance from Vancouver Jct.	Car Capacity of Sidings	1st Class	2d Class		
589	587	STATIONS				590	588						
Ex. Sun.	Daily	Telegraph Offices and Calls				Daily	Ex. Sun.						
Mixed	Passenger					Passenger	Mixed						
L 12.30 PM	L 6.00 AM	W Y	C Y 27	0.0	YC.....YACOLT.....D	26.9	35	A 6.40 PM	A 11.00 AM				
f 1.00	f 6.14		C Y 20	6.6	WALL.....	20.3	No Siding	f 6.18	f 10.30				
s 1.20	s 6.19		C Y 19	8.1	HEISON.....	18.8	25	s 6.13	s 10.20				
s 1.40	s 6.24		C Y 17	9.9	CRAWFORD.....	17.0	No Siding	s 6.06	s 9.50				
s 2.10	s 6.35	W	C Y 14	12.8	BA...BATTLE GROUND...D	14.1	20	s 5.56	s 9.30				
s 2.40	s 6.50		C Y 10	17.0	BRUSH PRAIRIE.....	9.9	25	s 5.46	s 8.50				
f 2.45	f 6.54		C Y 8	18.7	LAURIN.....	8.2	Spur 50	f 5.40	f 8.35				
f 2.50	f 6.57		C Y 7	20.1	HOMAN.....	6.8	Spur 4	f 5.36	f 8.32				
f 3.00	f 7.00		C Y 6	21.2	BARBERTON.....	5.7	Spur 4	f 5.30	f 8.30				
f 3.20	f 7.05		C Y 3	23.5	HIDDEN.....	3.4	No Siding	f 5.22	f 8.20				
As 3.35 PM	As 7.10 AM	Y	C X 25	26.9	VANCOUVER JCT.....P	0.0	No Siding	As 5.10 PM	As 8.10 AM				
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				

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

Registering Stations.—Yacolt and Vancouver Junction.

Standard Clocks.—Vancouver.

Derail Switches.—Vancouver Junction—East leg of wye 135 feet from the Yacolt end of the wye switch, at east end of passing track at Brush Prairie, Crusher, Smith's Spur—Yacolt, north leg of wye, switch normal position for north leg of wye.

Trains from Fifth Sub-Division must ascertain 1st Sub-Division Rights before occupying main line at Vancouver Junction.

Speed of passenger or mixed trains will not exceed 30 miles per hour and freight trains 20 miles per hour.

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

Nos. 587, 588, 589 and 590 will stop on flag at Lucia, Moulton and Crusher for passengers.

Bulletin Stations.—Vancouver and Yacolt.

Yard Limit.—Indicated by signs at proper locations.

WESTWARD.

SIXTH SUBDIVISION.

EASTWARD.

FIRST CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Simpson	Time Table No. 41 Succeeding No. 39A November 22, 1914			Distance from Elma	Car Capacity of Sidings	FIRST CLASS			
553	551	STATIONS					552	554							
Daily	Daily	Telegraph Offices and Calls					Daily	Daily							
Passenger	Passenger						Passenger	Passenger							
	No. 553 has right over No. 554 McCleary to Elma		CH 10	0.0	SIMPSON..... 2.3	10.0	Spur 7		No. 553 has right over No. 554 McCleary to Elma						
			CH 7½	2.3	HILGROVE..... 0.2	7.7	Spur 4								
			CH 7	2.5	McCLEARY JUNCTION.... 0.8	7.5									
	L 4.10PM	L 7.15AM	T	CH 8	3.3	McCLEARY..... 0.8	8.3	Spur 15	A 12.40PM	A 6.20PM					
	4.15	7.20		CH 7	2.5	McCLEARY JUNCTION.... 2.6	7.5		12.35	6.15					
	s 4.25	s 7.30		CH 5	5.1	RAYVILLE..... 0.9	4.9	Spur 4	s 12.30	s 6.07					
						WHITE LUMBER Co. R. R. Cr. 0.2									
	s 4.28	s 7.33	W	CH 4	6.0	WHITE'S..... 4.0	4.0	Spur 5	s 12.27	s 6.02					
	A 4.40PM	As 7.45AM	T	C M 19	10.0	EF.....ELMA.....D	0.0	60	L 12.15PM s	L 5.50PM					
	Daily	Daily							Daily	Daily					
	.30	.30				Time Over Subdivision			.25	.30					
	16.6	16.6				Average Speed Per Hour			19.9	16.6					

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

Registering Stations.—Elma and McCleary.

Bulletin Station.—Elma.

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

Passenger trains will not exceed 25 miles per hour and freight trains 15 miles per hour. This speed must never be exceeded.

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 Sub-Division will ascertain Second Sub-Division 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 1/4 mile east of White's.

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.

SEVENTH SUBDIVISION.

EASTWARD.

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Chehalis Junction	Time Table No. 41 Succeeding No. 39A November 22, 1914			Distance from South Bend	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
969	593	591	592				594	970							
Ex. Sun.	Daily	Daily	Daily				Daily	Ex. Sun.							
See page 1	See page 1	See page 1	See page 3				See page 3	See page 3							
Way Freight	Passenger	Passenger	Passenger	Passenger	Way Freight										
L 6.45AM	L 8.20PM	L 12.05PM	Y	2032	0.0	CHEHALIS JCT..... 1.0	56.5	Y	A 10.00AM	A 7.05PM	A 3.35PM				
					1.0	P. S. & W. H. R. R. CROSSING 2.4 No Track Connection	55.5								
s 7.05	s 8.30	s 12.15		CW 2	3.4	A.....LITTELL.....D 1.3	53.1	20	s 9.50	s 6.54	s 3.10				
s 7.15	s 8.34	s 12.19		CW 5	4.7	X.....ADNA.....D 2.5	51.8	37	s 9.45	s 6.49	s 2.25				
f 7.25	f 8.40	f 12.25		CW 8	7.2	BUNKER..... 2.9	49.3	Spur	f 9.39	f 6.42	f 2.05				
s 7.55	f 8.48	s 12.33	W 2.4 m West	CW 10	10.1	CERES..... 2.4	46.4	35	s 9.32	f 6.35	s 1.55				
s 8.20	f 8.54	f 12.39		CW 12	12.5	MESKILL..... 0.5	44.0	Spur	f 9.25	f 6.28	s 1.20				
s 8.30	s 8.56	s 12.41		CW 13	13.0	MAYS..... 3.2	43.5	Spur	s 9.23	s 6.26	s 1.10				
					16.2	LUEDINGHAUS R. R. Crossing Trk Connection 0.1	40.3								
s 9.14 592	s 9.04	s 12.50 970		CW 16	16.3	DR.....DRYAD.....D 0.5	40.2	35	s 9.14 969	s 6.17	s 12.50 591				
					16.8	P. S. & W. H. R. R. CROSSING 0.8 No Track Connection	39.7								
s 9.30	s 9.08	s 12.54		CW 17	17.6	DO.....DOTY.....D 4.7	38.9	Spur 35	s 9.10	s 6.12	s 12.30				
s 10.15 11.30AM 970	s 9.21	s 1.10	W	CW 22	22.3	PL.....PE ELL.....D 1.4	34.2	50	s 9.00	s 6.00	s 12.05PM 11.30AM 969				
					23.7	McCORMICK R. R. CROSSING 0.6 Track Connection	32.8								
s 12.05PM	s 9.27	f 1.16	W	CW 24	24.3	McCORMICK..... 1.8	32.2	Spur 15	f 8.53	s 5.53	s 11.10				
s 12.30	s 9.34	f 1.23		CW 26	26.1	WALVILLE..... 1.2	30.4	Spur 15	f 8.48	s 5.47	s 10.40				
f 12.50	f 9.44	f 1.35	T	CW 29	28.9	PLUVIUS.....P 6.4	27.6	36	f 8.38	f 5.40	f 10.10				
s 1.25	s 10.00	s 1.55	W	CW 35	35.3	FR.....FRANCES.....DP 1.3	21.2	50	s 8.16	s 5.15	s 9.30				
f 1.35	f 10.05	s 1.59		CW 37	36.6	GLOBE..... 1.4	19.9	Spur 15	f 8.11	f 5.10	s 8.40				
s 1.45	s 10.08	s 2.03		CW 38	38.0	BM.....LEBAM.....D 3.2	18.5	14	s 8.07	s 5.06	s 8.30				
f 2.00	f 10.15	f 2.10		CW 41	41.2	NALLPEE..... 1.1	15.3	Spur	f 7.58	f 4.58	s 8.10				
f 2.03 2.23591	s 10.18	s 2.13 969		CW 42	42.3	HOLCOMB..... 4.2	14.2	30	s 7.55	s 4.55	f 8.05				
f 2.40	s 10.26	s 2.23		CW 46	46.5	MENLO.....P 4.0	10.0	9	s 7.45	s 4.45	f 7.50				
f 3.00	s 10.35	s 2.33	S	CW 50	50.5	WILLAPA..... 2.6	6.0	16	s 7.35	s 4.35	f 7.40				
s 3.30	s 10.45	s 2.40		CW 53	53.1	ND.....RAYMOND.....D 3.4	3.4	40	s 7.27	s 4.30	s 7.30				
A 3.45PM	A 10.55PM	A 2.50PM	WCT	CW 57	56.5	SB.....SOUTH BEND.....D	0.0	150	L 7.15AM	L 4.20PM	L 7.00AM				
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.				
7.25	2.35	2.45				Time Over Subdivision			2.45	2.45	8.00				
7.6	21.2	20.5				Average Speed Per Hour			20.5	20.5	7.0				

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

Register Station.—Chehalis and South Bend.

Standard Clock.—Centralia and Centralia Yard.

Bulletin Station.—South Bend.

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

Yard Limit.—Indicated by signs at proper locations.

Maximum speed of passenger trains forty-five miles per hour. Trains will not exceed 30 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 make regular stop at Ashlock.

Gates are installed at the crossings of private railroads over Northern Pacific tracks as follows:

Dryad, Luedinghaus Lumber Co. crossing; East of McCormick, McCormick Lumber 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.

Log train between Raymond and Frances will handle adult male passengers when provided with proper transportation.

Telephones at Pluvius, Frances and Menlo.

During hours that crossing watchman is on duty at P. S. & W. H. R. R. crossings west of Chehalis Junction and west of Dryad, trains will not be required to come to full stop, but will approach crossings under full control, obtaining signal from watchman before proceeding. When watchman is not on duty, stop must be made and crossings known to be clear before proceeding.

WESTWARD.										EIGHTH SUBDIVISION. (BUCKLEY LINE)										EASTWARD.										WESTWARD.										NINTH SUBDIVISION. (GREEN RIVER BRANCH)										EASTWARD.									
THIRD CLASS			FIRST CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Kanaskat	Time Table No. 41 Succeeding Table No. 39A November 22, 1914			Distance from Tacoma Wharf	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS			SECOND CLASS			1st Class			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Kerriston	Time Table No. 41 Succeeding No. 39A November 22, 1914			Distance from Kanaskat	Car Capacity of Sidings	1st Class			SECOND CLASS																						
971			597	595	STATIONS				596	598				972	575	573	595	STATIONS	598	574	576																																						
Ex. Sun.			Daily	Daily	Telegraph Offices and Calls				Daily	Daily				Ex. Sun.	Tue. & Sat. Only	Ex. Sun.	Daily	Daily		Ex. Sun.	Tue. & Sat. Only	Tue. & Sat. Only																																					
Way Frt.			Passenger	Passenger					Way Frt.	Mixed	Mixed	Passenger						Mixed	Mixed	Mixed																																							
L 6.30AM			L 5.05PM	L 9.15AM		A 1	0.0	KANASKAT..... 1.2	45.9	140	A 9.45AM	A 7.40PM			A 1.30PM	L 2.00PM				C J 15	0.0	KERRISTON..... 1.5	14.7				A 1.50PM																																
BETWEEN PALMER JCT. AND KANASKAT TRAINS WILL BE GOVERNED BY SEATTLE DIVISION TIME TABLE RULES AND REGULATIONS																																																											
f 6.35			s 5.10	s 9.20		1932	1.2	JC.....PALMER JCT.....DN 0.9	44.7	70	9.40	s 7.35				f 1.00																																											
f 6.50			s 5.11	s 9.22	W	1933	2.1	PALMER..... 1.3	43.8	30	f 9.38	s 7.30				f 12.45																																											
f 7.00			s 5.14	s 9.25		1934	3.4	BAYNE..... 1.3	42.5	Spur	f 9.35	s 7.26				f 12.30																																											
f 7.05			f 5.17	s 9.28		1936	4.7	CUMBERLAND..... 0.8	41.2	No Siding	f 9.32	s 7.23				f 12.01PM																																											
f 7.15			5.19	f 9.30 596		1937	5.5	NAVY..... 2.0	40.4	60	f 9.30 595	s 7.19				f 11.50AM																																											
7.30			5.24	f 9.36		1939	7.5	VEAZIE..... 3.4	38.4	Spur 10	9.26	f 7.14				11.25																																											
s 7.45 8.30			s 5.31	s 9.46		1942	10.9	CW.....ENUMCLAW.....D 3.4	35.0	105	s 9.19	s 7.06				s 11.00																																											
s 8.45 10.10 972 596 595			s 5.45	s 9.58 971 972		1945	14.3	BK.....BUCKLEY.....D 4.3	31.6	100	s 9.09 971-972	s 6.56				10.10 s 8.56 595 971 596																																											
10.40			5.55	10.10		1949	18.6	CASCADE JCT..... 1.1	27.3	No Siding	8.56	6.43				8.30																																											
s 10.45 11.10			s 6.00	s 10.17	W C T	1950	19.7	SO.....SOUTH PRAIRIE.....D 1.1	26.2	135	s 8.54	s 6.40				s 8.25 6.30																																											
f 11.20			6.02	10.20		1951	20.8	BROOMFIELD..... 3.4	25.1	Spur	8.48	6.35				f 6.10																																											
f 11.30AM			f 6.10	f 10.30		1955	24.2	CROCKER.....P 2.7	21.7	100	f 8.41	f 6.25				f 5.45																																											
s 12.01PM			s 6.20 598	s 10.40	T	1958	26.9	OG.....ORTING.....D 3.4	19.0	200	s 8.36	s 6.20 597				s 5.30																																											
f 12.15			s 6.30	s 10.50		1961	31.1	MCMILLIN.....P 2.1	15.6	Spur 8	f 8.28	s 6.07				s 4.50																																											
f 12.25			s 6.35	s 10.56		1963	32.4	ALDERTON..... 2.4	13.5	25	f 8.24	s 6.01				s 4.30																																											
f 12.40			6.40	11.02	Y W	1966	34.8	MEEKER..... 9.8	11.1	70	L 8.19	L 5.55				L 4.00																																											
BETWEEN MEEKER AND TACOMA, TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS																																																											
			A 7.05PM	A 11.25AM			44.6	Q.....TACOMA.....DN 1.3	1.3		L 8.00AM	L 5.30PM																																															
A 2.00PM						1976	45.9	TACOMA WHARF.....	0.0							L 3.00AM																																											
Ex. Sun.			Daily	Daily							Daily	Daily				Ex. Sun.																																											
5.38			2.00	2.10				Time Over Subdivision			1.45	2.10				6.22																																											
8.1			22.3	20.6				Average Speed Per Hour			24.3	20.6				7.2																																											

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

Registering Station—Kanaskat.

Maximum Grade—Kangley to Kerriston.

Derail Switches—Located ½ mile west of Selleck on Kangley Line, Hemlock, west end of siding. Kerriston, main line, 1,200 feet west of Mile Post 13. Derail 550 feet west of Wye-Switch on Northwest Lumber Co's track which forms the tail end of the wye at Halmar. Same to be left in derailing position. N. P. trains must not go beyond derail. Derail located 250 feet from main line switch on new siding at Durham Mine.

Maximum speed of passenger trains 20 miles per hour, freight trains 15 miles per hour. This speed must never be exceeded.

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

WESTWARD.

TENTH SUBDIVISION.
(BURNETT BRANCH)

EASTWARD.

FIRST CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Spiketon	Time Table No. 41 Succeeding No. 39A November 22, 1914				Distance from Cascade Jct.	Car Capacity of Siding	FIRST CLASS					
531	529	527	525				STATIONS						526	528	530	532		
Daily	Daily	Daily	Daily				Telegraph Offices and Calls						Daily	Daily	Daily	Daily		
Passenger	Passenger	Passenger	Passenger										Passenger	Passenger	Passenger	Passenger		
L 7.10PM	L 5.30PM	L 10.40AM	L 8.25AM		CC 4	0.0	SPIKETON..... 2.0				3.4	45	A 8.25AM	A 10.40AM	A 5.30PM	A 7.10PM		
s 7.20	s 5.38	s 10.50	s 8.33	S	CC 2	2.0	BN.....BURNETT.....D 1.4				1.4	45	s 8.15	s 10.32	s 5.20	s 7.02		
A 7.30PM	A 5.45PM	A 11.00AM	A 8.40AM		1949	3.4	CASCADE JCT.....				0.0	No Siding	L 8.05AM	L 10.25AM	L 5.10PM	L 6.55PM		
Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily		
.20	.15	.20	.15				Time Over Subdivision						.20	.15	.20	.15		
12.0	13.6	12.0	13.6				Average Speed Per Hour						12.0	13.6	12.0	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 and on east end N. P. track connecting with Doud Log Co. track.

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.

Maximum speed of passenger trains 25 miles per hour, freight trains 15 miles per hour. This speed must never be exceeded.

WESTWARD.

TWELFTH SUBDIVISION.
(ORTING BRANCH)

EASTWARD.

																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

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

Registering Station.—Orting.

Derail Switch.—600 feet east of Junction Switch at Orting.

Junction switch, one mile east of Orting station will be set for cross-over, 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.

Maximum speed of trains 20 miles per hour. This speed must never be exceeded.

See special rules, page 14.

WESTWARD.

THIRTEENTH SUBDIVISION.
(CROCKER BRANCH)

EASTWARD.

																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

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

Registering Station.—Crocker.

Derail Switches.—At Crocker on main track at east end of yard. Wingate, west end of siding.

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.

Maximum speed of trains 20 miles per hour. This speed must never be exceeded.

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. 41 Succeeding No. 39A November 22, 1914			Distance from Cascade Jct.	Car Capacity of Siding	FIRST CLASS		THIRD CLASS	
981	523	521	STATIONS						522	524	982						
Ex. Sun.	Daily	Daily	Telegraph Offices and Calls						Daily	Daily	Ex. Sun.						
Way Freight	Passenger	Passenger							Passenger	Passenger	Way Freight						
L 1.40PM	L 4.00PM	L 6.55AM	T	CB 15	0.0	FX.....FAIRFAX.....D	2.0	13.9	30	A 12.10PM	A 8.40PM	A 12.30PM					
s 2.10	s 4.10	s 7.05		CB 13	2.0	MELMONT.....	4.0	11.9	Spur 5	s 12.01	s 8.30	s 12.20PM					
						CARBON COAL CO. Crossing	0.5										
s 2.30	s 4.30	s 7.25		CB 8	6.5	CB.....CARBONADO.....D	3.0	7.4	5	s 11.40	s 8.10	s 11.55AM					
s 3.30	s 4.55	s 7.50	ST W	CB 5	9.5	WX.....WILKESON.....D	4.4	4.4	90	s 11.25 11.15 982	s 7.55	s 11.30 8.45 522					
A 4.00PM	A 5.10PM	A 8.05AM 982		1949	13.9	CASCADE JCT.....		0.0	No Siding	L 11.00AM	L 7.30PM	L 8.05AM 521					
Ex. Sun.	Daily	Daily								Daily	Daily	Ex. Sun.					
2.20	1.10	1.10				Time Over Subdivision				1.00	1.10	1.40					
6.6	11.1	11.1				Average Speed Per Hour				14.0	11.1	8.5					

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

Helper District.—South Prairie to Carbonado.

Maximum Grades.—Cascade Junction to Fairfax.

Registering Stations.—Fairfax and Cascade Junction.

Derail Switches.—At west end of coal track, Melmont; Fairfax, on Montezuma line, 2,000 feet east of depot.

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

Trains will stop at railroad crossing about $\frac{1}{2}$ mile east of Junction switch between Carbonado and Melmont.

Trains between Fairfax and Montezuma will look out for engine and motor car operated by Manley-Moore Lumber Company in this location.

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

Maximum speed of passenger trains 25 miles per hour. Freight trains 15 miles per hour. This speed must never be exceeded.

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

Gates are installed at the crossing of private railroads over Northern Pacific tracks on Wilkeson Branch, Carbon Hill Coal Co. crossing just east of Carbonado.

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

FOURTEENTH SUBDIVISION.
(TUMWATER BRANCH)

EASTWARD

			2d Class		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Lakeview	Time Table No. 41		Car Capacity of Sidings	2d Class						
			509					Succeeding No. 39A			510						
			Daily					November 22, 1914			Daily						
			Mixed					STATIONS			Mixed						
								Telegraph Offices and Calls									
			L 9.40AM	W	C K 25		0.0	OY.....OLYMPIA.....D	Siding		A12.05PM						
			s 9.50		C O 2		2.0	TUMWATER.....	Spur		s11.52AM						
			f10.02		C O 6		6.0	BUSH.....	None		f11.40						
			s10.10		CS 37		9.0	PLUMB.....	None		s11.30						
			s10.25				13.0	GILMORE.....			f11.18						
			A10.40AM		2015		15.0	NO .....TENINO.....DN			L11.12AM						
			Daily								Daily						
			1.00					Time Over Subdivision			.53						
			15.0					Average Speed Per Hour			17.0						

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

Registering Stations.—Olympia and Tenino.

Maximum speed of trains 20 miles per hour. This speed must never be exceeded.

Speed of trains through cross-overs and entering sidings must not exceed a speed of 15 miles per hour.

SEE SPECIAL RULES, PAGES 11, 12 AND 14.

Train 509 connects at Tenino with train 407.

Train 510 connects at Tenino with train 408.

No. 509 has right over No. 510—Olympia to Tenino.

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.....	1800	99	1350	70	1200	60	1150	60	1050	60	850	28	825	27	825	27	700	23
Rainier to Chehalis.....		99		99		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.....		99		99	1500	60	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35

FIRST SUBDIVISION—EASTWARD.

Portland to Vader.....	2300	99	2000	99	1800	80	1800	80	1250	90	1050	35	1025	34	1025	34	900	30
Vader to Napavine.....	1350		1150		1010		960	32	860	29	660	22	635	21	635	21	510	17
Napavine to Rainier.....	1500		1250		1100		1050	35	950	31	750	25	725	24	725	24	600	20
Rainier to Tacoma.....	2500	99	2100	99	1750	80	1700	75	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 SUBDIVISIONS—WESTWARD.

Centralia to Moclips.....	2200	70			2200	70												
---------------------------	------	----	--	--	------	----	--	--	--	--	--	--	--	--	--	--	--	--

SECOND AND THIRD SUBDIVISIONS—EASTWARD.

Moclips to Centralia.....	2000	70			2000	70												
---------------------------	------	----	--	--	------	----	--	--	--	--	--	--	--	--	--	--	--	--

FIFTH SUBDIVISION—EASTWARD.

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

FIFTH SUBDIVISION—WESTWARD.

Van. Jct. to Homan.....	600	35			600	35												
Homan to Yacolt.....	800	45			800	45												

SEVENTH SUBDIVISION—WESTWARD.

	Class S		Class X		Class F-1													
	Tons	Cars	Tons	Cars	Tons	Cars												
Centralia to Adna.....	1800	60	2000	80	1800	60												
Adna to Pe Ell.....	1400	50	1600	60	1400	50												
Pe Ell to Pluvius.....	550	30	750	40	550	30												
Pluvius to South Bend.....		70		80		70												

SEVENTH SUBDIVISION—EASTWARD.

South Bend to Frances.....	1800	60	2000	80	1800	60												
Frances to Pluvius.....	500	25	700	35	500	25												
Pluvius to Chehalis Jct.....		70		80		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 Subdivision, 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 Subdivision, 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.

Eighth 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.

Fourteenth Subdivision.—No engine heavier than standard class C.

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 Orting.....			2500	99	2250	99	2250	99	2000	80	2000	80	1200	60	1000	50	.....	50
Orting 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

EIGHTH SUBDIVISION—WESTWARD.

Palmer Jct. to Tacoma.....	Maximum 99 Cars	Maximum 99 Cars	Maximum 99 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.....	2000	45			2000	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, Centralia Yard, Vancouver and Portland. Junction switch at the east end of Columbia River bridge, Vancouver, will be set and looked for N. P. main line. Trains and switch engines using track leading to the wharf at Vancouver, will come to a full stop before crossing S. P. & S. Ry. crossing and will not proceed until a flagman has been sent ahead to flag the crossing.

At Vancouver, westward trains will stop at passenger station before engine reaches point of clearance between N. P. and S. P. & S. tracks and must be under full control before passing station, expecting to find main line occupied.

Class S or heavier engines must not use incline track at Kalama, known as the "Salmon track." When doing switching on this track, enough cars must be used so that engine will not need to go on this track.

All trains must not exceed ten miles per hour, through the corporate limits of Roy, Centralia, Chehalis, Winlock and Bucoda, and fifteen miles per hour through the corporate limits of Ridgefield.

Derailing Switches.—Rainier (Lindstrom Handforth Lumber Co's Spur); and on west end of House Track, Yelm on east end of House Track, Johnson Creek Lumber Co's Spur, 1¼ miles east of McIntosh; Tenino (Mutual Spur); Stone Quarry, Polehn Spur 250 feet from main track; Wabash; interlocking deraill on O.-W. R. & N. connection; Chehalis, east end of the House track; Napavine (Summerville's Spur and Pitcher's Spur); Winlock (west end of passing track); Veness on spur 500 feet from main line switch, Olequa (House track); Castle Rock, on connection with Silver Lake log R. R. 150 feet from main track; Carrolls House track, Knapps House track, Vancouver Yard, on Wood track and on Cannery track both on switching lead to Wharf Freight House.

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.

Yard Limit.—Indicated by signs at proper location.

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, 589, and 562. No. 413 will stop at East St. Johns on flag to let off passengers originating at Kalama and north thereof. Nos. 458 and 459 will stop on flag at any station between Tacoma and Portland to receive or discharge passengers holding Great Northern tickets readings "Spokane or points east thereof."

Train 408 connects at Tenino with Tumwater branch, train 509. Speed of all engines with 48-inch wheel centers or less, must not exceed 35 miles per hour.

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 subdivision, 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.

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."

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 landslides.

Between Centralia and Wabash Third or extreme right hand track, going east will be operated under Yard Limit Rules. No cars to be left on this track by train or yard crews without train order protection.

Two Position Semaphore located 2 miles west of Rainier near Bridge 25, governs position switch leading to Johnson Creek Lumber Co's Spur, 1 mile east of McIntosh.

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.

INTERLOCKING RULES GOVERN INTERLOCKING PLANT LEWIS RIVER DRAW SPAN BETWEEN WOODLAND AND RIDGEFIELD.

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

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 South Tacoma	Tacoma to Seattle	Seattle to Tacoma	Tacoma to South Tacoma	South 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.....												
P-77	$\frac{17-28}{28}$	138.....	194 to 197.....	2150	1625	1340	1005	1075	1525	1650	1725	400	1180	870	2150
P-77	$\frac{22}{28}$	145.....	198 to 207.....												
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.....												
C-57	$\frac{22}{30}$	179.....	345 to 349.....	2940	2250	1860	1360	1490	2120	2380	2380	560	1680	1220	2940
C-57	$\frac{22}{30}$	187.....	350 to 388.....												
MK-57	$\frac{23}{30}$	205.....	500 to 565.....												
MC-57	$\frac{26-40}{30}$	394.....	700 to 702.....	6895	5580	4300	3215	3450	4880	5270	5540	1280	3800	2790	6895

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 — 187
 30

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, Oculists and Aurists,
 Cobb Bldg.

AUBURN—

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

TACOMA—

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

VADER—

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

CENTRALIA—

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

CASTLE ROCK—

Dr. C. P. Fryer, District Surgeon.
 District between Kelso and Winlock.

KELSO—

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

KALAMA—

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

VANCOUVER—

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

ALBINA—

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

PORTLAND—

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

AUTHORIZED SURGEONS, N. P. RY. CO.

Dr. S. W. Mowers, Chief Surgeon,
 Western Div., Tacoma.
 Dr. J. H. Sheets, Buckley (S).
 P. B. Sweet, Kangley, Wn.
 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 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, Ta-
 coma.
 Dr. J. F. Dickson, Oculist, Portland.
 Dr. D. D. Stone, Yacolt (S).

Location of Stretchers (S).

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-

Note.

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

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

Spur, just west of Copalis.

No. 1 siding north of Main track Aberdeen Jct., is repair track; no switching or cars to be placed on this track without first obtaining a Repair Track Clearance from car repairer.'

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

SPECIAL INSTRUCTIONS REGARDING USE OF STAFF ON SUBDIVISIONS AND SPURS.

If there is no operator at junction point, information will be telegraphed from first open telegraph station.

J. F. COLEMAN,
Chief Dispatcher, Tacoma

