

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 41C TABLE

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

SUNDAY, JANUARY 17, 1915.

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.

FIRST CLASS

[illegible]

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

SEE SPECIAL RULES, PAGES 11, 12, 13 AND 14

WESTWARD.

FIRST SUBDIVISION.
MAIN LINE.

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| Water, Fuel, Scales, Tables and Wyes | Station Numbers | Time Table No. 41C Succeeding No. 41B January 17, 1915 | | Distance from Tacoma | SECOND CLASS | | | | | THIRD CLASS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 589 | 679 | 691 | 509 | 977 | 973 | 969 | 997 | 963 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Ex. Sun. | Daily | Daily | Daily | Ex. Sun. | Ex. Mon. | Ex. Sun. | Daily | Ex. Sun. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Nor. Pac. Mixed | Nor. Pac. Freight | O-W.R.&N Freight | Nor. Pac. Mixed | O-W.R.&N Way Freight | Nor. Pac. Way Freight | Nor. Pac. Way Freight | Gt. Nor. Way Freight | Nor. Pac. Way Freight | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| T WCS | 1977 | Q.....TACOMA.....DN | | 0.0 | | L 9.15PM | L 9.30PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |

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

| | | | | | | | | | | | | | | | | | | | | | | | |
|------|------|------------------------|-------|--|----------|-------|-------|-------|----------|----------|----------|-------|----------|--|--|--|--|--|--|--|--|--|--|
| WCST | 2121 | VC.....PORTLAND.....DN | 146.4 | | A 6.45AM | | | | | | | | | | | | | | | | | | |
| | | | | | Ex. Sun. | Daily | Daily | Daily | Ex. Sun. | Ex. Mon. | Ex. Sun. | Daily | Ex. Sun. | | | | | | | | | | |
| | | Time Over Subdivision | | | .15 | 8.35 | 7.58 | .13 | 7.56 | 8.10 | .45 | 6.02 | .50 | | | | | | | | | | |
| | | Average Speed Per Hour | | | 12.4 | 17.0 | 17.0 | 26.9 | 10.4 | 10.0 | 6.3 | 15.4 | 13.0 | | | | | | | | | | |

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

SEE SPECIAL RULES, PAGES 11, 12, 13 AND 14.

EASTWARD.

FIRST SUBDIVISION.
MAIN LINE.

| Distance from Portland | Time Table No. 41C Succeeding No. 41B January 17, 1915 | | Car Capacity of Sidings | FIRST CLASS | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|----------------------------|---------------------------------|---------------------------------|---|-----------------------------------|---|----------------------------------|----------------|---|-------------------------------|---------------------------------------|--|--|------------------------|-----------------|-------|--|--|--|--|--|--|--|--|--|--|
| | STATIONS | | | 564 | 402 | 592 | 408 | 466 | 562 | 458 | 424 | 512 | 594 | 422 | 434 | 590 | 456 | | | | | | | | | | | |
| | Telegraph Offices and Calls | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | |
| | O-W.R.&N. Seattle Express | | | 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. Grays Harbor Limited | Nor. Pac. Evergreen State Limited | Nor. Pac. Passenger | Gt. Nor. | | | | | | | | | | | |
| 146.4 | Q.....TACOMA.....DN 2.5 | | | A 4.40AM | A 5.00AM | | | A 12.20PM | A 1.35PM | | A 4.30PM | A 6.40PM | | | A 9.20PM | | | | | | | | | | | | | |
| BETWEEN TACOMA AND RYAN TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS. STAFF OPERATION BETWEEN RYAN AND STADIUM. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 143.9 | WU.....RYAN.....DN 0.2 | | MANUAL BLOCK | | 4.28 | 4.53 | | | 12.13 | 1.25 | | 4.20 | 6.30 | | | 9.12 | | | | | | | | | | | | |
| 143.7 |McCARVER STREET..... 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 141.4 | RU.....RUSTON.....DN 4.7 | | | | 4.23 | 4.48 | | | 12.08PM | 1.20 | | 4.13 | 6.25 | | | 9.07 | | | | | | | | | | | | |
| 136.7 | SX.....SIXTH AVENUE.....DN 5.9 | | | E 74 W 74 | f 4.11 | 4.37 | | | f 11.55AM | f 1.10 | | f 4.02 | 6.15 | | | 8.57 | | | | | | | | | | | | |
| 130.8 | UO.....STEILACOOM.....D 2.1 | | | 15 | f 3.59 | 4.27 | | | f 11.45 | f 1.00 | | f 3.49 | 6.05 | | | 8.47 | | | | | | | | | | | | |
| 128.7 | KO.....KETRON.....DN 6.7 | | | E 73 W 73 | f 3.54 | 4.23 | | | f 11.41 | f 12.56 | | 3.45 | 6.02 | | | 8.44 | | | | | | | | | | | | |
| 122.0 | NU.....NISQUALLY.....DN 3.8 | | | 8 | f 3.39 | 4.11 | | | s 11.29 | f 12.44 | | s 3.32 | 5.52 | | A s 7.45PM | 8.34 | | | | | | | | | | | | |
| 118.2 | SR.....ST. CLAIR.....D 1.6 | | | 50 | f 3.29 | 4.05 | | | L 11.23AM | f 12.37 | | L s 3.23PM | 5.47 | | L s 7.38PM | 8.28 | | | | | | | | | | | | |
| 116.6 | KY.....KYRO.....DN 5.1 | | | W 75 | f 3.24 | f 4.02 | | | See page 6 | f 12.34 | | See page 6 | 5.45 | | See page 6 | f 8.25 | | | | | | | | | | | | |
| 111.5 |CHAMBERS PRAIRIE.....P 2.6 | | | E 75 W 75 | f 3.12 | f 3.52 | | | | f 12.24 | | | 5.36 | | | f 8.16 | | | | | | | | | | | | |
| 108.9 | BX.....PLUMB.....DN 5.5 | | 4 | f 3.07 | f 3.48 | | | | f 12.19 | | | 5.32 | | | f 8.12 | | | | | | | | | | | | | |
| 103.4 | NO.....TENINO.....DN 0.3 | | | s 2.57 | s 3.38 | | | | s 12.09 | | | f 5.22 | | | s 8.03 | | | | | | | | | | | | | |
| 103.1 |TENINO JCT..... 3.4 | | E 76 W 76 | 2.56 | 3.37 | | A 11.09AM 407 | | 12.08 | A 1.30PM | | 5.21 | | | 8.02 | | A 6.10PM 459 | | | | | | | | | | | |
| 99.7 |BUCODA..... 5.1 | | 65 | f 2.50 | f 3.30 | | s 11.02 | | s 12.02PM | 1.23 | | 5.17 | | | s 7.57 | | 6.03 | | | | | | | | | | | |
| 94.6 |WABASH.....P 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.3 | CN.....CENTRALIA.....DN 3.7 | | 500 | s 2.35 2.25 | s 3.15 | A 10.20AM | 10.50 10.43 | | s 11.50AM | s 1.10 | | s 5.07 | A 7.25PM | | s 7.45 7.33 | | s 5.52 | | | | | | | | | | | |
| 88.6 | CH.....CHEHALIS.....D 1.0 | | E 50 W 40 | s 2.15 | s 3.00 | s 10.10 | s 10.35 | | s 11.35 | s 1.00 | | s 4.57 | s 7.15 | | s 7.25 | | s 5.42 | | | | | | | | | | | |
| 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 2.00 | s 2.45 | See page 8 | s 10.22 978 | | s 11.21 | s 12.45 974 | | 4.45 | See page 8 | | s 7.08 | | s 5.27 | | | | | | | | | | | |
| 75.0 | WI.....WINLOCK.....D 6.4 | | 70 | s 1.45 | f 2.25 | | s 10.07 | | s 11.07 | s 12.33 | | f 4.32 | | | s 6.53 | | s 5.12 | | | | | | | | | | | |
| 68.6 | PN.....VADER.....DN 2.7 | | E 60 W 65 | f 1.30 | f 2.07 | | s 9.52 | | s 10.54 974 | s 12.20 | | 4.20 | | | s 6.40 | | s 4.59 | | | | | | | | | | | |
| 65.9 |OLEQUA..... 6.9 | | Spur | f 1.23 | f 2.00 | | f 9.45 | | f 10.48 | f 12.14 | | 4.15 | | | f 6.33 | | f 4.52 | | | | | | | | | | | |
| 59.0 | CA.....CASTLE ROCK.....D 6.3 | | E 80 W 81 | s 1.10 | s 1.40 | | s 9.34 | | s 10.33 | s 12.02PM | | 4.02 | | | s 6.21 | | s 4.42 | | | | | | | | | | | |
| 52.7 |OSTRANDER..... 3.7 | | Spur | f 12.55 | f 1.25 | | f 9.22 | | f 10.19 | 11.50AM | | 3.50 | | | f 6.08 | | f 4.32 | | | | | | | | | | | |
| 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 3.45 | | | s 6.01 | | s 4.25 | | | | | | | | | | | |
| 43.3 |CARROLLS..... 4.4 | | Spur | f 12.35 | f 1.05 | | s 9.03 | | f 10.01 | f 11.32 | | 3.35 | | | f 5.49 | | f 4.13 | | | | | | | | | | | |
| 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 3.28 | | | s 5.40 | | s 4.05 | | | | | | | | | | | |
| 34.6 |MARTINS BLUFF..... 4.9 | | No Siding | f 12.15 | 12.46 | | f 8.45 | | f 9.42 | 11.15 | | 3.21 | | | f 5.26 | | 3.55 | | | | | | | | | | | |
| 29.7 | WD.....WOODLAND.....D 5.4 | | Spur | s 12.05AM | s 12.36 | | s 8.37 | | s 9.33 | s 11.05 | | 3.13 | | | s 5.18 | | f 3.45 | | | | | | | | | | | |
| 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 | | 3.01 | | | s 5.06 | | f 3.32 | | | | | | | | | | | |
| 19.1 |KNAPPS..... 3.2 | | Spur | f 11.41 | f 12.15 | | f 8.15 | | f 9.11 | 10.45 | | 2.51 | | | f 4.55 | | f 3.22 | | | | | | | | | | | |
| 15.9 |FELIDA.....P 2.8 | | Spur | f 11.36 | f 12.10 | | s 8.10 | | f 9.06 | 10.40 | | 2.46 | | | f 4.50 | See page 8 | f 3.16 | | | | | | | | | | | |
| 13.1 |VANCOUVER JCT.....P 3.1 | | | 11.31 | 12.05AM | | 8.05 | | 9.01 | 10.35 | | 2.41 | | | 4.45 | A 5.10PM | 3.12 | | | | | | | | | | | |
| 10.0 | MX.....VANCOUVER.....DN 10.0 | | 1000 | L 11.26PM | s 11.59PM | | s 8.00 588 | | L s 8.56AM | L 10.30AM | | L s 2.36PM | | | s 4.40 | L 5.00PM | L s 3.05PM | | | | | | | | | | | |
| 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 4.10PM | | | | | | | | | | | | | |
| | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | | |
| Time over Subdivision | | | | 4.59 | 5.30 | .20 | 3.27 | .57 | 4.39 | 3.00 | 1.07 | 4.04 | .20 | .07 | 4.58 | .10 | 3.05 | | | | | | | | | | | |
| Average Speed Per Hour | | | | 27.3 | 26.6 | 14.1 | 29.9 | 29.7 | 29.3 | 30.3 | 25.1 | 33.5 | 14.1 | 32.6 | 29.4 | 18.6 | 30.2 | | | | | | | | | | | |

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

SEE SPECIAL RULES, PAGES 11, 12, 13 AND 14.

EASTWARD.

FIRST SUBDIVISION.
MAIN LINE

| Distance from Portland | Time Table No. 41C Succeeding No. 41B. January 17, 1915 | | Car Capacity of Sidings | SECOND CLASS | | | | THIRD CLASS | | | | | | | | | | | | | | | | | |
|---|---|-------|----------------------------|----------------------|---------------------|--------------------|-----------------------------|----------------------------|----------------------------|-----------------------------|-----------------------------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | 588 | 680 | | 692 | 510 | 964 | 998 | 978 | 974 | 970 | | | | | | | | | | | | | | | |
| | Ex. Sun. | Daily | | Daily | Daily | Ex. Sun. | Daily | Ex. Mon. | Ex. Mon. | Ex. Sun. | | | | | | | | | | | | | | | |
| STATIONS | | | Nor. Pac. Mixed | Nor. Pac. Freight | O-W.R.&N Freight | Nor. Pac. Mixed | Nor. Pac. Way Freight | Gt. Nor. Way Freight | O-W.R.&N Way Freight | Nor. Pac. Way Freight | Nor. Pac. Way Freight | | | | | | | | | | | | | | |
| Telegraph Offices and Calls | | | | | | | | | | | | | | | | | | | | | | | | | |
| 146.4 | Q.....TACOMA.....DN | 2.5 | | A 3.30AM | A 4.00AM | | A 3.45PM | | | | | | | | | | | | | | | | | | |
| BETWEEN TACOMA AND RYAN TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS. STAFF OPERATION BETWEEN RYAN AND STADIUM. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 143.9 | WU.....RYAN.....DN | 0.2 | | | 3.09 | 3.39 | | 3.30 | | | | | | | | | | | | | | | | | |
| 143.7 |McCARVER STREET..... | 2.3 | | | | | | | | | | | | | | | | | | | | | | | |
| 141.4 | RU.....RUSTON.....DN | 4.7 | | | 2.57 | 3.31 | | s 3.20 | | | | | | | | | | | | | | | | | |
| 136.7 | SX.....SIXTH AVENUE.....DN | 5.9 | E 74 W 74 | | 2.38 | 3.16 | | s 3.00 | | | | | | | | | | | | | | | | | |
| 130.8 | UO.....STEILACOOM.....D | 2.1 | 15 | | 2.18 | 2.57 | | s 2.40 | | | | | | | | | | | | | | | | | |
| 128.7 | KO.....KETRON.....DN | 6.7 | E 73 W 73 | | 2.10 | 2.50 | | s 2.30 | | | | | | | | | | | | | | | | | |
| 122.0 | NU.....NISQUALLY.....DN | 3.8 | 8 | | 1.45 | 2.29 | | s 2.10 | | | | | | | | | | | | | | | | | |
| 118.2 | SR.....ST. CLAIR.....D | 1.6 | 50 | | 1.35 | 2.19 | | s 1.53 | | | | | | | | | | | | | | | | | |
| 116.6 | KY.....KYRO.....DN | 5.1 | W 75 | | 1.28 | 2.13 | | s 1.48 | | | | | | | | | | | | | | | | | |
| 111.5 |CHAMBERS PRAIRIE...P | 2.6 | E 75 W 75 | | 1.08 | 1.57 | | s 1.30 | | | | | | | | | | | | | | | | | |
| 108.9 | BX.....PLUMB.....DN | 5.5 | 4 | | 1.00 | 1.50 | A 11.30AM | s 1.20 | | | | | | | | | | | | | | | | | |
| 103.4 | NO.....TENINO.....DN | 0.3 | | | 12.31 | 1.34 | s 11.18 | s 1.00 | | | | | | | | | | | | | | | | | |
| 103.1 |TENINO JCT..... | 3.4 | E 76 W 76 | | 12.30 | 1.33 | L 11.17AM | 12.40 | A 10.34AM | | | | | | | | | | | | | | | | |
| 99.7 |BUCODA..... | 5.1 | 65 | | 12.05AM | 1.10 | See page 7 | s 12.30 | 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 12.05PM | 10.00 9.25 | A 11.30AM | A 2.00PM | A 4.15PM | | | | | | | | | | | | | |
| 88.6 | CH.....CHEHALIS.....D | 1.0 | E 50 W 40 | | 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 | 10.27 10.02 | 12.55 12.10PM | 4.58 | | | | | | | | | | | | | | |
| 75.0 | WI.....WINLOCK.....D | 6.4 | 70 | | 10.07 | 11.08 | | s 8.00 | s 9.20 | s 11.45AM | See page 8 | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | |
| 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..... | 3.7 | Spur | | 8.55 | 9.58 | | f 6.10 | f 7.15 | f 9.30 | | | | | | | | | | | | | | | |
| 49.0 | KS.....KELSO.....D | 5.7 | 70 | | 8.45 | 9.50 | | s 6.00 | s 7.00 | 4.08 9.20 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 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 106 | | 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 8.15AM | 7.23 | 8.39 | | 4.10 | 4.15 | 5.10 | | | | | | | | | | | | | | | |
| 10.0 | MX.....VANCOUVER.....DN | 10.0 | 1000 | L 8.05AM 4.08 | 7.15 7.05 | L 8.30PM | | L 4.00AM 9.78 | L 4.05AM 9.98 | L 5.00AM | | | | | | | | | | | | | | | |
| BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE RULES AND REGULATIONS. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.0 | VC.....PORTLAND.....DN | 1000 | | L 6.15PM | | | | | | | | | | | | | | | | | | | | | |
| | | | Ex. Sun. | Daily | Daily | Daily | Ex. Sun. | Daily | Ex. Mon. | Ex. Mon. | Ex. Sun. | | | | | | | | | | | | | | |
| | Time over Subdivision | | .10 | 8.30 | 6.55 | .13 | 3.40 | 5.59 | 7.10 | 5.41 | .40 | | | | | | | | | | | | | | |
| | Average Speed Per Hour | | 18.6 | 17.2 | 19.7 | 26.9 | 14.8 | 15.6 | 11.5 | 14.5 | 7.0 | | | | | | | | | | | | | | |

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

SEE SPECIAL RULES, PAGES 11, 12, 13 AND 14.

WESTWARD.

SECOND SUBDIVISION.
(GRAY'S HARBOR LINE)

| Water, Fuel, Seals, Turn Tables and Wyes | Station Numbers | Distance from St. Clair | Time Table No. 41C Succeeding No. 41B January 17, 1915 STATIONS Telegraph Offices and Calls | | Car Capacity of Sidings | FIRST CLASS | | | | | | SECOND CLASS | | | | THIRD CLASS | | | | | | | | | | | | |
|--|-----------------|----------------------------|---|-----|----------------------------|----------------------------|---------------------------|-----------------------------|---|------------------------|---------------------------------------|---|------------------------|---------------------------|------------------------|---|----------------------------|---|--|--|--|--|--|--|--|--|--|--|
| | | | | | | 577 | 551 | 599 | 421 | 465 | 423 | 585 | 693 | 697 | 571 | 961 | 979 | 967 | | | | | | | | | | |
| | | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Tu., Thu., and Sat. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Mon., Wed., Fri. | | | | | | | | | | |
| | | | | | | O. W. R. & N. Passenger | Nor. Pac. Passenger | C. M. & St. P. Passenger | Nor. Pac. Passenger | Nor. Pac. Passenger | Nor. Pac. Passenger | Nor. Pac. Mixed | Nor. Pac. Freight | C. M. & St. P. Freight | O. W. R. & N. Mixed | Nor. Pac. Way Frt. | C. M. & St. P. Way Frt. | Nor. Pac. Way Frt. | | | | | | | | | | |
| | | | | | | | | | See page 1 | See page 1 | See page 1 | | | | | No. 961 has right over No. 962 Olympia to Gate | | | | | | | | | | | | |
| | CS 28 | 0.0 | SR.....ST. CLAIR.....D | 2.8 | 50 | | | | L 9.55AM | L 2.56PM | L 7.07PM | | | | | | | | | | | | | | | | | |
| | CK 18 | 2.8 |UNION MILL..... | 1.5 | Spur | | | | f 10.02 | s 3.04 | s 7.15 | | | | | | | | | | | | | | | | | |
| | CK 20 | 4.3 |LACEY.....P | 5.0 | 40 | | | | s 10.05 | s 3.10 ₄₂₄ | s 7.27 ₄₂₂ | | | | | | | | | | | | | | | | | |
| WT | CK 25 | 9.3 | OY.....OLYMPIA.....D | 0.7 | 110 | | | | s 10.15 _{10.25} | s 3.25 | s 7.42 | | | | | L 6.00AM | | | | | | | | | | | | |
| | | 10.0 | TUMWATER BRANCH CROS. Trk Conn. 4.7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CK 30 | 14.7 |BELMORE.....P | 3.5 | 40 | | | | 10.40 ₄₆₆ | f 3.38 | f 7.55 | | | | | f 7.00 | | | | | | | | | | | | |
| | CK 34 | 18.2 |OVERTON..... | 3.0 | Spur 7 | | | | 10.48 | f 3.44 | 8.00 | | | | | f 7.10 | | | | | | | | | | | | |
| | CK 37 | 21.2 | RK.....LITTLE ROCK.....D | 1.3 | 43 | | | | s 10.55 | s 3.52 | s 8.09 | | | | | s 7.50 | | | | | | | | | | | | |
| | | 22.5 | ...BORDEAUX JUNCTION... | 1.9 | Spur 50 | | | | s 11.00 | s 3.55 | 8.12 | | | | | f 8.10 | | | | | | | | | | | | |
| | CK 40 | 24.4 |MIMA..... | 4.5 | 13 | | | | 11.05 | f 3.59 | 8.15 | | | | | f 8.20 | | | | | | | | | | | | |
| WY | CK 44 | 28.9 | HK.....GATE.....D | 4.9 | 50 | | | | s 11.15 _{11.25} ₉₆₂ | s 4.10 _{4.15} | s 8.25 _{8.30} ₉₆₄ | No. 585 has right over No. 586 Hoquiam to Moclips | See page 7 L 3.30AM | | | A 8.35AM | | See page 7 L 9.30AM | | | | | | | | | | |
| | CM 5 | 33.8 | OX.....OAKVILLE.....D | 6.9 | 90 | | | | s 11.35 | s 4.26 | s 8.40 | | 3.42 | | | | | s 9.53 _{10.10} ₄₆₆ | | | | | | | | | | |
| | CM 12 | 40.7 |LYTLE..... | 1.0 | 80 | | | | 11.45 | 4.42 | 8.51 | | 4.00 | | | | | f 10.20 | | | | | | | | | | |
| W | CM 13 | 41.7 |PORTER..... | 1.6 | 20 | | | | f 11.50 | s 4.48 | s 8.55 | | 4.03 | | | | | s 10.45 | | | | | | | | | | |
| | CM 15 | 43.3 |MALONE..... | 5.0 | Spur 10 | | See page 8 | | s 11.53AM | s 4.53 | f 8.58 | | 4.08 | | | | | | | | | | | | | | | |
| | CM 19 | 48.3 | EF.....ELMA.....D | 2.5 | 120 | | Ls 7.45AM | | s 12.08PM ₉₆₈₋₉₆₇₋₅₅₂ | s 5.07 | s 9.10 | | 4.30 | | | | | s 11.15AM _{12.15PM} ₄₂₁₋₉₆₈₋₅₅₂ | | | | | | | | | | |
| | | 50.8 |MACKS..... | 1.2 | Spur 50 | | f 7.50 | | 12.14 | 5.13 | 9.14 | | 4.37 | | | | | f 12.23 | | | | | | | | | | |
| | CM 23 | 52.0 | SP.....SATSOP.....D | 6.0 | 37 | | s 7.57 | | s 12.20 | s 5.27 ₄₂₂ | s 9.17 | | 4.41 | | | | | s 12.45 | | | | | | | | | | |
| W | CM 29 | 58.0 | MO.....MONTESANO.....D | 8.3 | 70 | | s 8.15 | | s 12.35 | s 5.39 | s 9.27 | | 5.10 | | | | | s 1.15 _{4.4} | | | | | | | | | | |
| CY | CM 37 | 66.3 |ABERDEEN JCT.....P | 2.9 | 90 | | 8.40 ₄₆₆ | | s 12.55 ₄₂₄ | f 5.55 ₆₉₄ | 9.45 | | 5.40 | | | | | s 2.00 | | | | | | | | | | |
| W | CM 40 | 69.2 | SA.....ABERDEEN.....D | 3.6 | 50 | L 7.00AM | s 8.55 ₉₆₈₋₅₇₂ | L 1.00PM | s 1.15 | s 6.10 ₆₉₄ | s 10.05 | | 6.20 | L 5.40AM | L 7.10PM | | L 1.40PM ₅₀₀ | s 2.30 ₅₀₀ | | | | | | | | | | |
| WCY | CM 44 | 72.8 | HO.....HOQUIAM.....D | 3.4 | 200 | A 7.15AM | A 9.05AM ₅₈₅ | A 1.15PM | A 1.25PM | s 6.20 ₆₃₀ | A 10.20PM | L 9.15AM ₅₅₁ | A 6.40AM | A 6.00AM | A 7.30PM | | A 2.00PM | A 3.00PM | | | | | | | | | | |
| W | CM 47 | 76.2 | ...GRAYS HARBOR CITY... | 4.6 | No Siding | | | | f 6.40 | | | f 9.25 | | | | | | | | | | | | | | | | |
| | CM 52 | 80.8 |GRAY GABLES..... | 4.6 | No Siding | | | | f 6.55 | | | f 9.35 | | | | | | | | | | | | | | | | |
| | CM 56 | 85.4 |TULIPS.....P | 3.2 | 40 | | | | f 7.09 | | | f 9.55 | | | | | | | | | | | | | | | | |
| | CM 61 | 88.6 | CP.....COPALIS.....D | 3.3 | Spur | | | | s 7.20 | | | s 10.10 | | | | | | | | | | | | | | | | |
| | CM 63 | 91.9 | CR.....CARLISLE.....D | 1.0 | 20 | | | | s 7.31 | | | s 10.30 | | | | | | | | | | | | | | | | |
| | CM 64 | 92.9 |ONSLow..... | 1.8 | 30 | | | | f 7.34 | | | f 10.35 | | | | | | | | | | | | | | | | |
| | CM 66 | 94.7 |STEARNSVILLE..... | 1.9 | Spur | | | | s 7.39 | | | f 10.45 | | | | | | | | | | | | | | | | |
| | CM 68 | 96.6 |ALOHA..... | 1.7 | Spur 12 | | | | f 7.45 | | | f 10.56 | | | | | | | | | | | | | | | | |
| W | CM 69 | 98.3 |PACIFIC..... | 1.5 | Spur 7 | | | | s 7.50 | | | f 11.03 | | | | | | | | | | | | | | | | |
| | CM 71 | 99.8 |SUNSET BEACH..... | 1.0 | No Siding | | | | f 7.55 | | | f 11.10 | | | | | | | | | | | | | | | | |
| Y | CM 72 | 100.8 | MC.....MOCLIPS.....D | | 40 | | | | A 8.00PM | | | A 11.15AM | | | | | | Mon., Wed., Fri. | | | | | | | | | | |
| Time Over Subdivision | | | | | | 15. | 1.20 | 15. | 3.10 | 4.48 | 3.08 | 2.00 | 3.10 | .20 | .20 | 2.35 | .20 | 4.15 | | | | | | | | | | |
| Average Speed Per Hour | | | | | | 14.0 | 18.4 | 14.0 | 22.9 | 21.1 | 23.2 | 14.0 | 13.9 | 10.5 | 10.5 | 7.4 | 10.5 | 10.4 | | | | | | | | | | |

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

SEE SPECIAL RULES, PAGES 11, 12, 13 AND 14.

EASTWARD.

SECOND SUBDIVISION.
GRAY'S HARBOR LINE

| Time Table No. 41C Succeeding No. 41B. January 17, 1915 | | FIRST CLASS | | | | | | | SECOND CLASS | | | | THIRD CLASS | | |
|---|-------|---------------------|---------------------|---------------------|-------------------------|---------------------|-----------------------|--|--------------------|-------------------|-------------------|-----------------------|------------------------|--------------------|--------------------|
| STATIONS | | 466 | 552 | 424 | 500 | 422 | 578 | | 586 | 572 | 694 | 698 | 980 | 968 | 962 |
| Telegraph Offices and Calls | | Nor. Pac. 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. Mixed | Nor. Pac. Freight | C.M. & St. P. Freight | C.M. & St. P. Way Frt. | Nor. Pac. Way Frt. | Nor. Pac. Way Frt. |
| | | Daily | Daily | Daily | Daily | Daily | Daily | | Tu., Thu. and Sat. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Tu., Thu. and Sat. | Ex. Sun. |
| | | See page 3 | | See page 3 | | See page 3 | | | | | | | | | |
| SR.....ST. CLAIR.....D | 100.8 | A 11.23AM | | A 3.23PM | | A 7.38PM | | | | | | | | | |
|UNION MILL..... | 98.0 | s 11.15 | | s 3.15 | | s 7.30 | | | | | | | | | |
|LACEY.....P | 96.5 | s 11.12 | | s 3.10 | | s 7.27 | | | | | | | | | |
| OY.....OLYMPIA.....D | 91.5 | s 11.00 | | s 2.55 | | s 7.15 | | | | | | | | | |
| TUMWATER BRANCH CROS. Trk Conn. | 90.8 | | | | | | | | | | | | | | |
|BELMORE.....P | 86.1 | f 10.40 | | f 2.39 | | 6.55 | | | | | | | | | |
|OVERTON..... | 82.6 | f 10.33 | | 2.34 | | 6.48 | | | | | | | | | |
| RK....LITTLE ROCK....D | 79.6 | s 10.28 | | s 2.29 | | s 6.41 | | | | | | | | | |
| ...BORDEAUX JUNCTION... | 78.3 | s 10.24 | | s 2.26 | | 6.38 | | | | | | | | | |
|MIMA..... | 76.4 | f 10.21 | | 2.24 | | 6.34 | | | | | | | | | |
| HK.....GATE.....D | 71.9 | s 10.18 | | s 2.15 | | s 6.25 | | | | | | | | | |
| OX.....OAKVILLE.....D | 67.0 | s 9.58 | | s 2.04 | | s 6.10 | | | | | | | | | |
|LYTLE..... | 60.1 | 9.44 | | 1.52 | | 5.55 | | | | | | | | | |
|PORTER..... | 59.0 | s 9.41 | | s 1.50 | | f 5.52 | | | | | | | | | |
|MALONE..... | 57.5 | f 9.38 | | s 1.47 | | s 5.48 | | | | | | | | | |
| EP.....ELMA.....D | 52.5 | s 9.28 | A 11.45AM | s 1.37 | | s 5.37 | | | | | | | | | |
|MACKS..... | 50.0 | 9.18 | s 9.67-421 | 1.29 | | 5.30 | | | | | | | | | |
| SP.....SATSOP.....D | 48.8 | s 9.15 | s 11.37 | s 1.26 | | s 5.27 | | | | | | | | | |
| MO.....MONTESANO.....D | 43.2 | s 9.00 | s 11.25 | s 1.15 | | s 5.15 | | | | | | | | | |
|ABERDEEN JCT.....P | 34.6 | s 8.40 | 11.10 | 12.55 | | s 4.55 | | | | | | | | | |
| SA.....ABERDEEN.....D | 31.5 | s 8.30 | s 11.00 | s 12.40 | A 2.00PM | s 4.45 | A 10.45PM | | | | | | | | |
| HO.....HOQUIAM.....D | 28.0 | s 8.15 | L 10.45AM | L 12.25PM | L 1.45PM | L 4.30PM | L 10.30PM | | | | | | | | |
|GRAYS HARBOR CITY.... | 24.7 | f 7.52 | | | | | | | | | | | | | |
|GRAY GABLES..... | 20.0 | f 7.39 | | | | | | | | | | | | | |
|TULIPS.....P | 15.4 | f 7.25 | | | | | | | | | | | | | |
| CP.....COPALIS.....D | 12.2 | s 7.13 | | | | | | | | | | | | | |
| CR.....CARLISLE.....D | 8.9 | s 7.03 | | | | | | | | | | | | | |
|ONSLow..... | 7.9 | f 7.00 | | | | | | | | | | | | | |
|STEARNSVILLE..... | 6.1 | s 6.55 | | | | | | | | | | | | | |
|ALOHA..... | 4.2 | f 6.47 | | | | | | | | | | | | | |
|PACIFIC..... | 2.5 | s 6.41 | | | | | | | | | | | | | |
|SUNSET BEACH..... | 1.0 | f 6.38 | | | | | | | | | | | | | |
| MC.....MOCLIPS.....D | 0.0 | L 6.35AM | | | | | | | | | | | | | |
| Time Over Subdivision | | Daily | Daily | Daily | Daily | Daily | Daily | | Tu., Thu. and Sat. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Tu., Thu. and Sat. | Ex. Sun. |
| Average Speed Per Hour | | 21.4 | 24.5 | 25.2 | 14.0 | 23.8 | 14.0 | | 9.9 | 10.5 | 13.0 | 10.5 | 10.5 | 10.9 | 6.4 |

Westward

THIRD SUBDIVISION.
DU PONT LINE

Eastward

| Time Table No. 41C Succeeding No. 41B January 17, 1915 | | STATIONS | | STATIONS | |
|--|-------|-----------------------------|-------------------------|-----------------------------|-----------|
| Telegraph Offices and Calls | | Telegraph Offices and Calls | | Telegraph Offices and Calls | |
| 1st Class | 465 | Station Numbers | Distance from Lakeview | Distance from Nisqually | 1st Class |
| Passenger | | | | | 422 |
| Daily | | | | | Passenger |
| L 2.23PM | 1985 | 0.0 | VA.....LAKEVIEW.....D | 11.1 | 100 |
| f 2.28 | CK 2 | 2.3 |COUNTRY CLUB..... | 8.8 | Spur |
| f 2.29 | CK 3 | 2.8 |AMERICAN LAKE..... | 8.3 | 40 |
| f 2.32 | CK 5 | 4.3 |COSGROVE..... | 6.3 | 35 |
| s 2.40 | S | 8.0 | D.....DU PONT.....D | 3.1 | 35 |
| As 2.49PM | CS 24 | 11.1 | NU.....NISQUALLY.....DN | 0.0 | |
| See page 1 | | | | | |
| Daily | | | | | Daily |
| .26 | | | Time Over Subdivision | | .29 |
| 25.7 | | | Average Speed Per Hour | | 24.7 |

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

1. **REGISTERING STATIONS**—Lakeview and Nisqually. Trains will register by ticket at Lakeview and Nisqually and will not procure clearance at Lakeview unless stop or caution signal is displayed.
2. **MAXIMUM GRADE**—Nisqually to 2½ miles east.
3. **AT NISQUALLY**—Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs trains to and from that Subdivision. Branch line trains must procure block clearance before entering First Subdivision.
4. **SPEED RESTRICTION**—Maximum speed of passenger trains is forty miles per hour. This limit must never be exceeded.

SEE SPECIAL RULES, PAGES 11, 12, 13 AND 14.

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

SEE SPECIAL RULES, PAGES 11, 12, 13 AND 14.

SEE SPECIAL RULES, PAGES 11, 12, 13 AND 14.

| WESTWARD. | | | SEVENTH SUBDIVISION. | | | | | | | | | | EASTWARD. | | |
|--------------------------|------------|---------------|----------------------|---|-----------------|--|--|-------------|---------------|--------------------------|----------------------------|-------------|-----------|-------------|--|
| THIRD CLASS | | FIRST CLASS | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Chehalis Junction | Time Table No. 41C Succeeding No. 41B January 17, 1915 | | | 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 2 | See page 1 | See page 1 | See page 3 | | | | See page 3 | See page 4 | | | | | | | |
| Way Freight | Passenger | Passenger | Passenger | | | | Passenger | Way Freight | | | | | | | |
| L 6.45AM | L 8.20PM | L12.05PM | Y | 2032 | 0.0 |CHEHALIS JCT..... 1.0 | 56.5 | Y | A10.00AM | 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 | s12.15 | | C W 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 | s12.19 | | C W 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 | f12.25 | | C W 8 | 7.2 |BUNKER..... 2.9 | 49.3 | Spur | f 9.39 | f 6.42 | f 2.05 | | | | |
| s 7.55 | f 8.48 | s12.33 | W2.4 m West | C W 10 | 10.1 |CERES..... 2.4 | 46.4 | 35 | s 9.32 | f 6.35 | s 1.40 | | | | |
| s 8.20 | f 8.54 | f12.39 | | C W 12 | 12.5 |MESKILL..... 0.5 | 44.0 | Spur | f 9.25 | f 6.28 | s 1.20 | | | | |
| s 8.30 | s 8.56 | s12.41 | | C W 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 | s12.50 970 | | C W 16 | 16.3 | DR.....DRYAD.....D 0.5 | 40.2 | 35 | s 9.14 969 | s 6.17 | s12.50 591 | | | | |
| | | | | | 16.8 | P. S. & W. H. R. R. CROSSING 0.8 No Track Connection | 39.7 | | | | | | | | |
| s 9.30 | s 9.08 | s12.54 | | C W 17 | 17.6 | DO.....DOTY.....D 4.7 | 38.9 | Spur 35 | s 9.10 | s 6.12 | s12.30 | | | | |
| s10.15 11.30AM 970 | s 9.21 | s 1.10 | W | C W 22 | 22.3 | PL.....PE ELL.....D 1.4 | 34.2 | 50 | s 9.00 | s 6.00 | s12.05PM 11.30AM 969 | | | | |
| | | | | | 23.7 | McCORMICK R. R. CROSSING 0.6 Track Connection | 32.8 | | | | | | | | |
| s12.05PM | s 9.27 | f 1.16 | W | C W 24 | 24.3 |McCORMICK..... 1.8 | 32.2 | Spur 15 | f 8.53 | s 5.53 | s11.10 | | | | |
| s12.30 | s 9.34 | f 1.23 | | C W 26 | 26.1 |WALVILLE..... 1.2 | 30.4 | Spur 15 | f 8.48 | s 5.47 | s10.40 | | | | |
| f12.50 | f 9.44 | f 1.35 | T | C W 29 | 28.9 |PLUVIUS.....P 6.4 | 27.6 | 36 | f 8.38 | f 5.40 | f10.10 | | | | |
| s 1.25 | s10.00 | s 1.55 | W | C W 35 | 35.3 | FR.....FRANCES.....DP 1.3 | 21.2 | 50 | s 8.16 | s 5.15 | s 9.30 | | | | |
| f 1.35 | f10.05 | s 1.59 | | C W 37 | 36.6 |GLOBE..... 1.4 | 19.9 | Spur 15 | f 8.11 | f 5.10 | s 8.40 | | | | |
| s 1.45 | s10.08 | s 2.03 | | C W 38 | 38.0 | BM.....LEBAM.....D 3.2 | 18.5 | 14 | s 8.07 | s 5.06 | s 8.30 | | | | |
| f 2.00 | f10.15 | f 2.10 | | CW41 | 41.2 |NALLPEE..... 1.1 | 15.3 | Spur | f 7.58 | f 4.58 | s 8.13 | | | | |
| f 2.03 2.23 1.03 | s10.18 | s 2.13 969 | | C W 42 | 42.3 |HOLCOMB..... 4.2 | 14.2 | 30 | s 7.55 | s 4.55 | f 8.08 | | | | |
| f 2.40 | s10.26 | s 2.23 | | C W 46 | 46.5 |MENLO.....P 4.0 | 10.0 | 9 | s 7.45 | s 4.45 | f 7.55 | | | | |
| f 3.00 | s10.35 | s 2.33 | S | C W 50 | 50.5 |WILLAPA..... 2.6 | 6.0 | 16 | s 7.35 | s 4.35 | f 7.45 | | | | |
| s 3.30 | s10.45 | s 2.40 | | C W 53 | 53.1 | ND.....RAYMOND.....D 3.4 | 3.4 | 40 | s 7.27 970 | s 4.30 | s 7.35 7.15 592 | | | | |
| A 3.45PM | A10.55PM | A 2.50PM | WCT | C W 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.

1. REGISTERING STATION—Chehalis and South Bend.
2. STANDARD CLOCK—Centralia.
3. BULLETIN STATION—South Bend.
4. YARD LIMITS—Indicated by signs at proper locations.
5. SPEED RESTRICTIONS—Maximum speed of passenger trains forty-five miles per hour. Trains will not exceed 30 miles per hour between Frances and Pe Ell. This limit must never be exceeded.
6. Through cross-overs and entering sidings, 15 miles per hour.
7. Gates are installed at the crossings of private railroads over Northern Pacific tracks as follows:
Dryad, Leudinghaus 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.
8. 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.
9. MAXIMUM GRADE—Between Frances and Pe Ell.
10. HELPER DISTRICT—Between Frances and Pe Ell.
11. 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.
12. No. 591, No. 592, No. 593 and No. 594 will make regular stop at Ashlock.
13. Log train between Raymond and Frances will handle adult male passengers when provided with proper transportation.
14. Telephones at Pluvius, Frances and Menlo.

| WESTWARD. | | | | | | | EIGHTH SUBDIVISION. | | | | | | | EASTWARD. | | | |
|------------|------------|-------------|-----------------------------|---|-----------------|--------------------------|--|-----------|------------|------------------------------|-------------------------|-----------|--|-----------|--|--|--|
| 2d Class | | FIRST CLASS | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Yacolt | Time Table No. 41C Succeeding No. 41B January 17, 1915 | | | Distance from Vancouver Jct. | Car Capacity of Sidings | 1st Class | | 2d Class | | | |
| 589 | 557 | 587 | STATIONS | | | | 590 | 588 | | | | | | | | | |
| Ex. Sun. | Sun. only | Ex. Sun. | Telegraph Offices and Calls | | | | Daily | Ex. Sun. | | | | | | | | | |
| Mixed | Passenger | Passenger | | | | | Passenger | Mixed | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| L 12.30 PM | L 8.20 AM | L 6.00 AM | W Y | CY 27 | 0.0 | YC.....YACOLT..... | 26.9 | 35 | A 6.40 PM | A 11.00 AM | | | | | | | |
| f 1.00 | f 8.35 | f 6.14 | | CY 20 | 6.6 |WALL..... | 20.3 | No Siding | f 6.18 | f 10.30 | | | | | | | |
| s 1.20 | s 8.40 | s 6.19 | | CY 19 | 8.1 |HEISON..... | 18.8 | 25 | s 6.13 | s 10.20 | | | | | | | |
| s 1.40 | s 8.45 | s 6.24 | | CY 17 | 9.9 |CRAWFORD..... | 17.0 | No Siding | s 6.06 | s 9.50 | | | | | | | |
| s 2.10 | s 8.54 | s 6.35 | W | CY 14 | 12.8 | BA...BATTLE GROUND...D | 14.1 | 20 | s 5.56 | s 9.30 | | | | | | | |
| s 2.40 | s 9.09 | s 6.50 | | CY 10 | 17.0 |BRUSH PRAIRIE..... | 9.9 | 25 | s 5.46 | s 8.50 | | | | | | | |
| f 2.45 | f 9.13 | f 6.54 | | CY 8 | 18.7 |LAURIN..... | 8.2 | Spur 50 | f 5.40 | f 8.35 | | | | | | | |
| f 2.50 | f 9.16 | f 6.57 | | CY 7 | 20.1 |HOMAN..... | 6.8 | Spur 4 | f 5.36 | f 8.32 | | | | | | | |
| f 3.00 | f 9.19 | f 7.00 | | CY 6 | 21.2 |BARBERTON..... | 5.7 | Spur 4 | f 5.30 | f 8.30 | | | | | | | |
| f 3.20 | f 9.25 | f 7.05 | | CY 3 | 23.5 |HIDDEN..... | 3.4 | No Siding | f 5.22 | f 8.25 | | | | | | | |
| As 3.35 PM | As 9.35 AM | As 7.10 AM | Y | CX 25 | 26.9 |VANCOUVER JCT.....P | 0.0 | No Siding | Ls 5.10 PM | Ls 8.15 AM | | | | | | | |
| Ex. Sun. | Sun. only | Ex. Sun. | | | | | | | Daily | Ex. Sun. | | | | | | | |
| 3.05 | 1.15 | 1.10 | | | | Time Over Subdivision | | | 1.30 | 2.45 | | | | | | | |
| 8.7 | 21.5 | 23.3 | | | | Average Speed Per Hour | | | 18.8 | 9.9 | | | | | | | |

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

15. REGISTERING STATIONS—Yacolt and Vancouver Junction.
16. STANDARD CLOCKS—Vancouver.
17. BULLETIN STATIONS—Vancouver and Yacolt.
18. YARD LIMITS—Indicated by signs at proper locations.
19. SPEED RESTRICTIONS—Passenger or mixed trains will not exceed 30 miles per hour and freight trains 20 miles per hour. This limit must never be exceeded.
20. Through cross-overs and entering sidings, 15 miles per hour.
21. Nos. 587, 588, 589 and 590 will stop on flag at Lucia, Moulton and Crusher for passengers.
22. Trains from Eighth Subdivision must ascertain First Subdivision Rights before occupying main lines at Vancouver Junction.

| WESTWARD. | | | | NINTH SUBDIVISION. | | | | | | | | | | EASTWARD. | | | |
|---|-----------|-----------|-----------|---|-----------------|-----------------------|--|-----------------------------------|----------------------------------|---------|--------------------|-------------------------|---------------|-----------|-------|---|--|
| FIRST CLASS | | | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Simpson | Time Table No. 41C Succeeding No. 41B January 17, 1915 | | | | Distance from Elma | Car Capacity of Sidings | FIRST CLASS | | | | |
| 553 | 551 | 552 | 554 | | | | | | | | | | | | | | |
| Daily | Daily | 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 | | | | |
| | | | | | | | C H7½ | 2.3 |HILLGROVE..... 0.2 | 7.7 | | | Spur 4 | | | No. 553 has right over No. 554 McCleary to Elma | |
| | | | | | | | 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 | | | A12.40PM | 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 | | | s12.30 | 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 | | | s12.27 | s 6.02 | | | |
| A 4.40PM | As 7.45AM | T | C M 19 | | | | 10.0 | EF.....ELMA.....D | 0.0 | 60 | | | L12.15PM 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 | | |

SEE SPECIAL RULES, PAGES 11, 12, 13 AND 14.

WESTWARD.

TWELFTH SUBDIVISION.
(BURNETT BRANCH)

EASTWARD.

| FIRST CLASS | | | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Spiketon | Time Table No. 41C Succeeding No. 41B January 17, 1915 | | | 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 6.45PM | L 5.20PM | L 10.40AM | L 8.25AM | | CC 4 | 0.0 |SPIKETON..... 2.0 | | | 3.4 | 45 | A 8.25AM | A 10.40AM | A 5.20PM | A 6.45PM |
| s 6.55 | s 5.28 | 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 5.10 | s 6.38 |
| A 7.05PM | A 5.35PM | A 11.00AM | A 8.40AM | | 1949 | 3.4 |CASCADE JCT..... | | | 0.0 | No Siding | L 8.05AM | L 10.25AM | L 5.00PM | L 6.33PM |
| Daily | Daily | Daily | Daily | | | | | | | | | Daily | Daily | Daily | Daily |
| .20 | .15 | .20 | .15 | | | | Time Over Subdivision | | | | | .20 | .15 | .20 | .12 |
| 12.0 | 13.6 | 12.0 | 13.6 | | | | Average Speed Per Hour | | | | | 12.0 | 13.6 | 12.0 | 17.0 |

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

1. REGISTERING STATION—Cascade Junction.
2. SPEED RESTRICTIONS—Speed of passenger trains when backing up must not exceed 20 miles per hour.
3. Within the corporate limits of Burnett, 10 miles per hour.
4. Through cross-overs and entering sidings, 15 miles per hour.
5. Maximum speed of passenger trains 25 miles per hour, freight trains 15 miles per hour. This limit must never be exceeded.

WESTWARD.

FOURTEENTH SUBDIVISION.
(ORTING BRANCH)

EASTWARD.

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

15. REGISTERING STATION—Orting.
16. MAXIMUM GRADES—On St. Paul & Tacoma Lumber Co's. line east of Puyallup River.
17. SPEED RESTRICTIONS—Through cross-overs and entering sidings, 15 miles per hour.
18. Maximum speed of trains 20 miles per hour. This limit must never be exceeded.
19. 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.
20. Freight trains authorized to carry adult male passengers when provided with proper transportation, Orting Log Train, between Orting and End of track.

WESTWARD.

FIFTEENTH SUBDIVISION.
(CROCKER BRANCH)

EASTWARD.

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

21. REGISTERING STATION—Crocker.
22. MAXIMUM GRADES—Crocker to Wingate.
23. SPEED RESTRICTIONS—Through cross-overs and entering sidings, 15 miles per hour.
24. Maximum speed of trains 20 miles per hour. This limit must never be exceeded.
25. RESTRICTED CLEARANCE—Wingate, Coke and Coal Bunkers, side and over-head.

WESTWARD.

THIRTEENTH SUBDIVISION.
(WILKESON BRANCH)

EASTWARD.

| THIRD CLASS | | | FIRST CLASS | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Fairfax | Time Table No. 41C Succeeding No. 41B January 17, 1915 | | | 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 3.50PM | L 6.55AM | T | CB 15 | 0.0 | FX.....FAIRFAX.....D | 13.9 | 30 | A 12.10PM | A 8.10PM | A 12.30PM | | | | | |
| s 2.10 | s 4.00 | s 7.05 | | CB 13 | 2.0 |MELMONT.....D | 11.9 | Spur 5 | s 12.01PM | s 8.00 | s 12.20PM | | | | | |
| | | | | | | CARBON COAL CO. Crossing | | | | | | | | | | |
| | | | | | | 0.5 | | | | | | | | | | |
| s 2.30 | s 4.20 | s 7.25 | | CB 8 | 6.5 | CB.....CARBONADO.....D | 7.4 | 5 | s 11.40AM | s 7.41 | s 11.55AM | | | | | |
| s 3.30 | s 4.45 | s 7.50 | ST W | CB 5 | 9.5 | WX.....WILKESON.....D | 4.4 | 90 | s 11.25 982 | s 7.28 | s 11.30 522 | | | | | |
| A 4.00PM | A 5.00PM | A 8.05AM 982 | | 1949 | 13.9 |CASCADE JCT..... | 0.0 | No Siding | L 11.00AM | L 7.05PM | L 8.05AM 521 | | | | | |
| Ex. Sun. | Daily | Daily | | | | | | | Daily | Daily | Ex. Sun. | | | | | |
| 2.20 | 1.10 | 1.10 | | | | Time Over Subdivision | | | 1.00 | 1.05 | 1.40 | | | | | |
| 6.6 | 11.1 | 11.1 | | | | Average Speed Per Hour | | | 14.0 | 12.8 | 8.5 | | | | | |

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

6. REGISTERING STATIONS—Fairfax and Cascade Junction.
7. MAXIMUM GRADES—Cascade Junction to Fairfax.
8. HELPER DISTRICT—South Prairie to Carbonado.
9. SPEED RESTRICTIONS—Maximum speed of passenger trains 25 miles per hour. Freight trains 15 miles per hour. This speed must never be exceeded.
10. Through cross-overs and entering sidings, 15 miles per hour.
11. Trains between Fairfax and Montezuma will look out for engine and motor car operated by Manley-Moore Lumber Company in this location.
12. Gates are installed at the crossing of private railroad over Northern Pacific tracks on Wilkeson Branch, Carbon Hill Coal Co. crossings just east of Carbonado. Normal position of gates is closed across the logging road. When crossing is being used by private company's 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.
13. Junction switches at Wilkeson, Carbonado and Fairfax will be set for Fairfax Line.
14. No. 521 has right over No. 522 Fairfax to Cascade Junction.

WESTWARD.

SIXTEENTH SUBDIVISION.
(OCOSTA BRANCH)

EASTWARD.

| SECOND CLASS | | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Aberdeen Jct. | Time Table No. 41C Succeeding No. 41B January 17, 1915 | | | Distance from Bay City | Car Capacity of Sidings | SECOND CLASS | | |
|------------------|------------------|----------|--|-----------------|--------------------------------|--|-------|------|---------------------------|----------------------------|------------------|------------------|-----------|
| 555 | 583 | 581 | | | | STATIONS | | | | | 582 | 584 | 556 |
| Fri. only | Wed. only | Ex. Sun. | | | | Telegraph Offices and Calls | | | | | Ex. Sun. | Wed. only | Fri. only |
| Mixed | Mixed | Mixed | | | | | | | | | Mixed | Mixed | Mixed |
| | | L 1.00PM | Y | CM 37 | 0.0 |ABERDEEN JCT..... | P 0.8 | 18.2 | 90 | A 8.20AM | | | |
| | | s 1.10 | | | 0.8 |JUNCTION CITY..... | 0.6 | 17.4 | | s 8.10 | | | |
| | | 1.15 | | CR 1 | 1.4 |COSMOPOLIS JCT..... | 1.4 | 16.8 | No Siding | 8.05 | | | |
| L 9.15AM | L 9.15AM | A 1.20PM | W | CG 2 | 2.8 | MP.....COSMOPOLIS..... | D 1.4 | 18.2 | 30 | L 8.00AM | A 11.50AM | A 11.00AM | |
| 9.20 | 9.20 | | | CR 1 | 1.4 |COSMOPOLIS JCT..... | 1.0 | 16.8 | No Siding | | 11.45 | 10.55 | |
| s 9.25 | s 9.25 | | | CR 3 | 2.4 | O.-W. R. & N. Co. Crossing Track Connection | | 15.8 | 90 | | f 11.40 | f 10.50 | |
| A 10.00AM 556 | f 10.00 | | | CR 13 | 13.1 |MARKHAM..... | 2.4 | 5.1 | 10 | | f 11.15 | L 10.15AM 555 | |
| | s 10.15 | | T | CR 16 | 15.5 |OCOSTA..... | P 2.7 | 2.7 | 10 | | f 10.55 | | |
| | A 10.30AM 584 | | | CR 19 | 18.2 |BAY CITY..... | | 0.0 | | | L 10.40AM 583 | | |
| Fri. only | Wed. only | Ex. Sun. | | | | Time Over Subdivision | | | | | Ex. Sun. | Wed. only | Fri. only |
| .45 | 1.15 | .20 | | | | Average Speed Per Hour | | | | | .20 | 1.10 | .45 |
| 17.5 | 14.6 | 8.0 | | | | | | | | | 8.0 | 15.6 | 17.5 |

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

26. REGISTERING STATIONS—Aberdeen Junction, Cosmopolis and Cosmopolis Junction.
27. BULLETIN STATION—Cosmopolis.
28. SPEED RESTRICTIONS—Trains will not exceed 20 miles per hour. This limit must never be exceeded.
29. 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.
30. 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.
31. Junction switches will be set for line Junction City to Bay City.
32. No. 582 connects with No. 466 and No. 581 connects with No. 421 at Aberdeen Jct.
33. No. 583 has right over No. 584, Cosmopolis to Bay City, No. 555 has right over No. 556, Cosmopolis to Markham.

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

FIRST AND FOURTH SUBDIVISIONS—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 |
| Tacoma to Tenino..... | | 99 | | 99 | | 80 | | 80 | | 50 | | 40 | | 40 | | 40 | | 30 |

FIRST AND FOURTH SUBDIVISIONS—EASTWARD.

| | | | | | | | | | | | | | | | | | | |
|--------------------------|------|----|------|----|------|----|------|----|------|----|------|----|------|----|------|----|------|----|
| Portland to Vader..... | 2300 | 99 | 2000 | 99 | 1800 | 80 | 1800 | 80 | 1250 | 60 | 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 |
| Tenino to Tacoma..... | | 99 | | 99 | | 80 | | 80 | | 50 | | 40 | | 40 | | 40 | | 30 |

SECOND AND THIRD SUBDIVISIONS—WESTWARD.

| | Class S | | Class X | | Class F-1 | | | | | | | | | | | | | |
|--------------------------------|---------|------|---------|------|-----------|------|--|--|--|--|--|--|--|--|--|--|--|--|
| | Tons | Cars | Tons | Cars | Tons | Cars | | | | | | | | | | | | |
| South Tacoma to St. Clair..... | 1500 | 50 | | | 1500 | 50 | | | | | | | | | | | | |
| St. Clair to Lacey..... | 1050 | 40 | | | 1050 | 40 | | | | | | | | | | | | |
| Lacey to Olympia..... | | 70 | | | | 70 | | | | | | | | | | | | |
| Olympia to Belmore..... | 600 | 35 | | | 600 | 35 | | | | | | | | | | | | |
| Belmore to Gate..... | 1200 | 40 | | | 1200 | 40 | | | | | | | | | | | | |

SECOND AND THIRD SUBDIVISIONS—EASTWARD.

| | | | | | | | | | | | | | | | | | | |
|-------------------------------|------|----|--|--|------|----|--|--|--|--|--|--|--|--|--|--|--|--|
| Gate to Olympia..... | 1500 | 50 | | | 1500 | 50 | | | | | | | | | | | | |
| Olympia to Lacey..... | 550 | 30 | | | 550 | 30 | | | | | | | | | | | | |
| Lacey to St. Clair..... | 1050 | 40 | | | 1050 | 40 | | | | | | | | | | | | |
| St. Clair to Dupont..... | 550 | 30 | | | 550 | 30 | | | | | | | | | | | | |
| Dupont to Cosgrove..... | 1500 | | | | 1500 | | | | | | | | | | | | | |
| Cosgrove to South Tacoma..... | 2000 | | | | 2000 | | | | | | | | | | | | | |

SECOND AND SIXTH SUBDIVISIONS—WESTWARD.

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

SECOND AND SIXTH SUBDIVISIONS—EASTWARD.

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

EIGHTH SUBDIVISION—WESTWARD.

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

EIGHTH SUBDIVISION—EASTWARD.

| | | | | | | | | | | | | | | | | | | |
|-------------------------|-----|----|--|--|-----|----|--|--|--|--|--|--|--|--|--|--|--|--|
| Van. Jet. 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 and Third 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.

Fourth Subdivision.—All classes.

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

Sixth 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, or other engines weighing more than 293,000 lbs., must not run over Skookumchuck river bridge, route No. 2, between Centralia and Blakeslee.

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.—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.

Ninth 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.

Tenth Subdivision.—All classes except Class Z Mallet Engines.

Engines of any class must not double head over bridge 228, Buckley Loop, between Cascade Junction and Buckley.

Eleventh 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.

Twelfth Subdivision.—No engine heavier than Class S-4.

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 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.

Fifteenth 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.

Sixteenth 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 Ocota.—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.

COMMERCIAL SPURS.

| First Subdivision DISTANCE FROM TACOMA. | Seventh Subdivision DISTANCE FROM CHEHALIS JC. |
|---|---|
| Pioneer Sand & Gravel Co..... 20.0 | Onn..... 16.9 |
| Chain Hill Lumber Co..... 41.2 | Ashlock..... 28.1 |
| Polehn..... 41.5 | Custer..... 34.6 |
| Evaline..... 69.3 | Guerrier..... 35.0 |
| Veness..... 74.0 | Forrest..... 36.3 |
| Englands..... 109.9 | Green Creek..... 44.0 |
| Hermione..... 112.6 | Mayfair..... 55.5 |
| Second Subdivision DISTANCE FROM ST. CLAIR | Eighth Subdivision DISTANCE FROM YACOLT. |
| Molberg..... 1.3 | Moulton..... 2.4 |
| Fifield..... 3.4 | Crusher..... 3.9 |
| Black Lake..... 13.9 | Bouton Perkins..... 4.7 |
| Overton..... 19.1 | Lucia..... 4.9 |
| Smith & Prosser..... 34.3 | Smith..... 10.0 |
| Bagshaw..... 36.2 | Tenny..... 13.2 |
| Juno..... 54.9 | Ninth Subdivision DISTANCE FROM ELMA. |
| Blagen..... 55.9 | Kraft..... 2.00 |
| Weatherwax..... 59.6 | Tenth Subdivision DISTANCE FROM PALMER JCT. |
| Stockwell..... 60.1 | Big 6..... 1.6 |
| Joe Creek..... 97.8 | Occidental..... 1.8 |
| Fourth Subdivision DISTANCE FROM TACOMA. | Fleet..... 3.4 |
| Johnson Creek..... 33.2 | Rosemar..... 4.0 |
| Bordeaux Shingle Co..... 37.0 | Myerson..... 5.8 |
| Scheel..... 38.2 | Birch..... 8.9 |
| Mutual..... 38.3 | Blackburn..... 11.1 |
| Fifth Subdivision DISTANCE FROM OLYMPIA. | Webstone..... 12.5 |
| Olympia Brg. Co..... 1.7 | Valley Mill..... 13.9 |
| Lea Lumber Co..... 2.0 | Bloomfield..... 20.8 |
| Hartson..... 5.0 | Twelfth Subdivision DISTANCE FROM CASCADE JCT. |
| Crowell..... 8.0 | Black Carbon..... 3.00 |
| Sixth Subdivision DISTANCE FROM CENTRALIA. | Fourteenth Subdivision DISTANCE FROM ORTING. |
| Foran..... 2.9 | Electron Rock Crusher..... 8.6 |

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

| TENTH 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 |

| TENTH 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 | | |

| THIRTEENTH 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 | | |

| THIRTEENTH SUBDIVISION—WESTWARD. | | | | | | | | | |
|----------------------------------|--|------|----|--|--|------|----|--|--|
| Fairfax to South Prairie..... | | 2000 | 45 | | | 2000 | 45 | | |

DERAIL SWITCHES

| FIRST SUBDIVISION | |
|----------------------------|--|
| Polehn..... | 250 feet from main track. |
| Wabash..... | Interlocking derail on O.-W. R. & N. connection. |
| Chehalis..... | On Coal Creek Lumber Co.'s track about 250 feet from passing track switch. |
| Napavine..... | On Somervilles' and Emory Nelson spur tracks. |
| Winlock..... | West end passing track. |
| Veness..... | 500 feet from main line switch. |
| Olequa..... | House track. |
| Castle Rock..... | 150 feet from main track on Silver Lake Log R. R. |
| Carroll..... | House track. |
| Hermione..... | 250 feet from main track; 66 feet east of Powder magazine also safety switch same track about 900 feet east of magazine. |
| Knapps..... | House track. |
| Vancouver..... | On Wood Spur and Cannery Spur both on switching lead to wharf freight house. |
| SECOND SUBDIVISION | |
| Molberg..... | Spur track. |
| Fifield..... | Spur track. |
| Belmore..... | White's Log Spur. |
| Overton..... | Spur track. |
| Bordeaux Junction..... | Mason County Log Spur. |
| Bagshaw..... | East end siding. |
| Lytle..... | West end siding. |
| Malone..... | East end spur track, west end mill track. |
| Elma..... | East end horn track. |
| Macks..... | Log spur. |
| Satsop..... | East end siding. |
| Juno..... | West end siding. |
| Blagen..... | Log spur. |
| Montesano..... | House track. |
| Aberdeen Junction..... | Coal bunker track. |
| Copalis..... | Log spur 500 feet west of station. |
| Carlisle..... | East end siding. |
| Joe Creek..... | Log spur just west of Aloha. |
| THIRD SUBDIVISION | |
| Dupont..... | Dupont Powder Company's spur 950 feet from main track and on the track leading to black powder mill. |
| FOURTH SUBDIVISION | |
| Yelm..... | East end house track. |
| Bainier..... | Lindstrom-Handforth Lumber Company's spur. |
| Johnson Creek..... | Spur track leading to mill. |
| Mutual..... | Spur track leading to mill. |
| West Tenino..... | Tenino Stone Company's spur. |
| FIFTH SUBDIVISION | |
| No Derailing Switches | |
| SIXTH SUBDIVISION | |
| Blakeslee..... | William's Mill spur. |
| SEVENTH SUBDIVISION | |
| Littell..... | East and west end Chester-Snow Mill spur. |
| Bunker..... | West end interchange track. |
| Meskill..... | East end quarry track. |
| Mays..... | Mill spur. |
| Walville..... | Mill spur. |
| Ashlock..... | Log spur. |
| Pluvius..... | East end siding. |
| Custer..... | Log spur. |
| Lebam..... | Mill spur. |
| Nalpee..... | Log spur. |
| Green Creek..... | Log spur. |
| Willapa..... | Pacific and Eastern connection. |
| Raymond (1 mile west)..... | Electric Railway connection. |

| EIGHTH SUBDIVISION | |
|-------------------------|---|
| Vancouver Junction..... | East leg wye 135 feet from Yacolt end of wye switch. |
| Brush Prairie..... | East end passing track. |
| Crusher..... | Spur track. |
| Smith..... | Spur track. |
| Yacolt..... | North leg wye switch normal position this switch for north leg wye. |

| NINTH SUBDIVISION | |
|-------------------|--|
| Elma..... | Standard Oil spur. |
| Kraft..... | Spur track. |
| McCleary..... | East end interchange track. |
| Simpson..... | In main track just above head switch leading to siding; must be left set to act as derail. |

| TENTH SUBDIVISION | |
|----------------------|--|
| Palmer Junction..... | Rose-Marshall Coal Company's spur. |
| Big Six..... | 300 feet east of main line switch; on same track 300 feet west of coal bunkers and on Clay Company's track 250 feet from connection with Big Six spur. |
| Occidental..... | Coal track 300 feet west of bunkers. |
| Bayne..... | Coal spur. |
| Cumberland..... | Eureka Coal Company's track. |
| Navy..... | Rose-Marshall Coal Company's track, west end Naval Coal Company's track, west end Sunset Coal Company's track. |
| Veazie..... | West end spur. |
| Webstone..... | Spur track. |
| Buckley..... | McDougal Log track, Valley Mill spur track and on west end Standard Oil spur. |
| South Prairie..... | West end passing track, west end house track, west end coal spur. |
| Crocker..... | West end passing track. |
| Orting..... | West end house track, west end westward passing track, west end Orting Branch track 300 feet east of station. |

| ELEVENTH SUBDIVISION | |
|------------------------------|--|
| Durham..... | Coal track 250 feet from main track. |
| Sellick (1/2 mile west)..... | On Kangley Line. |
| Hemlock..... | West end siding. |
| Kerriston..... | In main track, 1200 feet west of mile post 13; also 550 feet from wye switch on Northwest Lumber Company's spur. This spur forms tail end of wye at Halmer; this switch must be left in derail position. |

| TWELFTH SUBDIVISION | |
|---------------------|--|
| Burnett..... | West end siding; Black Carbon Coal Company's spur. |
| Spiketon..... | West end siding; in main track 100 feet east of station platform on east end N. P. track connecting with Doud Log Company's track. |

| THIRTEENTH SUBDIVISION | |
|------------------------|---|
| Melmont..... | West end coal track. |
| Fairfax..... | On Montezuma line 200 feet east of depot. |

| FOURTEENTH SUBDIVISION | |
|------------------------|--------------------------------|
| Orting..... | 600 feet east junction switch. |

| FIFTEENTH SUBDIVISION | |
|-----------------------|---------------------------------|
| Crocker..... | In main track east end of yard. |
| Wingate..... | West end siding. |

| SIXTEENTH SUBDIVISION | |
|-----------------------|--|
| No Derailing Switches | |

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 Okequa | Okequa to Winlock | Winlock to Napavine | Centralia to Seattle | Seattle to Centralia | Centralia to Napavine | Napavine to Portland | |
| E-57 | $\frac{17}{24}$ 51..... | 57 to 60, 62, 64..... | 1065 | 805 | 660 | 495 | 815 | 850 | 430 | 1065 |
| E-63 | $\frac{17}{24}$ 54..... | 65 to 70..... | 960 | 725 | 600 | 450 | 735 | 770 | 390 | 960 |
| E-63 | $\frac{17}{24}$ 55..... | 71 to 73..... | | | | | | | | |
| E-64 | $\frac{18}{62}$ 68..... | 80 to 87..... | 1280 | 965 | 795 | 600 | 980 | 1025 | 515 | 1280 |
| T-55 | $\frac{18}{24}$ 71..... | 112 to 119..... | | | | | | | | |
| A-81 | $\frac{20}{28}$ 106..... | 88 to 102..... | 1705 | 1285 | 1060 | 800 | 1305 | 1365 | 685 | 1705 |
| M-57 | $\frac{18}{24}$ 91..... | 103 to 111..... | 1345 | 1015 | 835 | 630 | 1030 | 1080 | 545 | 1345 |
| T-63 | $\frac{19}{24}$ 92..... | 130 to 135..... | 1395 | 1050 | 865 | 650 | 1065 | 1120 | 560 | 1395 |
| T-63 | $\frac{20}{24}$ 113..... | 136 to 147..... | 1580 | 1200 | 990 | 720 | 1280 | 1280 | 655 | 1580 |
| C-51 | $\frac{20}{24}$ 117..... | 160 to 164..... | 1915 | 1445 | 1190 | 895 | 1465 | 1535 | 770 | 1915 |
| T-57 | $\frac{20}{26}$ 119..... | 170 to 173..... | | | | | | | | |
| T-64 | $\frac{15\frac{1}{2}-26}{26}$ 139..... | 179 to 184..... | | | | | | | | |
| P-77 | $\frac{22}{28}$ 123..... | 190 to 193..... | 1900 | 1440 | 1190 | 870 | 1540 | 1540 | 800 | 1900 |
| 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 | 1650 | 1725 | 870 | 2150 |
| T-63 | $\frac{22}{28}$ 160..... | 300 to 305..... | 2505 | 1890 | 1560 | 1170 | 1920 | 2010 | 1010 | 2505 |
| P-77 | $\frac{25}{28}$ 170..... | 208 to 209..... | 2500 | 1900 | 1550 | 1160 | 2000 | 2000 | 1050 | 2500 |
| P-77 | $\frac{25}{28}$ 170..... | 210 to 215..... | 2500 | 1900 | 1550 | 1160 | 2000 | 2000 | 1050 | 2500 |
| T-69 | $\frac{22}{28}$ 159..... | 250 to 262..... | 2200 | 1680 | 1380 | 1000 | 1790 | 1790 | 900 | 2200 |
| C-55 | $\frac{19}{30}$ 143..... | 327 to 329..... | 2470 | 1865 | 1540 | 1155 | 1895 | 1985 | 1000 | 2470 |
| C-57 | $\frac{15\frac{1}{2}-26}{30}$ 176..... | 330 to 338..... | | | | | | | | |
| C-57 | $\frac{21}{30}$ 163..... | 344..... | 2335 | 1790 | 1475 | 1075 | 1900 | 1900 | 985 | 2335 |
| C-57 | $\frac{15\frac{1}{2}-26}{30}$ 169..... | 339 to 343..... | | | | | | | | |
| C-57 | $\frac{22}{30}$ 179..... | 345 to 349..... | | | | | | | | |
| C-57 | $\frac{22}{30}$ 187..... | 350 to 388..... | 2940 | 2250 | 1860 | 1360 | 2380 | 2380 | 1220 | 2940 |
| MK-57 | $\frac{23}{30}$ 205..... | 500 to 565..... | 3500 | 2645 | 2175 | 1635 | Max. 99 Cars | Max. 99 Cars | 1410 | Max. 99 Cars |
| MC-57 | $\frac{26-40}{30}$ 394..... | 700 to 702..... | 6895 | 5580 | 4300 | 3215 | Max. 99 Cars | Max. 99 Cars | 2790 | Max. 99 Cars |

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:

$$\begin{array}{r} C-57 \quad 22 \\ \quad \quad 30 \\ \hline 187 \end{array}$$

SPECIAL INSTRUCTIONS REGARDING USE OF STAFF ON SUBDIVISIONS AND SPURS.

Dupont Spur on Third Sub-Division at Dupont.

Hoquiam River Spur on Second Sub-Division at Hoquiam.

Centralia Eastern Ry. at Wabash, on First Sub-Division Main Line.

Orting Branch, Fourteenth Sub-Division.

Crocker Branch, Fifteenth Sub-Division.

Before using these tracks trains will obtain staff, which is located in staff box, at each Junction.

All other trains using these tracks, must be operated under protection as per Rule 99.

For completion of Dispatcher's record of service, operator at Main Line Junction will telegraph copy of register, including mileage made, information to be shown on register by conductor.

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

AUTHORIZED SURGEONS, O.-W. R. R. & N. CO.

SEATTLE—
 Dr. Montgomery Russell, Division Surgeon.
 Dr. F. R. Underwood, Assistant Surgeon,
 618-20-22 Leary Bldg.
 District between Seattle and Tacoma.
 Drs. Woods & Samules, 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.
 Dr. Wm. Douglas, 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).

Note.

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

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

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

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

AUTHORIZED SURGEONS, G. N. RY. CO.

Dr. J. A. La Gasa, Tacoma

SPECIAL RULES FIRST SUBDIVISION (Main Line).

1. **REGISTERING STATIONS**—Tacoma, Centralia, Vancouver and Portland. (Chehalis is registering station for South Bend Branch trains only.)
2. **BULLETIN STATIONS**—Tacoma, Centralia, Vancouver and Portland.
3. **STANDARD CLOCK**—Tacoma, Centralia, Vancouver and Portland.
4. **YARD LIMITS**—Indicated by signs at proper location.
5. 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.
6. Trains will be governed by rules of Northern Pacific Terminal Co. while in Portland Yard.
7. **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.
8. **SPEED RESTRICTION**—Maximum speed passenger trains fifty miles per hour between Ryan and Tenino and sixty miles per hour between Tenino and Vancouver. This speed must never be exceeded.
9. Through cross-overs and entering sidings, 15 miles per hour.
10. Through corporate limits of Bucoda, Centralia, Chehalis, and Winlock, ten miles per hour. Through corporate limits of Ridgefield, 15 miles per hour.
11. Engines with 48-inch wheel centers or less, maximum 35 miles per hour.
12. At High Bluffs near mile post 76, one mile west of Vader, fifteen miles per hour, and look out for landslides.
13. At Hermoine Powder Spur there is 2.7 per cent grade descending eastward from siding between powder magazine and Northern Pacific main tracks. Utmost care must be exercised handling cars, engines and switching on this track. Cars should never be left below deraill at summit of grade. All derailling switches must be left in derailling position and safety switch set for safety track. Trains approach County Road Crossing on this spur under full control, at very low speed, and movement over road crossing fully safe guarded.
14. Junction switch at the east end of Columbia River bridge, Vancouver, will be set and locked for N. P. main line.
15. 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.
16. 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.
17. 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.
18. Evaline is a "Flag" stop for trains Nos. 407, 408, 569, 562, and 434.
19. No. 434 will stop at points between Tenino and Tacoma to let off passengers from points Tenino and south.
20. No. 413 will stop at East St. Johns on flag to let off passengers originating at Kalama and north thereof.
21. 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."
22. No. 407 connects at West Tenino with No. 509 and No. 408 connects at Centralia with No. 502 and at West Tenino with No. 510.
23. 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.
24. Block telephones are located in section house Chambers Prairie, and on Depots, Chambers Prairie and St. Clair.
25. Rule 316 is modified as follows: "Where the telephone is used, signal men will transmit the words represented by the figures."
26. 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.
27. At **NISQUALLY**—Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs trains to and from that Subdivision. Branch line trains must procure block clearance before entering First Subdivision.
28. At **ST. CLAIR and PLUMB**—Semaphore on main line side of station governs First Subdivision trains; semaphore or train order signal on branch line side of station governs branch line trains. Trains from branch lines must procure block clearance before entering First Subdivision block at St. Clair or Plumb.
29. Head lights and tail lights will be used by all trains while passing through Tin Tunnel between Ryan and Stadium and Nelson Bennett Tunnel between Ruston and Sixth Avenues.
30. All trains will stop at drawbridge 1.4 miles east of Stellacoom and know that drawbridge is closed before crossing.
31. Staff operation Ryan and Stadium. Ryan is not manual block office. Eastward trains will procure staff at Ryan authorizing use of track between Ryan and Stadium; westward First Subdivision trains will procure staff at Stadium authorizing use of track between Stadium and Ryan and also block clearance card governing manual block between Ryan and Ruston. Stellacoom is not manual block station.
32. 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.
33. **INTERLOCKING RULES GOVERN LEWIS RIVER DRAW SPAN BETWEEN WOODLAND AND RIDGEFIELD.**

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

34. 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.
35. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
36. 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.
37. 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.
38. Except as modified above, the Transportation Rules govern.
39. 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.

SPECIAL RULES SECOND SUBDIVISION (Gray's Harbor Line).

40. **REGISTERING STATIONS**—St. Clair, Olympia, Gate, Elma. Aberdeen Junction, Aberdeen, Hoquiam and Moclips. Clearance will not be issued at Olympia, Gate and Elma unless stop signal is displayed.
41. **BULLETIN STATIONS**—Olympia, Hoquiam and Moclips.
42. **STANDARD CLOCK**—Tacoma and Hoquiam.
43. **YARD LIMITS**—Indicated by signs at proper locations.
44. Aberdeen passenger station yard limits, operated under O.-W. R. R. & N. rules. All trains, yard engines and light engines will move under control. Under control means to be able to stop within the distance the track can be seen to be clear.
45. **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.
46. **MAXIMUM GRADES**—St. Clair 1½ miles west; 3 miles east to 2 miles west of Olympia.
47. **SPEED RESTRICTIONS**—Maximum speed of passenger trains; St. Clair 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.
48. Through cross-overs and entering sidings, 15 miles per hour.
49. Through Olympia Subway and around curve at east end of subway, 15 miles per hour.
50. Along bluffs west of Grays Harbor City, 15 miles per hour.
51. All trains will move under full control on the single track between the passenger station at Hoquiam, and the double track switch located 500 feet east of the Hoquiam River draw bridge, Hoquiam.
52. Trains hauling logs will not exceed 5 miles per hour between west end of Hoquiam River bridge and street crossing west of passenger station at Hoquiam.
53. Second Subdivision trains will approach Gate looking out for trains to and from Sixth Subdivisions turning on wye.
54. Fifth Subdivision trains moving between Olympia passenger station and connection of Fifth Subdivision will protect such movement as per Rule 99. Second Subdivision trains will run under control between these points, looking out for Fifth Subdivision trains.
55. Normal position of crossing gates at Olympia where Second Subdivision tracks cross those of the Fifth Subdivision will be closed and locked across the Fifth Subdivision tracks; and when train of Fifth Subdivision desires to use crossing, gates will be swung across Second Subdivision track. Stop signal will be maintained day and night on gates, which will consist of switch light at night. All Second Subdivision 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.
56. At **OLYMPIA**—On Jefferson Street line before or while switching movement is made over Jefferson and East Fourth Streets, flagman must be stationed at street crossing and movement fully protected.
57. When No. 424 meets No. 421 at Aberdeen Junction, No. 424 will take siding on west leg of wye.
58. The east switch of passing track at Gate connects with the west leg of wye. Normal position is for passing track.
59. At Montesano passing track located one-half mile east of depot, is time card station.
60. Junction switches, Gate, will be set for line Olympia to Moclips.
61. No. 466 will connect with No. 582 and No. 421 with No. 581 at Aberdeen Junction.
62. No. 551 will connect with No. 585 at Hoquiam.
63. No. 465 and No. 466 will stop on flag at Burrows, 3.4 miles west of Gray Gables and at Bale, 0.9 mile west of Copalis.
64. Trains Nos. 465, 466, 585 and 586 stop on flag at Chenois Creek, 1.4 miles west of Gray Gables.
65. No. 465 will stop on flag at Wilderness, 1.8 miles west of Tulips.
66. No. 466 will make regular stop at Wilderness, 1.8 miles west of Tulips.
67. No. 465 will connect with No. 553 at Elma.
68. Golf Links, 3 miles east of Aberdeen Junction, is regular stop for trains 551 and 552, and flag stop for train No. 465.
69. No. 422 will stop on flag at Belmore Saturdays for passengers.
70. No. 551 and No. 552 will make regular stop at Woods Crossing, 2 miles west of Satsop.
71. No. 501 will turn on wye on arrival at Gate.
72. 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.
73. Telephones are located 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.
74. No. 1 siding north of Main track Aberdeen Junction, is repair track; no switching or cars to be placed on this track without first obtaining a Repair Track Clearance from car repairer.
75. At **NISQUALLY**—Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs trains to and from that Subdivision. Branch line trains must procure block clearance before entering First Subdivision.
76. At **ST. CLAIR and PLUMB**—Semaphore on main line side of station governs First Subdivision trains; semaphore or train order signal on branch line side of station governs branch line trains. Trains from branch lines must procure block clearance before entering First Subdivision block at St. Clair or Plumb.
77. Northern Pacific trains look out for trains of Mason County Logging Co. between Bordeaux Junction and siding located about 1,000 feet west on tracks of the Mason County Logging Co. The Logging Co.'s train connects at Bordeaux Junction with trains Nos. 466, 421, 424 and 465. Northern Pacific trains must keep clear of Logging Co.'s trains during that time.
78. Side track, length 2,000 feet, located on the Mason County Logging Co.'s road, 1,985 feet from main line switch at Bordeaux Junction. Mason County Logging Company will deliver loads to Northern Pacific Ry. Co. at this siding, and N. P. crews will leave empties for Logging Company at same location. N. P. train crews will not operate on Mason County Co.'s line, beyond siding.
79. **AUTOMATIC SIGNALS**—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 (large 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 enginemen 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 enginemen must observe position of signals before engine reaches them and finding any signal at "Stop" will not pass it, and will be governed by Rule No. 99. If apparatus fails, signal will indicate "Stop," and train will proceed through block under protection of flagman in advance, as per Rule No. 99.
80. **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.
81. 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. R. R. & N.
82. **INTERLOCKING RULES GOVERN WISHKAH RIVER DRAW SPAN, ABERDEEN AND HOQUIAM RIVER DRAW SPAN, HOQUIAM.**

J. S. DEAN,
Assistant Superintendent, Tacoma

J. F. ALSIP,
Train Master, Tacoma

J. F. COLEMAN,
Chief Dispatcher, Tacoma

