NORTHERN PAGIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME

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.

V	VESTW	ARD.			-					FIRS	ST SU	BDIVIS	ION.				-								
			1 1	<u> </u>										FIRST	CLASS									· 	
Water, Fuel, Scales, Turn Tables and Wyes		Time Table No. 41C		563	401	587	421	557	407	457	591	511	569	465	459	413	423	593			<u> </u>				
Sca and	aberi	Succeeding No. 41B	o B			Ex. Sun.		Sun. only		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
Fuel	M —	January 17, 1915	a fr	Daily	/ - : - /						Nor. Pac.	O-W.R.&N Shasta	Ø-W.R.&N	Nor. Pac. Grays Harbor	/	Nor. Pac.	Nor. Pac. Grays Harbor	Nor. Pac. South							
ter, l n Ts	Station	STATIONS	stan		Nor. Pac. Portland	Nor. Pac. Passenger	Nor. Pac. Grays Harbor Limited	Nor. Pac. Passenger	Nor. Pac. Portland Passenger	Gt. Nor.	South Bend Passenger	Shasta Limited	Ore-Wash. Express	Harbor Passenger	Gt. Nor.	Portland Special	Harbor Express	Bend Limited							
T T Wy	Sta	Telegraph Offices and Calls	ÄÄ	Express	Express		9.00AM					√ L10.50AN				L 5.45PM	L 6.10PM	,							
WCST	1977 Q	TACOMADN	0.0	L12.45AM	L 1.40AM									was particular forms to	DECIII A	TIONS	STAI	FF OPERA	TION BE	TWEEN I	RYAN A	ND STAD)IUM.		
		2.5 BETWEEN TACOM			RAINS W	ILL BE G	OVERN	ED BY P	UGET SO	UND DIV	ISION T	INE IAE	12.10PM	LS AND	RECOLA	5.52	6.17		-		Antonio solubor in sur in ma		Secretary Conservation	A CONTRACTOR OF THE PARTY OF TH	
	$CS 2\frac{1}{2}$	(WURYANDN)	2.5	12.55	1.47		9.07]_			12.10												
	CS 3	McCARVER STREET	2.7							-		11.04	12.15			5.56	6.22								
	CS 5	RURUSTONDN	5.0	1.02	1.52		9.12			·			l .				f 6.32						-		
	CS 10	SXSIXTH AVENUEDN	9.7	f 1.14	f 2.02	1	f 9.22		E E	E Z		1	f12.24		LINE		f 6.42								
	CS 16	UOSTEILACOOMD	15.6	f 1.26	f 2.12	1	f 9.32		PRAIRIE LINE See Page 7	5 /		1	f12.36		H 7		f 6.46						-		
w	CS 18	KOKETRONDN	17.7	f 1.31	f 2.16 ·	1	f 9.36		RIE	PRAIRIE See Page 7			f12.40	0.400	PRAIRIE See Page 7	1	1								
	CS 24	NUNISQUALLYDN	24.4	f 1.45	f 2.26		s 9.48		RAI ee P	RAI e Pa		1	f12.52	1	See	1	s 6.59						.		
	CS 28	3.8 SRST. CLAIRD	28.2	f 1.50	f 2.31		As 9.55		4	A P Se		1	f12.59	1 .	`	·	As 7.07P						-		
	CS 30	1.6 P C KYDN		f 1.54	f 2.34		See page 5		Α.	7		11.44	f 1.02	See page 5	>		See page 5						_	.	
	CS 35	5.1CHAMBERS PRAIRIEP	1	f 2.04	f 2.43							11.52	f 1.13			f 6.48							-	-	
	CS 37	2.6 BXPLUMBDN	1	f 2.09	f 2.47			-	-			11.56	f 1.18			f 6.52							_		
		$\begin{bmatrix} 5.5 \\ \hline NOTENINODN \end{bmatrix}$		s 2·20	f 2.57				-			f12.05P	s 1.28			s 7.02								-	
	20 15	O.3 TENINO JCT)	43.3		2.58				L10.52AM	L 1.57PM		12.06	1.29		L 6.10P	7.03				<u>.</u>				-	
W	B	3.4 BUÇODA	46.7		f 3.05			-	s10.57	'		12.11	s 1.36		f 6.15	f 7.09	1				-		_	_	-
	2020	3) 5.1			3.00			-	997				-							:				-	
	2025		51.8	1	s 3.20			-	s11.15	s 2.23	L1 1.45A	s12.22	s 1.50		s 6.27	s 7.30		1 8.00PM							
WCSY	1	CNCENTRALIADN	54.	2.50				-	1	s 2.35	997	1	ł		s 6.37	s 7.40		s 8.15							
W	2031	CHD		8 s 3.00	s 3.30						A12.05	991	-		6.40			A 8.20PM							
Y	2032	CHEHALIS JCTP	58.8	3					e1140	f 2.55			s 2.20		s 6.55	s 7.55	-	See Page 8				-	-		
	2038	NAD		s 3.20	1						- Dec page		s 2.33	1		s 8.07						-	-	-	
	2044	WIWINLOCKD	71.	4 s 3.32	s 4.02				s11.52A	1			s 2.46	-		f 8.18		 				-	-	-	
· W	2050	PNVADERDN	1	8 f 3.45	ļ				s12.05P	ł			f 2.52		7.23								-	-	
	2053 H	OLEQUA	D	5 f 3.51	1					f 3.26		1		_		s 8.35						-	-	-	
w	2060	CACASTLE ROCKD	87.	4 s 4.05	s 4.35			-		s 3.40			s 3.07									-	-	-	-
	2066	6.3 OSTRANDER	93.	7 f 4.17	f 4.49				f12.38	f 3.5 2		1.41	f 3.20		7.55	8.45						_	_		-
	'	0 0.7	4	105	. 450			-	s12.43	s 4.00		f 1.48	s 3.28		f 8.03	s 8.52									
	2071	KSD		4 s 4.25	_						<u> </u>		f 3.40		8.15	9.00	,	-					-	-	
	2077	CARROLLS	103.	1 f 4.38	f 5.10				s12.53	f 4.12								-					-	-	-
w	2081	KAKALAMADN	107.	5 s 4.48	s 5.20				s 1.05	s 4.20		f 2.05	s 3.50		s 8.25	s 9.08						_			
		4.3						_	f 1.15	4.28	-	2.12	f 3.59		8.35	9.15	,								
1	CX 4	MARTIN'S BLUFF		8 f 4.57	5.31						-		s 4.09		f 845	f 9.25		-			-	-	_		
	CX 9	WDWOODLANDD	116.	7 s 5.08	s 5.40		-		s 1.25	f 4.38											-		-		-
w	CX15	1	122	1 s 5.22	s 5.52	-			s 1.37	f 4.49		2.30	s 4.20		8.58	9.35	•	-					_	_	_
w	CA10	RGRIDGEFIELDD		691	_	ļ	-		_	f 5.00	<u> </u>	2.40	f 4.32	+	9.12	9.44									
	CX21	KNAPPS	127.	3 f 5.35	1 6.03					İ	-				9.17		-	-						_	-
w	CX23	FELIDAP	130.	5 f 5.42	f 6.13	See page 8		See page	s 1.53	f 5.06		2.45	f 4.38								-			-	-
- Y	CX25	VANCOUVER JCTP	133.	3 5.50	_	L 7.10A		L 9.35	AM 1.58	5.10		2.50	4.43		9.22	9.54	Ł								
		3.1		1				1 0 50	AM s 2.10	As 5.20P	<u> </u>	As 2.59	PM As 4.50	PM	As 9.30	PM s10.00)						<u> </u>		
WTCY	CX29	MXVANCOUVERDN	136.	4 As 6.00	m s 6.30	A 7.25A	IN .	A 9.00	2.10	n- 0.20		973		AND CE	Andri E. 12	ABLWAY	TIME	ARIF DII	IFS AND	REGULA	ATIONS.		A CONTRACTOR OF THE CONTRACTOR		
				ANCOUVE			D TRAIN	IS WILL	BE GOVE	RNED B	Y SPOK	ANE, POP	KI LAND	AND SE	ALILE K	A10.30)PM]	ADLL NO	ELY AILE						
WCST	2121 V	CDÖRTLANDD			A 7.00AM				A 2.40	PM .											-	_	-	-	-
 	-		_	Daily	Daily	Ex. Sun.	Daily	Sun. onl	y Daily	Daily	Daily	_										-	_	-	-
	-	Time Over Subdivision	-	5.05	5.20	.15	. 55	.15	3.48	3.23	. 20										-	-	_	-	-
	-	Average Speed Per Hour		26.8	27.5	12.4	30.8	12.4	i	27.5	14.1		28.3								1			1	
	1				E/	ASTWAR	D TRAII	NS ARE	SUPERIO	R TO TR	AINS OI	F THE SA	AME CLA	SS IN T	HE OPPO	OSITE D	IRECTIO	N.					that the second		

	W	ÆS.	TWARD.									FI	RST SI	JBDIVI	SION.												
's	Ī	ĺ	Τ' Τ-1.1. NT. 44	<u> </u>	T. Carrier		SECONE	D CLASS				THIR	D CLASS														•
Scales		bers	Time Table No. 41 Succeeding No. 41B	.C		589	679	691	509	977	973	969	997	963													
Fuel,		Num	January 17, 1915	.	ILOI	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Mon.	Ex. Sun.	Daily	Ex. Sun.					-								
ter,	5	Station 1	STATIONS		cance	Nor. Pac.	Nor. Pac.	O-W.R.&N Freight	Nor. Pac.	O-W.R.&N Way Freight	Nor. Pac. Way	Nor. Pac. Way	Gt. Nor. Way Freight	Nor. Pac. Way Freight													-
Wa			Telegraph Offices and Call		Tac					Freight	Freight	Freight	Freight	Freight							ļ		-	-			·
w	s	1977	QTACOMA		0.0			L 9.30M					,					hage to the property	4.5 -5.1.								V-4-10/084
<u> </u>		ri rae i sa r	BETWEEN			Annual State of Contract of Co				RNED BY	Y PUGET	SOUND	DIVISIO	N TIME	TABLE	RULES	AND REG	ULATIO	NS.	STAFF (PERATIO	N BETW	EEN RY	AN AND	STADIUN	l.	-
		S 2½	WURYAN	1 1	2.5		9.31	9.46									_						-				
1	_	8 3	McCARVER STREET	····	2.7								_			_	_		.		ļ		-	.			
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		S 16	2.1	121			f	10.30			-	ļ	3 LI	3 FI		-	-			ļ	ļ					l	
W		S 18	KOKETRON	\			İ	10.38	<u> </u>	ļ			IRII	PRAIRIE 1 See page 7		-	-				-						
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		S 28	9 1.6 KYKYRO	FIO	28.2			11.14	-	<u> </u>		-	_ <u></u>	VIA		-	-			<u> </u>	<u> </u>	ļ					
	C	S 35	9月 5.1	1 1	34.9		ŀ	11.19		<u> </u>			>	>		-	-							.			l
11_	_	S 37	Manual Chambers Prairie 2.6 BXPLUMB	DN	37.5			11.37 11.45M	11010							-	-				l						
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11-		2025	BUCODA	P	51.8			12.10	-	·		-	\$10.50 11.05	3.20		-	-										· · · · · · · · · · · · · · · · · · ·
w	,- -	2027	CNCENTRALIA	1 1	54.1		12.05AM	12.30 1.00	-	L 5.00A	L 5.30A	L 6.00A	s11.25	A 9.50AN		-	-				·			-			
S			\$ 3.7	1			[1					s 1 1.25 1 1.55AM 591													·	
M	_	2031	CHCHEHALIS	D	57.8		12.45	1.15		s 5.30	s 6.00		s12.20PM 12.40	511		-	_										
Y	_ _	2032	HE NANAPAVINE	P	58.8							A 6.45M				-	_				<u> </u>					ļ	
II	_	2038	HO NANAPAVINE	b	65.1	· 	1.15	1.55			s 7.00						_	·									
-W	_	2044	6.3 WIWINLOCK		71.4		1.30	2.15	-	I	s 8.00		s 1.35				-			ļ	1		.		-		
	_	2050	P 2.7OLEQUA	_	77.8 80. 5	·	2.07	2.35		i	s 8.30 f 9.00		s 1.55				-	-			-						
W		2060	CACASTLE ROCK	191			2.15 2.42	2.43 3.05		s 8.10]		f 2.03		<u> </u>	-		<u> </u>			<u> </u>		-		-	-	-
	_	2066	6.3 OSTRANDER		93.7		2.55	3.25		•	f10.35		f 2.45	ļ. 		-	-	-	-		ļ	·				· ·	
	_ _	2071	3.7 KSKELSO	1 4-1	8		3.02	3.40	·		\$11.30	ļ	3.00	-		-	-	ļ	-	1	1						
\parallel			<u>o</u> 5.7	1					-							-				-		ļ		-	.		
		2077	CARROLLS	8			3.18	4.00			f11.45		f 3.17									. !		_			
W	:	2081	KAKALAMA	.DN 🖁 1	07.5		3.35	4,20		f10.55	11.55AN 12.45PN		s 3.35 g 3.55 g				-			1	:					1	
	-	X 4	MARTIN'S BLUFF		11.8		4.00	4.35		f11.10			f 4.05							1							
	_ c	X 9	WDWOODLAND	D 1	16.7		4.15	4.50		s11.45M	s 1.15		s 4.20			:	-	 			<u>:</u>		-				
- W		X15	RGRIDGEFIELD		22.1		4.31				1.354 s 1.55					-	-	-	·		 		-	-			
-		X21			27.3			5.12 5.30			f 2.10	ļ	s 4.38 5.25457	7	ļ				ļ <u>.</u>		<u> </u>		-		-		
	_		KNAPPS				4.46	5.45		<u> </u>			f 5.42								<u> </u>		_		-	-	
V	C	CX23	FELIDA		30.5	See page 8	4.52	5.53		f 1.25	f 2.25		f 5.55					<u> </u>			<u> </u>						
W Z	C	CX25	VANCOUVER JCT	P 1	33.3	L 3.35PM	5.00	6.00		1.35	2.35		6.05			:				:							
TO	YC	X29	MXVANCOUVER	.DN 1	36.4	A 3.50PM	5.15	A 6.15A	М	A 1.55P	A 2.50P	¥ .	A 6.30PM	4		-				-	1	1					
1	and the	AT 100 A 100 A	Annual Communication of the second of the se	WEEN V	ANC	OUVER A	-			T. 10. (W. 1. 10.)		وبالاستساسان	SPOKAN	E, PORT	LAND A	ND SEA	TTLE RA	ILWAY 1	TIME TA	BLE RU	ES AND	REGULA	TIONS.			X 100 x 100	
WC	T	2121	VCPORTLAND				A 6.45AM	Section of the section of									1	[;			1						
	_ _					Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Mon.	Ex. Sun.	Daily	Ex. Sun.	:	-	-	1			1:		-	- }	-		
			Time Over Subdivision			.15	8.35	7.58	.13	7.56	8.10	.45	6.02	.50				<u> </u>									
			Average Speed Per Hour			12.4	17.0	17.0	26.9	10.4	10.0	6.3	15.4	13.0				1									
	10						E	ASTWAR	D TRAII	NS ARE S	SUPERIO	R TO TI	RAINS OI	F THE S	AME CL	ASS IN	ГНЕ ОРР	OSITE D	IRECTIO	N.							

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

EAS	TW.	ARD.					`			FIRS		DIVISI	ON.												
		T: T-11- N- 41C								FIRST	CLASS														
_		Time Table No. 41C Succeeding No. 41B	to o	564	402	592	408	466	562	458	424	512	594	422	434	590	456	-							
from		January 17, 1915	eity	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		-						
Distance		STATIONS	r Caps lings	O-W.R.&N Seattle	Nor. Pac. Seattle	Nor. Pac. South Bend	Nor. Pac. Seattle	Harbor	O-W.R.&N Seattle Passenger	Gt. Nor.	Nor. Pac. Grays Harbor	O-W.R.&N Shasta Limited	Nor. Pac. South Bend	Nor.Pac. Grays Harbor Limited	Nor. Pac. Evergreen State Limited	Nor. Pac. Passenger	Gt. Nor.								
		Telegraph Offices and Calls	Car	Express	Express	Passenger		Passenger		<u> </u>	Express		Bend Limited									_	ļ		
146.4	Q	TACOMADN 2.5			A 5.00AM				A 1.35PM			A 6.40PM			A 9.20PM			<u> </u>							<u> </u>
140.0		BETWEEN TACOMA	AND R			L BE GO	VERNED			D DIVISI	ON TIME 4.20		RULES A	ND REG	ULATION 9.12	NS. S	STAFF O	PERATIO	N BETW	VEEN RY	AN AND	STADIU	<u>и. </u>		
143.9		(WURYANDN)		4.28	4.53			12.13	1.25	-	4.20	6.30			9.12		,	ļ	-	_					
143.7		McCARVER STREET										-0.05								_			_	_	_
141.4		RURUSTONDN 4.7		4.23	4.48			12.08M			4.13	6.25			9.07				-						
136.7		1 5.5 IM	W 74	f 4.11	4.37		iii iii	f11.55AM	1	<u>n</u>	f 4.02	6.15			8.57		LINE		-				_		
130.8		UOSTEILACOOMD	15	f 3.59	4.27		LINE	f11.45		PRAIRIE"LIN See Page 7	f 3.49	6.05			8.47		7	l	-						_
128.7		KOKETRONDN 6.7	W 73	f 3.54	4.23		PRAIRIE See Page 7	f11.41		RIE	3.45	6.02			8.44		PRAIRIE See Page 7		-	_					
122.0		NUNISQUALLYDN	8	f 3.39	4.11		RAI ee P	s11.29		RAI	s 3.32	5.52		As 7.45P			RAI See F		_						
118.2	(g)	SRST. CLAIRD	50	f 3.29	4.05			L11.23AM		∀	Ls 3.23P			Ls 7.38P			VIA P		_			-			
116.6	leffel	KYDN F	1 1	1	f 4.02		VIA	See page 6	f12.34	5	See page 6	5.45		See page 6			5				-				
111.5	idge	CHAMBERS PRAIRIEP	E 75 W 75	f 3.12	f 3.52				f12.24			5.36			f 8.16										
108.9	# H	BXDN 5.5	4	f 3.07	f 3.48				f12.19			5.32			f 8.12										
103.4	sto	NOTENINODN	-	s 2.57	s 3.38				s12.09			f 5.22			s 8.03										
103.1	Ea	TENINO JCT	E 76 W 76	2.56	3.37		A1 1.09AN		12.08	A 1.30PM		5.21			8.02		A 6.1 OPM		-						
99.7	iles	BUCODA	65	f 2.50	f 3.30		s11.02		s12.02PM	1.23		5.17			s 7.57	-	6.03								
94.6	H	WABASHP				1													-	_		-			-
92.3	hre	CNCENTRALIADN	500	s 2.35	s 3.15	A10.20AM	10.50		s11.50AM	s 1.10		s 5.07	A 7.25PM	-	s 7.45 7.33		s 5.52		-	-	_		_		-
88.6	% ₩ %	CHD	E 50 W 40	s 2.15	s 3.00		\$10.35		s11.35	s 1.00	-	s 4.57	s 7.15		s 7.25		s 5.42		-	_	_			-	-
87.6	ZAC ridg	P	W 40 Y		-	L10.00AM				-	-		L 7.05PM		-							_			
81.3	FF H	NAD	E 85 W 85	s 2.00	s 2.45	See page 8	s10.22		s11.21	s12.45		4.45	See page 8		s 7.08		s 5.27		_						
75.0	Sive	WIWINLOCKD	W 85	s 1.45	f 2.25	-	s10.07		s11.07	974		f 4.32			s 6.53	-	s 5.12		-	_			-		
68.6	P Si	6.4 PNVADERDN	E 60 W 65	f 1.30	f 2.07	-	s 9.52		s10.54	1		4.20	ļ		s 6.40		s 4.59	 	-		_		-	_	-
65.9	A A	2.7OLEQUA	W 65 Spur	f 1.23		-	f 9.45		974 f10.48			4.15			f 6.33		f 4.52		-	_	_		-		-
59.0	i	6.9 CACASTLE ROCKD	E 80		1	-	s 9.34			s12.02PM		4.02			s 6.21		s 4.42	I	-	-	_	-	-		-
52.7	k ov	OSTRANDER	W 81 Spur	f12.55		-	f 9.22			11.50A		3.50			f 6.08		f 4.32		-			 			-
49.0	trac	KSB	70	s12.45	s 1.18		s 9.15		s10.12	f11.42		f 3.45			s 6.01		s 4.25								
43.3	ingle	CARROLLS	Spur	f12.35	f 1.05		s 9.03		f10.01	f11.32	-	3.35			f 5.49		f 4.13		-						
38.9	apt s	KAKALAMA DN A	E 60 W 60	s12.26	s12.55		s 8.55		s 9.52	s11.25		f 3.28			s 5.40		s 4.05								
34.6	(Exc	MARTINS BLUFF	No Siding	f12.15	12.46		f 8.45		f 9.42	11.15		3.21			f 5.26		3.55								
29.7		WDWOODLANDD	Spur	s12.05A	s12.36		s 8.37		s 9.33	s11.05	-	3.13			s 5.18		f 3.45								
24.3		RGRIDGEFIELDD	E 130 W 106	s11.53P	s12.25	-	s 8.25		s 9.21	s10.55		3.01	-		s 5.06		f 3.32		-						
19.1		KNAPPS	Spur	f11.41	-l <u></u>		f 8.15			10.45		2.51			f 4.55		f 3.22		_						
15.9			Spur		f12.10		s 8.10			10.40		2.46				See page 8			_			_			
13.1		VANCOUVER JCTP			12.05N		8.05	<u></u>		10.35		2.41				A 5.10PM		 	_	_					
10.0		MXDN 10.0		L11.26P	1	_	s 8.00 588		Ls 8.56AM	s		Ls 2.36PM				L 5.00PM									
	-			NCOUVER					E GOVE	RNED BY	SPOKA	NE, POR	LAND A	ND SEAT	TLE RAI		IME TAE	LE RUL	ES AND	REGULA	TIONS.				
0.0	VC.	PORTLANDDN	1000		L11.30P		L 7.35A								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		-						. ,•
	1	Average Speed Per Hour	<u> </u>	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	<u> </u>	1				1		<u> </u>

EAS	TWARD.		-		-		-	-	FI	RST SU	BDIVI	SION.	-	-						•				-
				SECOND	CLASS			TI	HIRD CL									 						
	Time Table No. 41C		588	680	692	510	964	998	978	974	970	-		1										1
from	January 17, 1915	s	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Mon.	Ex. Mon.	Ex. Sun.													-
Distance Portland	STATIONS	Car Capacity of Sidings	Nor. Pac.	Nor. Pac. Freight	O-W.R.&N	Nor. Pac.	Nor. Pac. Way Freight	Gt. Nor.	O-W.R.&N	Nor. Pac. Way Freight	Nor. Pac.													
Dist	Telegraph Offices and Calls	Car of S	Mixed	Freight	Freight	Mixed	Freight	Freight	Freight	Freight	Way Freight								_					
146.4	QTACOMADN			l	A 4.00AM		A 3.45PM	<u> </u>		:														
	BETWEEN TACOMA	AND	RYAN T			GOVER		PUGET S	OUND D	IVISION	TIME T	BLE RU	LES ANI	REGUL	ATIONS.	ST	AFF OPE	RATION	BETWEE	RYAN	AND STA	DIUM.		
143.9	$ \left(\begin{array}{c} WURYANDN \\ 0.2 \end{array}\right) $			3.09	3.39		3.30			-					ļ				-					
143.7	McCARVER STREET			0.55			- 200													-	_		·	
141.4	RURUSTONDN	E 74		2.57	3.31 3.16		s 3.20 s 3.00			-						-	<u> </u>				_			-
136.7	SXSIXTH AVENUEDN 5.9 UOSTEILACOOMD	E 74 W 74		2.38 2.18	2.57		s 2.40	n z						ļ	<u> </u>						_			
130.8		15 F 73		2.10	2.50		s 2.30	PRAIRIE LINE See Page 7		-		-						-	-	-	-		-	
128.7	KOKETRONDN 6.7	W 73		1.45	2.29		s 2·10	IRII		-		-		-					-		-			
118.2	NUNISQUALLYDN 3.8 SRST. CLAIRD	8		1.35	2.19		s 1.53	PRA		-	·					-	ļ		-	·	-			
116.6		50	:	1.28	2.13		s 1.48	VIA		-									-	-	-			
111.5	5.1 CHAMBERS PRAIRIEP	W 75 E 75 W 75		1.08	1.57		s 130	_						-		<u>-</u>				ļ 	-			
108.9	2.6 BXDN			1.00		A11.30AM	s 120			-	ļ			1					-	-	-	-		
103.4	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	4		12.31			s 1.00			-				-	ļ				-	-	-			
103.1	O.3TENINO JCT	E 76 W 76		12.30	1.33	L11.17AM	12.40	A10.34	i	-				<u> </u>							-			
99.7	3.4 BUCODA	$\frac{W 76}{65}$		12.05AM	1.10	See page 7	s12.30	s10.20		-						-	-		-		-			-
94.6	5.1	-						-	 	-											-			
92.3	CNCENTRALIADN	120		11.40PM 11.05	12.40 12.05M		L12.05M	10.00	A11.30	A 2.00PM	A 4.15PM								-		-			
88.6	CHCHEHALISD	E 50 W 40	-	10.50	11.55PM			s 9.10	s11.00	s 1.30	4.00								-		-			
87.6	CHEHALIS JCTP	Y							1		L 3.35PM					:								
81.3	NANAPAVINED	E 85 W 85		10.27	11.35			s 8.35	10.27	12.55 12.10 ^N	458													
75.0	WIWINLOCKD	70		10.07	11.08			s 8.00	s 9.20	s11.45A	See page 8													i
68.6	PNVADERDN	E 60 W 65			10.48				s 8.45	10.30														
65.9	OLEQUA	Spur			10.38			1	f 8.20	1										•				
59.0	CACASTLE ROCKD	E 80 W 81			10.18				s 7.55	_	·										_			
52.7	្តីOSTRANDER Ö	Spur		8.55	9.58				f 7.15															.
49.0	KSD	70		8.45	9.50		· · · · · · · · · · · · · · · · · · ·	s 6.00	s 7.00	4089.20 8.15			-		-	• -								
43.3	日本	Spur		8.30	9.40					f 7.45									-		-			
	+ 0			8.20	9.30				s 6.15					-	<u> </u>						-		<u> </u>	1
38.9	Š 4.3 🛱									s 6.30											_			
34.6	MARTINS BLUFF	No Siding		8.10	9.23				f 5.45			,			-							<u> </u>		
29.7	WDWOODLANDD	Spur		7.58	9.15			s 5.00	s 5.30	s 6.00		* **												-
24.3	RGRIDGEFIELDD	E 130 W 106		7.45	9.00			s 4.40	s 5.05	s 5.45								t			-			!
19.1	KNAPPS	Spur		7.34	8.52			f 4.20	f 4.40	f 5.27				-			:							
15.9	FELIDAP	Spur	See page 8	7.30	8.46			f 4.15	f 4.25	f 5.20														
13.1	VANCOUVER JCTP		A 8.15AM	7.23	8.39			4.10	4.15	5.10			<u> </u>			-					_			
10.0	MXDN	1000	L 8.05AM	7.15 7.05	L 8.30PM			L 4.00A	L 4.05A	M L 5.00A											-			
	10.0 BETWEEN	VANO	OUVER	ND POR	TLAND	TRAINS	WILL BI					LAND A	ND SEAT	TLE RAI	LWAY T	IME TA	LE RULI	ES AND	REGULA	TIONS.				
0.0	VCPORTLANDDN			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		7.0			<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	1	1		<u> </u>		
11				E	ASTWA	RD TRAI	NS ARE	SUPERIO	OR TO T	RAINS O	F THE S	AME CLA	SS IN T	HE OPPO	OSITE DI	RECTIO	V.							

WESTWARD.

SECOND SUBDIVISION. (GRAY'S HARBOR LINE)

s			m. m.i. m. 440		l		FIRST	CLASS	-			SECOND	CLASS	-1.]	THIRD	CLASS		1						- 1	· · · · · · · · · · · · · · · · · · ·
Scale	abers	g	Time Table No. 41C	ty of	577	551	599	421	465	423	585	693	697	571	961	979	967			,						
uel, ables	Number	se from r	January 17, 1915	paci	Daily	Daily	Daily	Daily	Daily								Mon., Wed., Fri.	:			1					
Water, Fuel, Scales, Turn Tables and Wyes	Station	Distance St. Clair	STATIONS	Car Ce Sidings	O.W.R&N	Nor. Pac.	C.M.&St.P Passenger	Nor. Pac.	Nor. Pac.																	
ŘĘ¥.	Sta	ŭ ž	Telegraph Offices and Calls		Passenger	Passenger						Fleight	- Teight	Milacu	1	110.	Way Fit.				_				-	-
									See page 1						No. 961 has right				 	-	_		_		-	
	C S 28	0.0	SRD 2.8	50				s	L 2.56PM	S					over No. 962 Olympia				<u> </u>	-		_			_	ļ
	C K 18	2.8	UNION MILL	Spur				f10.02	s 3.04	s 7.15				`	to Gate										:	
	C K 20		LACEYP	l				s10.05	s 3.10	s 7,27						-					-		-			
wr	C K 25		OYD	·			<u> </u>	s10.15	s 3.25	s 7.42					L 6.00AM											
								10.25											<u> </u>	-		_	-	-	-	-
	 		TUMWATER BRANCH CROS. Trk Conn. 4.7					10.40	4 2 20	. 755	ļ				f 7.00				 	-	_		-	_	-	,
	C K 30	14.7	BELMOREP	40	, , , , ,			466	f 3.38															_		
	C K 34	18.2	OVERTON	Spur	7			10.48	f 3.44	8.00					f 7.10											
	C K 37		RKLITTLE ROCKD					s10.55	s 3.52	s 8.09					s 7.50											
	ļ	22.5	BORDEAUX JUNCTION	Spur 5	0	-		s11.00	s 3.55	8.12					f 8.10		-				_					
	Q 77 40				 		-	11.05	f 3.59	8.15					f 8.20					-			-		-	
	C K 40		MIMA4.5					<u> </u>	1 .		No. 585 has right	See page 7		ļ	A 8.35AM		See page 7		 	-	_	-	-		-	
WY	C K 44	1	HKD 4.9						s 4.10 4.15	s 8.25 8.30	No. 586			-	0.50***		S		 	_	_				-	-
	C M 5	33.8	OXDAKVILLED	90				s11.35	5 4.26	s 8.40	Hoquiam to Moclips	3.42					s 9.53 g				_				_	
	C M 12	40.7	LYTLE	80				11.45	4.42	8.51	vioenps	4.00					f10.20					:				
w	C M 13	1	PORTER	-			-	f11.50	s 4.48	s 8.55		4.03	-		1		s10.45	.,								
			1.6			See page 8	-	s1 1.53#	s 4.53	f 8.58		4.08					 		-		_	-	-		-	
· 	C M 15	1	MALONE						1	i	-	4.30		<u> </u>	 		s 1 1 1 5 AM	421-968-		_	_				-	-
	C M 19	1	EFD	ı		Ls 7.45N	M	968-967-55 12.14	s 5.07 5.13	9.14		4.37	<u> </u>		<u> </u>		\$11.15AM 12.15PM f12.23	552	ļ		_		-1	_	-	
		1	MACKS			f 7.50 s 7.57	-	1	1	1	<u> </u>	4.41					s12.45		· ·	_	_		_	_		
w	C M 23 C M 29	52.0	SPSATSOPD	70	_	s 8.15	-	s12.35	s 5.27 s 5.39	s 9.27	<u> </u>	5.10			<u> </u>	-	s 1.15		<u> </u>	-	-			_	-	
/	C M 37	1	8.3	1	•	8.40 466	1 .		f 5.55	9.45	ļ	5.40					s 2.00		·	-					- 5	1
s	C M 40	69.2	2.9 SA • × ABERDEEN	50	L 7.00A	466 s 8.55	L 1.00PM	424 s 1.15	s 6.10		1	6.20	L 5.40AM	L 7.10PM		L 1.40PM	s 2.30			-	_					
WCY	C M 44	72.8	HO5 (HOQUIAM	200	A 7.15A	968 572 A 9.05A	M A 1.15PM	Å 1.25P	\$ 6.20	A10.20P	L 9.15A	A 6.40AM	A 6.00AM	A 7.30PM		·	A 3.00PM				-		_			
	C M 47	76.2	GRAYS HARBOR CITY	No.		585			f 6.40		f 9.25															
	C M 52	80.8	GRAY GABLES	No Siding			-	-	f 6.55		f 9.35				;											
	C M 56	85.4	GRAY GABLES	40					f 7.09		f 9.55												_			
 	C M 61	88.6	CPCOPALIS	Spur					s 7.20		s10.10													_		
	C M 63	91.9	CRI	20					s 7.31		s10.30															_
	C M 64	92.8	ONSLOW	. 30					f 7.34		f10.35										_			_		
	C M 66	94.7	STEARNSVILLE	Spur					s 7.39		f10.45				<u> </u>		-				_ -	_	_		-	-
	C M 68	1	ALOHA	1				-	f 7.45		f10.56									-	_	_	_	_	-	
W	C M 69	98.3	PACIFIC	Spur	7	_			s 7.50	_	f11.03 f11.10					-	·		ļ	ļ					_	-
	C M 71		SUNSET BEACH			-		-	f 7.55		A11.15			<u> </u>		-	-		-		_		_			-
Y	C M 72	100.8	MCMOCLIPSI	40	Daily	Daily	Daily	Daily	Daily	Daily	Tu., Thu.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Mon., Wed., Fri.		-			-				
-	_	-	Time Over Subdivision	_		1.20	15.	3.10	4.46	3.08	2.00	3.10	.20	. 20	2.35	. 20	4.15									
	-	-	Average Speed Per Hour	-	14.0		14.0		21.1	23.2	. 14.0	13.9	10.5	10.5	7.4	10.5	10.4	1		1	1	1 .				1

EASTWARD.			-		•		OND SURAY'S H					-	-	-	
Time Table No. 41C				FI	RST CLA	\SS			1	SECON	D CLASS	· .	ı	THIRD	CLASS
Succeeding No. 41B. January 17, 1915	from	466	552	424	500	422	578		586	572	694	698	980	968	962
STATIONS	Distance Moclips	Daily	Daily	Daily	Daily	Daily	Daily		Tu., Thu and Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu and Sat.	Ex. Sun.
Telegraph Offices and Calls	Moc	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.
		See page 3		See page 3		See page 3									
R ST. CLAIRD	100.8	A11.23AN	4	A 3.23PM		A 7.38PM						-			
UNION MILL	98.0	\$11.15	<u> </u>	s 3.15		s 7.30			 				-		No. 961 has right over
LACEYP	96.5	s11.12	<u> </u>	s 3.10		s 7,27	ļ			-					No. 962 Olympia to
DYD 0.7	91.5	s11.00	-	s 2.55		s 7.15			1						Gate A 1.30PM
UMWATER BRANCH CROS.	90.8	ļ							 	-		·			
BELMOREP	86.1	f10,40	 	f 2.39		6.55			-		-				f 1.00
3.5 OVERTON		⁴²¹ f10.33	-	2.34		6.48		-	 						f12.40
3.0 RKLITTLE ROCKD		ł		s 2.29	-	s 6.41									
BORDEAUX JUNCTION		s10.24		s 2.26		6.38							•		f12.30
1.9 MIMA		f10.21		2.24		6.34					g				f12.05PM
4.5 IKD											See page 7				f11.25AM
4.9 DXD		\$10.13 \$10.08		s 2:15 s 2:10		s 6.25 s 6.20					A 8.05PM 423			As 1.30PM	L11.15AM 421
6.9 LYTLE		s 9.58 967		s 2.04		s 6.10	-				7.50			s 1.15	
1.0				1.52		5.55			No. 585		7.30		-	f12.33	
PORTER		s 9.41		s 1.50		f 5.52			has right over No. 586		7.25			s12.28	
MALONE	57.5	f 9.38		s 1.47		s 5.48			Hoquiam to Moclips		7.20			f12.23	
FD 2.5			A11.45AM s 967-421	s 1.37		s 5.37			Moclips		7.05			12.08PM s11.15AM	421-967
MACKS	50.0		s11.40	1.29		5.30		-	1 4 1		6.45			f11.10	
PSATSOPD			s11.37	1		s 5.27		-			6.40			s11.00	
0.0			s11.25	s 1.15		s 5.15				-	6.20			s10.40	
ABERDEEN JCTP	34.6	s 8.40	11.10	12.55 421		s 4.55					5.55			s 9.30	
A ABERDEEND	31.5	s 8.30	s11.00	s12.40	A 2.00PM	s 4.45	A10.45PM			A 8.50AM		A 6.20PM	A 5.05AM	s 8.55	·-
O TE HOQUIAMD	28.0	s 8.15	L10.45AM	L12.25PM	L 1.45PM	L 4.30M	L10.30PM		A 2.55PM	L 8.30AM				551	
GRAYS HARBOR CITY		f 7.52			979				f 2.25			465			
4.6 GRAY GABLES	20.0	f 7.39				-		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	f 2.05					·	
4.6 TULIPSP		f 7.25													
3.2 PD				•					f 1.40						
3.3	1	s 7.13							s 1.10						
RD	8.9	s 7.03							s12.55						
ONSLOW	7.9	f·7.00							f12.50						
STEARNSVILLE	6.1	s 6.55							f12.45						
ALOHA		f 6.47							f12.30						
PACIFIC1.5		s 6.41							f12.20						
SUNSET BEACH	1.0	f 6.38					-		f12.10		. [
ICD	0.0	L 6.35AM							L12.05PM						
		Daily	Daily	Daily	Daily	Daily	Daily		Tu., Thu.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu.,	Ex. Sun.
Time Over Subdivision		4.43 *	1.00	2.53	. 15	3.03	15.		2.50	. 20	3.45	.20	.20	and Sat.	2.20
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

West	ward	i	THI	RD SUBDIVISION. DU PONT LINE		Eas	stward
1st Class	es.			m: m 11 NT 410			1st Class
465	Water, Fuel, Scales, Turntables and Wyes	ers		Time Table No. 41C	1		422
Passenger	uel, E es an	Station Numbers	Distance from Lakeview	January 17, 1915	Distance from Nisqually	city	Passenger
	er, F	ion 7	ance	STATIONS	tanc	Capa	rassenger
Daily	Wat	Stat	Dist	Telegraph Offices and Calls	Dis	Car Capacity of Sidings	Daily See page 7
L 2.23PM		1985	0.0	VAD	11.1	100	A 8.14PM
f 2.28		C K 2	2.3	COUNTRY CLUB	8.8	Spur	f 8.09
f 2.29		C K 3	2.8	AMERICAN LAKE	8.3	40	f 8.08
f 2.32	,	C K 5	4.3	COSGROVE	6.8	35	f 8.05
s 2.40	S	C K 7	8.0	DDU PONTD	3.1	35	s 7.55
As 2.49PM		CS 24	11.1	NUDN	0.0		L 7.45PM
See page 1							
Daily			-				Daily
.26				Time Over Subdivision			.29
25.7				Average Speed Per Hour			24.7

- 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 BULES, PAGES 11, 12, 13 AND 14.

w	ESTWA	ARD.					Ι		H SUBDIVISION.						EAS	STWAF	RD.	West	ward			TH SUBDIVISION. UMWATER BRANCH)		Eas	stward
THIRD	CLASS	, ,	FIRST	CLASS		yes	Ī		Time Table No. 41C				FIRST	CLASS		THIRD	CLASS	2d Class	y,			Time Table No. 41C		48) 4 (54)	2d Class
997	963	459	465	457	407	Scales,	ber	don	Time Table No. 41C Succeeding No. 41B January 17, 1915	я		408	458	456	422	998		509	Scale and W	bers	a	Succeeding No. 41B January 17. 1915	g	y of	510
Daily	Ex. Sun.	Daily	Daily	Daily	Daily	uel,	MnN	fron	January 17, 1313	fro	acity	Daily	Daily	Daily	Daily	Daily]	Fuel	Nun	fro		e fro	acit	Daily
Gt. Nor.	Nor. Pac.		Nor. Pac.		Nor. Pac.	r, F	on J	no J	STATIONS	ance	Cap	Nor. Pac.			Nor. Pac. Grays	Gt. Nor. Way		Daily	n Tg	ion	tance	STATIONS	mp	Cal	
Way Freight	Way Freight	Gt. Nor.	Grays Harbor Express	Gt. Nor.	Portland	Wate Turn	Stati	Distr	Telegraph Offices and Calls	Dist	Car Capac of Sidings	Seattle Passenger	Gt. Nor.	Gt. Nor.	Harbor Limited	Freight		Mixed	War	Stat	Distar Olymi	Telegraph Offices and Calls	Piu	Sidi	Mixed
L 7.30A	L 5.00AM	L 5.05P	L 2.00PM	L12.30P	M L 9.35AM		1977	39.2	QDN	0.0		A12.35P	A 2.55PM	A 7.30PM	A 8.40PM	A 2.00P	М	L 9.40A	w	CK 25	0.0	OYD	9.0	Siding	A12.05P
	BETW	EEN TAC	OMA AN	D SOUTI	H TACOM	A TRAIN	S WILL	BE GOV	ERNED BY PUGET SOUND	DIVISI	ON T	IME TAE	LE RULI	ES AND F	REGULAT	TIONS.		s 9.50		CO 2	2.0	TUMWATER	7.0	pur	s11.52
8.00	s 5.45		8 2.1,5		s 9.50	WST	1981	34.6	SUSOUTH TACOMAD			s12.20 457	2.40		s 8.22			f10.02		CO 6	6.0	BUSH	3.0	Vone	f11.40
f 8.15	f 6.00	f 5.25	As 2.23PM	f12.51	f 9.56		1985	30.9	VAD	8.3	60	f12.11	f 2.32	7.07	L 8.14PM	f 1.20		A 10.10		C S 37	9.0	BXDN	0.0	Vone	L11.30
f 8.35	f 6.15	5.32	See page 6	f 1.00	f10.04	l	1990	25.9	HILLHURST	13.3	60	f12.03P	2.23	f 7.00	See page 6	f 1.00		See page 2							See page
II		- 5.40	-	998	1015		1996	10.0	RYD	19.3	E 65	s11.52A	f 213	s 6.50		s12.45	-	Daily							Daily
f 8.55	s 7.00	s 5.42		s 1.13	s10.15	w	1990	19.9	5.4		W 75	311.02	2.15	0.00				.30				Time Over Subdivision			.35
s 9.15	s 7.20	f 5.50		s 1.23	s10.24		2002	14.5	YAD 5.5	24.7	70	s11.40	2.03	f 6.40		\$12.25		18.0	A/A DE	TDAL	NC AE	Average Speed Per Hour RE SUPERIOR TO TRAIN	S OF	TUE	15.4
s 9.40	s 8.10	s 5.58	-	f 1.35	s10.34		2007	9.0	RAD	30.2	E 65	s11.29	1.53	f 6.30		s12.05P	W			CLAS	S IN	THE OPPOSITE DIRECTI	ON.		SAME
f 9.50	f 8.30	f 6.03		f 1.45	f10.42		2011	4.8	McINTOSH	34:4	70	f11.19	f 1,45	6.20		f11.45A	И	17. S	PEED limi	RESTR t must	ICTIO never	YIONS —Olympia and Plumb. NS —Maximum speed 20 mil be exceeded.			This
			-	458			2015	0.2	TNWEST TENINOD	39.0	30	s11.10	f 1.32	s 6.11		s11.20	407	18. T 19. T	hroug! rain 5	h cross-c 09 conne	overs a cts at	and entering sidings, 15 miles West Tenino with train 407. West Tenino with train 408.	s per l	hour.	
1 0.35 1 0.35	s 8.59	s 6.09		s 1.55	s10.51		2015	0.2	0.2			998				10.00	-	21. N	ò. 509	has rig	ht over	r No. 510 Olympia to Plumb.			
A10.36A	A 9.00AM	A 6.1 OP	¥.	A 1.57P	MA10.52AM	W		0.0	TENINO JUNCTION	39.2	E 85 W 85	L1 1.09A	M L 1.30PM	L 6.10PM		L10.34A	M	22. F		s and re		ns be governed by First Suk ons, while entering or occup			
See page 2	See page 2	See page 1		See page 1	See page 1							See page 3	See page 3			See page 4		23. A	t Plur	nb—Sem	ns. ser	e on main line side of station naphore or train order signal	lon hr	anch l	ine side
Daily	Ex. Sun.	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily			of s	tation g	overns	s branch trains. Trains from rance before entering First St	n bran	ch lin	e must
3.06	4.00	1.05	.23	1.27	1.17				Time Over Subdivision			1.26	1.25	1.20	.26	2.41						RULES, PAGES 11, 12, 13			
13.1	9.8	36.6	21.7	27.0	30.4	Į		[:	Average Speed Per Hour]		27.4	27.6	29.2	19.1	14.6	<u> </u>	1							

CLASS IN THE OPPOSITE DIRECTION. 16. REGISTERING STATIONS—Olympia and Plumb. 17. SPEED RESTRICTIONS—Maximum speed 20 miles per hour. This

EASTWARD.

- SPEED RESTRICTIONS—Maximum speed 20 miles per hour. This limit must never be exceeded. Through cross-overs and entering sidings, 15 miles per hour. Train 509 connects at West Tenino with train 407. Train 510 connects at West Tenino with train 408.

 No. 509 has right over No. 510 Olympia to Plumb. Fifth Subdivision trains be governed by First Subdivision time table rules and regulations, while entering or occupying main track at Plumb.
- 23. At 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 trains. Trains from branch line must procure block clearance before entering First Subdivision block.

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

- 1. REGISTERING STATIONS-Tacoma, South Tacoma and West Tenino.
- First class trains will register by ticket at South Tacoma and West Tenino except when office is closed. All trains will not obtain clearance at South Tacoma and West Tenino unless stop or caution signal is displayed.
- 3. BULLETIN STATION-Tacoma. 4. STANDARD CLOCK-Tacoma.

WESTWARD.

5. YARD LIMITS-Indicated by signs at proper location.

- 6. 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.
- LAP SIDINGS-Roy and Rainier; trains taking siding will head in at the Lap.
- HELPER DISTRICT-Rainier to Centralia.
- SPEED RESTRICTIONS-Maximum speed of passenger trains 50 miles per hour.
- This limit must never be exceeded.

 10. Within corporate limits of Roy, 10 miles per hour.

- Engines with 48-inch wheel centers or less, maximum 35 miles per hour. **TWO POSITION SEMAPHORE**—Located 2 miles west of Rainier near Bridge 25, governs position of switch to Johnson Creek Lumber Co.'s spur.

 (Normal position of double track switch at South Tacoma is for eastward track.) No. 407 connects with No. 509 and No. 408 connects with No. 510 at West Tenino. Fourth Subdivision trains to be governed by First Subdivision time table rules and regulations, while entering or occupying main track at Tenino Junction.

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

(GATE LINE) SECOND CLASS 3d Class 3d Class | SECOND CLASS **FIRST CLASS** FIRST CLASS Time Table No. 41C Succeeding No. 41B 572 694 968 **503** 501 577 502 504 506 508 693 **507** 505 578 967 **571** January 17, 1915 Z Mo., Wo & Fri. Daily Daily Daily STATIONS Daily Daily Daily Daily Ex. Sun. Ex. Sun Ex. Sun. Ex. Sun Daily Daily Nor. Pac. Passenger Nor Pac. Passenger Nor. Pac. Passenger O-W.R.&N Nor. Pac Mixed Freight Nor. Pac. Way Frt. D-W.R.&N Nor. Pac Mixed Freight Nor. Pac. Passenger Nor. Pac. O-W.R.& -W.R.&N Nor. Pac. Nor. Pac Nor. Pac. Way Frt. Nor. Pac. Passenger Telegraph Offices and Calls Passenger Passenge Passenger | Passenger assenge A 2.00AM A10.43AM A 3.10PM A 7.05PM A 9.05PM 2.15PM A 8.58PM A 2.30 3.25PM L10.50AM L 9.25AM L 3.00A 2027 . 3.10PM L 2.30A 7.40PML 0.0 CN.....CENTRALIA.....DN 13.0 500 8.00AM 2.21 9.32 A 3.07 6.54 8.58 1.45PM 8.48 A 3.20PM 7.46 3.30 10.54 BLAKESLEE JUNCTION... 11.5 1.45AM 10.34 3.02 2.40 8.10 O.-W. R. & N. Co. Crossing ..P. S. & W. H. R. R. CRSG. 2.20 8.45 3.31 10.55 9.33 1.6BLAKESLEE....... 10.33 3.01 6.53 8.57 2.41 7.478.11 2.05 8.35 s11.03 f 9.42 CK 51 5.8 GRAND MOUND 7.2 9 s10.27 2.51 6.45 s 8.48 2.52 7.53 3.39 8.30 1.45 8.25 \$10.19 \$ 2.37 \$ 6.35 \$ 8.40 8.00 3.47 s11.11 f 9.50 CK47 10.4 RH ROCHESTER D 2.6 78 8.50 3.05 10.4 ...C. M. & St. P. CROSSING... 2.6 No Track Connection 2.6 8.10PM A 4.00PM A11.20AM A10.05AM L 8.10PM L 1.30PM A 9.05 A 3.15A L10.13AM L 2.25PM L 6.25PM L 8.30P Γu., Th. & Sat. Mo., Wd & Fri. Daily Daily Daily Daily Daily Daily Daily Daily Ex. Sun. Ex. Sun Daily Daily Ex. Sun. Ex. Sun .40 .30 . 48 1.00 .30 .40 .30 .45 1.05 .10 .45 .30 .35 Time Over Subdivision 16.2 13.0 19.5 22.3 3.0 12.9 22.3 26.0 19.5 Average Speed Per Hour 6.0 26.0 17.3 10.3 9.0 17.3 26.0

SIXTH SUBDIVISION.

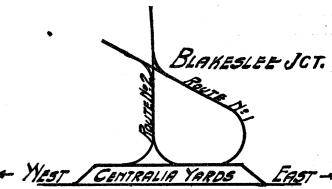
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

- REGISTERING STATIONS-Centralia and Gate.
- BULLETIN STATIONS—Centralia and Gate.
 BULLETIN STATIONS—Centralia.
 STANDARD CLOCK—Centralia.
 YARD LIMITS—Indicated by signs at proper locations.
 SPEED RESTRICTIONS—The maximum speed of passenger trains is 45 miles per hour. This limit must never be exceeded.

- Within the corporate limits of Centralia, 10 miles per hour.
 Through cross-overs and entering sidings, 15 miles per hour.
 No. 501 has right over No. 502, No. 503 has right over No. 504. No. 505 has right over No. 506. No. 507 has right over No. 508. Centralia to Gate.
 No. 501 will turn on the wye on arrival at Gate.

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

SPECIAL RULES FOR MOVEMENTS OF TRAINS BE-TWEEN CENTRALIA AND BLAKESLEE JUNC-TION AS PER DIAGRAM FOLLOWING



33. Northern Pacific track will be known as "Route No. 2." O.-W. R. & N. track will be known as "Route No. 1," as per illustration hereon. Both routes are included in the Centralia Yard Limits.

All trains and engines using either of the routes will do so under control. Under control means to be able to stop within the distance track is seen to be clear.

- All eastward movements will be made over Route No. 2.
- All westward movements will be made over Route No. 1.
- Crossing and switches at Blakeslee Junction will be governed by interlocking signals.
- Westward trains will indicate to towerman route wanted by following whistle signals: Northern Pacific, one long, one short, one long thus
- O.-W. R. & N., one long, two short, one long, thus

WESTW.	ARD.			SI	EVE	NTH SUBDIVISION	τ.			EAS	STWAR	D.
THIRD CLASS	FIRST	CLASS	yes	1		Time Table No. 41C			FIRST	CLASS	THIRD	CLASS
969	593	591	, Scales, and Wyes	Station Numbers	from Junction	Succeeding No. 41B	-	Jo A	592	594	970	
Ex. Sun.	Daily	Daily	uel, bles	Num	Jun	January 17, 1915	fron	acity	Daily	Daily	Ex. Sun.	
See page 2	See page 1	See page 1	er, F	l uoi	ance	STATIONS	ance h Be	Cap	See page 3	See page 3	See page 4	
Way Freight	Passenger	Passenger	Water, Fuel, f Turn Tables	Stati	Distance Chehalis	Telegraph Offices and Calls	Distance from South Bend	Car Capacity Sidings	Passenger	Passenger	Way Freight	
L 6.45AN	L 8.20PM	L12.05PM	Y	2032	0.0	CHEHALIS JCT	56.5	Y	A10.00 AM	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		CW 2	3.4	AD 1.3	53.1	20	s 9.50	6.54	s 3.10	
s 7.15	s 8.34	s12.19		CW 5	4.7	XADNAD	51.8	37	s 9.45	6.49	s 2.25	·
f 7.25	f 8.40	f12.25		CW 8	7.2	BUNKER	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	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	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	43.5	Spur	s 9.23	6.26	s 1.10	
					16.2	LUEDINGHAUS R. R. Crossing Trk Connection 0.1	40.3		25	:		
s 9.14	s 9.04	s12.50		C W 16	16.3	DRDRYADD	40.2	35	s 9.14 969	6.17	s 1 2.50 591	
				·	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	DODOTYD	38.9	Spur 35	s 9.10	6.12	s12.30	
s 1 0.15 1 1.30 AM	s 9.21	s 1.10	w	C W 22	22.3	PLD 1.4	34.2	50	s 9.00 s	6.00	s 1 2.05 PM 1 1.30 AM 969	
					23.7	McCORMICK R.R. CROSSING 0.6 Track Connection	32.8				11.	
s12.05PM	s 9.27	f 1.16	w	C W 24	24.3	McCORMICK	32.2	Spur 15	f 8.53 s	5.53	s11.10	
s12.30	s 9.3 4	f 1.23		C W 26	26.1	WALVILLE	30.4	Spur 15	f 8.48 s	5.47	s10.40	
f12.50	f 9.44	f 1.35	Т	C W 29	28.9	PLUVIUSP	27.6	36	f 8.38	5.40	f10.10	
s 1.25	s10.00	s 1.55	w	C W 35	35.3	FRFRANCESDP	21.2	50	s 8.16	5.15	s 9.30	
f 1.35	f10.05	s 1.59		C W 37	36.6	GLOBE	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	BMD	18.5	14	s 8.07	s 5.06	s 8.30	
	f10·15	f 2.10		CW411	41.2	NALLPEE	15.3	Spur		1 4.58	s 8.13	
		s 2.13				HOLCOMB	14.2			4.55	f 8.08	
ĺ	\$10.26			C W 46		4.0	10.0				f 7.55	
ļ		s 2.33	S			WILLAPA	6.0			s 4.35	f 7.45	
	s10.45			C W 53	1	NDRAYMONDD	3.4		970	s 4.30	5 7.355 7.158	
	A10.55PM		WCT	C W 57	56.5	SBD	0.0	150	L 7.15AM			
Ex. Sun. 7.25	Daily 2.35	Daily 2.45				Time Over Subdivision			Daily 2.45	Daily 2.45	8.00	
7.6	21.2	20.5				Average Speed Per Hour			20.5	20.5	7.0	

- 1. REGISTERING STATION—Chehalis and South Bend.

- REGISTEBING STATION—Chehalis and South Bend.
 STANDARD CLOCK—Centralia.
 BULLETIN STATION—South Bend.
 YARD LIMITS—Indicated by signs at proper locations.
 SPEED RESTRICTIONS—Maximum speed of passenger trains forty-five miles per hour. Trains will not exceed 30 miles per hou between Frances and Pe Ell. This limit must never be exceeded.
 Through cross-overs and entering sidings, 15 miles per hour.
 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.

 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.
 MAXIMUM GRADE—Between Frances and Pe Ell.
- 9. MAXIMUM GRADE—Between Frances and Pe Ell.
- 10. HELPER DISTRICT—Between Frances and Pe Ell.
- Trains will stop 400 feet from draw span over South Fork of Willapa River, at Raymond. Will not proceed until draw is known to be closed. 11.
- 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. Telegraphones at Pluvius, Frances and Menlo.

WEST	WARD.	-			E	IGHTH SUBDIVISION	ON.			EAS	STWAR	D.
2d Clas	s FIRST	CLASS	7 yes	bers	я	Time Table No.41C	a ti	Jo.	1st Class	2d Class		
589	557	587	Fuel, Turn and Wyes	Station Numbers	ce from	Succeeding No. 41B January 17, 1915	Distance from Vancouver Jct.	Car Capacity Sidings	590	588		
Ex. Sur	. Sun. only	Ex. Sun.	Water, Scales, Tables	tion	Distance Yacolt	STATIONS	tan	Ca	Daily	Ex. Sun.		
Mixed	Passenger	Passenger	Sca Tal	Sta	Ya	Telegraph Offices and Calls	Var	Sid	Passenger	Mixed		
L12.30	PM L 8.20AN	L 6.00AM	W Y.	C Y 27	0.0	YCD	26.9	35	A 6.40PM	A11.00AM		
f 1.00	f 8.35	f 6.14		CY 20	6.6	WALL	20.3	No Siding	f 6.18	f10.30	-	
s 1.20	s 8.40	s 6.19		CY 19	8.1	HEISON	18.8	25	s 6.13	s10.20		
s 1.40	s 8.45	s 6.24		C Y 17	9.9	CRAWFORD	17.0	No Siding	s 6.06	s 9.50		
s 2.10	s 8.54	s 6.35	w	C Y 14	12.8	BABATTLE GROUNDD	14.1	20	s 5.56	s 9.30		
s 2.40	s 9.09	s 6.50		C Y 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 A s 9.35AM	As 7.10AM	Y	C X 25	26.9	VANCOUVER JCTP		No Siding	Ls 5.10PM	Ls 8.15AM		
Ex. Sun	. Sun. only	Ex. Sun.		·					Daily	Ex. Sun.		
3.05	1.15	1.10			أخت	Time Over Subdivision			1.30	2.45		

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

8.7 21.5 23.3

Average Speed Per Hour

18.8

BEGISTERING STATIONS—Yacolt and Vancouver Junction.
 STANDARD CLOCKS—Vancouver.
 BULLETIN STATIONS—Vancouver and Yacolt.
 YARD LIMITS—Indicated by signs at proper locations.
 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.

 Through cross-overs and entering sidings, 15 miles per hour.
 Nos. 587, 588, 589 and 590 will stop on flag at Lucia, Moulton and Crusher for passengers.
 Trains from Eighth Subdivision must ascertain First Subdivision Rights before occupying main lines at Vancouver Junction.

WESTWARD.				N	INTH SUBDIVISION	٧.			EAS	TWAR	D.
FIRST CLASS		Fuel, Turn and Wyes	Numbers	Ħ	Time Table No. 41C	Ħ	y of		FIRST (CLASS	
553	551	Fuel Turn and		ce from	Succeeding No. 41B January 17, 1915	ce from	Car Capacity Sidings	552	554		
Daily	Daily	Water, Scales, Tables	Station	Distance Simpson	STATIONS	Distance Elma	ညီ ings	Daily	Daily		
Passenger	Passenger	Scs	Sta	Sin	Telegraph Offices and Calls	E	Sid	Passenger	Passenger		
No. 553 has	3		CH 10	0.0	SIMPSON	10.0	Spur 7		No. 553 has		
right over No. 554 McCleary			C H71/2	2.3	HILLGROVE	7.7	Spur 4		right over No. 554 McCleary		
to Elma			CH 7	2.5	McCLEARY JUNCTION	7.5			to Elma		
L 4.10P	L 7.15AM	Т	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	4.9	Spur 4	s12.30	s 6.07		
					WHITE LUMBER Co. R. R. Cr.						
s 4.28	s 7.33	W	CH 4		WHITE'S		Spur 5	s12.27	s 6.02		
A 4.40P	As 7.45AN	Т	C M 19	10.0	EFD	0.0	60	L12.15PM s	L 5.50PM		
, Daily	Daily .30	ļ			Time Over Subdivision			Daily	Daily		
16.6	16.6	 	-		Average Speed Per Hour		ļ	.25 19.9	16.6		
	D TRAINS	ADE 6	uncaio	- TO	TRAINS OF THE SAME CLA	ee 11			DIRECTION		

- 23. REGISTERING STATIONS-Elma and McCleary.
- 24. BULLETIN STATION-Elma.
- 25. SPEED RESTRICTIONS—Passenger trains will not exceed 25 miles per hour and freight trains 15 miles per hour. This

- SPEED RESTRICTIONS—Passenger trains will not exceed 25 miles per hour and freight trains 15 miles per hour. This limit must never be exceeded.

 Through cross-overs and entering sidings, 15 miles per hour.

 Gates are installed at the crossings of private railroads over Northern Pacific tracks at White Star Lumber Co. crossing 4 mile east of White's.

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

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

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

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

WESTWAR	RD.			7	ren	TH SUBDIVISION.		·			EAS	STWAR	D.	WE	STWA	RD.		EI	(GI	ENTH SUBDIVISION	1.	
THIRD CLASS	FIRST CL	ASS	yes	ers		Time Table No. 41C	4	of] Fi	RST CLA	SS	THIRD	CLASS	SECONE	CLASS	1st Class	yes	bers	В	Time Table No. 41C	8 4	jo 11
971	597	595	Fuel, Turn and W	Numb	Distance from Kanaskat	Succeeding Table No. 41B January 17, 1915	Fron	Car Capacity Sidings	596	598			972	575	573	595	Fuel, Turn	1 -	nce fron	Succeeding No. 41B January 17, 1915	skat	Car Capacity Sidings
Ex. Sun.	Daily	Daily	ater,	Station	istan anas	STATIONS	istance	ar Ca	Daily	Daily			Ex. Sun.	Tue.&Sat. Only	Ex. Sun.	Daily	7ater cales ables	Station	Distance Kerriston	STATIONS	Distance Kanaskat	Sar C
Way Frt.	Passenger					Telegraph Offices and Calls	Dis	-	Passenger	ļ		ļ	Way Frt.	Mixed	Mixed	Passenger	- Þ∞H	ďΩ	DM	Telegraph Offices and Calls	TE C	[∞]
6.30AM	L 4.55P	L 9.15A		A 1	0.0	KANASKAT	45.9	9 140	A 9.45	A 7.10PM	<u> </u>	<u> </u>	A 1.30PM	L 1.05PM				СЈ 1	5 0.0	KERRISTON	14.7	
BETWEEN PALME	R JCT. AND KA	NASKAT	TRAIN	NS WI	LL BI	E GOVERNED BY SEATTI	E D	IVISI	ON TIME	TABLE R	ULES AN			s 1·15	 		Y	-	1.6	6HALMAR	13.1	40
f 6.35	· L 5.00	L 9.20		1932	1.2	JCPALMER JCTDN 0.9	44.7	7 70	A 9.40	A 7.05			Af 1.00		<u> </u>			-	_	6.1	7.2	30
6.50	s 5.02	s 9.22	w	1933	2.1	PALMER	43.8	8 30	f 9.38	s 7.02		1	f12.45	1.40		L 8.05A	W	СЈ 7		HEMLOCK		
7.00	s 5.05	s 925.		1934	3.4	BAYNE	42.5	Spur	f 9.35	s 6.59			f12.30	A 1.45PM	L 1.50%	s 8.10		CJ 6	8.8	BARNESTON	6.4 Sp	our 30
7.05	f 5.08	s 9.28		1936	4.7	CUMBERLAND	41.2	No Siding	f 9.32	s 6.56			f12.01PM		No. 573 does	s 8.30			12.4	1.5	2.3	62
7.15	5.10	f 9.30		1937	5.5	0.8 NAVY 2.0	40.4		f 9.30	s 6.54			f11.50AM		tween Kang- ley Jct. and Selleck.	s 8.37		СЈ 4	14.0	SELLECK 0.1	3.9	
7.30	5.15	f 9.36		1939	7.5	VEAZIE	38.4	4 Spur 1	0 9.26	f 6.50			11.25						13.9	O. M. & P. S. R. R. Crossing No Track Connection	3.8	
7.45 8.30	s 5.25	s 9.46		1942	10.9	CW ENUMCLAWD	35.0	105	s 9.19	s 6.43			s11.00		s 2.20	s 8.45	-	СЈ 2	12.4	KANGLEY JCT	2.3	
8.30						3.4									2.27	s 8.48	l	CJ 1	13 1	DURHAM	1.6	50
3 8 4 5 1 0 1 0 072 596 595	s 5.35	s 9.58 971 972		1945	14.3	BKBUCKLEYD	31.6	6 100	s 9.09 971-972	s 6.33			10.10 s 8.56 595 971 596		A 2.35PM		WY		1	1.6 7 GVKANASKAT		75
10.40	5.45	10.10		1949	18.6	CASCADE JCT	27.3	No Siding	8.56	6.20			8.30	Tue.&Sat.	A 2.50m	A 6.00	<u> </u>	-	-		-	
10.45 11.10	s 5.50	s10.17	WCT	1950	19.7	SOSOUTH PRAIRIED	26.2		s 8.54	s 6.18			8.25 s 6.30	Only	Ex. Sun.	Daily	ļ	-	-	Time Over Subdivision	-	
11.10 11.30AM	f 6.00	f10.30		1955	24 2	CROCKERP	21: 7	7 100	f 8.41	f 6.00		ļ	f 5.45	12.1	9.0	.50 8.6	 		-	Average Speed Per Hour		
	598					2.7		<u> </u>		597				12.1	3.0	. 0.0						
12.01PM	s 6.14	s10.40	Т	1958	26.9	OGD 3.4	19.0	0 200	s 8.36	s 5.51			s 5.30		FAC	FWARD 7	FD A IN	C ADE	. CIID	ERIOR TO TRAINS OF TH	IF SAN	AE C
12.15	s 6.26	s10.50		1961	31.1	MCMILLINP	15.6	6 Spur	8 f 8.28	s 5.39			s 4.50		EAS	WARD	KAIN	3 ARE	0	PPOSITE DIRECTION.		
11225	s 6.33	s10.56		1963	32.4	ALDERTON	13.5	5 25	f 8.24	s 5.32			s 4.30	19.	REGIST	ERING S	STATIC	ON—Ka	anask	et.		
112.40	A 6.40	A11.02	ΥW	1966	34.8	MEEKER	11.1	1 70	L 8.19	L 5.25			L 4.00	20.		UM GRA				Cerriston. s 20 miles per hour, freight t	raine 1!	5 mile
BETWEEN MEEKEI	R AND TACOM	A. TRAIN	NS WIL	L BE	GOVE	ERNED BY PUGET SOUNI	D DIV	VISIO	N TIME T	ABLE RU	LES AND	REGUL	ATIONS	1	mus	t never b	e excee	eded.				, 111116
		A11.25				QTACOMADN		· ·		L 5.00PM		I	1	22.	Through	n cross-ov	er trac	cks or	enter	ing sidings, 15 miles per ho	ur.	
2.00PM		-	-	1076	45.0	TACOMA WHARF	0.0			-			L 3.00AM	i								

Daily

1.45

24.3

Daily

20.6

2.10

TO TRAINS OF THE SAME CLASS IN THE TE DIRECTION.

EASTWARD.

1st Class SECOND CLASS

574

Ex. Sun.

Mixed

7.55 A12.10PM L12.11P

s11.40AM

s11.30

s11.15

s11.10

Ex. Sun.

1.10

7.11PM L11.00AM

576 Tue.&Sat Only

Mixed

A 1.00P

s12.50

s12.20

Tue.&Sat Only

.49

598

Daily

A 8.05P

7.36

7.26

7.177.15

Daily

.54

- es per hour, freight trains 15 miles per hour. This limit
- ings, 15 miles per hour.

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

Time Over Subdivision

Average Speed Per Hour

1. REGISTERING STATIONS—Puyallup, South Prairie, Palmer Junction.

Daily

2.10

20.6

- 2. At Palmer Junction, all trains register by ticket, and not obtain clearance unless Stop or Caution signal is displayed.
- 3 No. 596 at South Prairie will register by ticket and need not obtain clearance unless Stop or Caution signal is displayed.
- 4. BULLETIN STATION-South Prairie.
- 5. STANDARD CLOCK-Tacoma.

Ex. Sun.

4.55

9.3

6. YARD LIMITS—Indicated by signs at proper locations.

Daily

20.6

2.10

- 7. HELPER DISTRICT-South Prairie to Buckley.
- 8. MAXIMUM GRADES—Cascade Junction to Buckley.
- 9. SPEED RESTRICTIONS-Maximum speed of passenger trains is fifty miles per hour. This limit must never be exceeded.

- 10. Passenger trains must not exceed thirty miles per hour, and freight trains twenty miles per hour, from Buckley to Cascade Junction.
- 11. Through cross-overs and entering sidings, 15 miles per hour.
- 12. Within the corporate limits of Puyallup, Orting, Buckley and Enumclaw, ten miles per hour.
- 13. Trains will approach Cascade Junction under full control looking out for Branch Line trains.
- 14. No. 598 will connect with Puget Sound Division No. 413 at Puyallup.
- 15. No. 596 will connect with Puget Sound Division No. 403 at Puyallup.
- 16. No. 595 will connect with Seattle Division No. 3 and No. 596 will connect with Seattle Division No. 4 at Kanasket.

Ex. Sun.

7.21

6.2

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

W					ELFTH SUBDIVISI (BURNETT BRANCH)	ON	•		EAS	STWAF	WESTWARD.						THIRTEENTH SUBDIVISION. EASTW (WILKESON BRANCH)										
	FIRST	CLASS		es, Wyes			Time Table No. 410				FIRST	CLASS		THIRD	CLASS	FIRS	T CLASS	wyes			Time Table No. 410		1	FIRST	CLASS	THIR	D CLASS
531	529	527	525	l, Scale	mbers	from	Succeeding No. 41B January 17, 1915	er o	ty of	526	528	530	532	The second second second second	981	523	521	Scal	nbers	a a	Succeeding No. 41B January 17, 1915	-	y of	522	524	982	100 00000 0000
Daily	Daily	Daily	Daily	r, Fue	on Nu	Distance fr Spiketon	STATIONS	ade Je	Capacity	Daily	Daily	Daily	Daily		Ex. Sun.	Daily	Daily	r, Fuel, Tables	N u	nce fro	STATIONS	nce from	apacity	Daily	Daily	Ex. Sun.	
Passenger	Passenger	Passenger	Passenger	Wate Turn	Station	Dista	Telegraph Offices and Calls	Dista	L.E	Passenger	Passenger	Passenger	Passenger	-	Way Freight	Passenger	Passenger	Wate Turn	Station	Distance Fairfax	Telegraph Offices and Calls	- g 25	Car C Siding		Passenger	Wav	-
L 6.45PM	L 5.20PM	L10.40A	L 8.25A		CC4	0.0	SPIKETON	3.4	45	A 8.25AM	A10.40AM	As 5.20PM	As 6.45PM		L 1.40P		L 6.55A				FXFAIRFAX			1	A 8.10PM		1
s 6.55	s 5.28	s10.50	s 8.33	s	C C 2	2.0	BNBURNETT	1.4	45	s 8.15	s10.32	s 5.10	s 6.38		s 2.10	s 4.00	s 7.05	ļ —	C B 13	2.0	MELMONT	11.9	Spur	s12.01PM		s12.20P	
A 7.05PM	A 5.35PM	A11.00AM	A 8.40A		1949	3.4		0.0	No Siding	L 8.05AM	L10.25	L 5.00PM	L 6.33PM							-	4.0 CARBON COAL CO. Crossin	g		<u> </u>	-		
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily		s 2.30	s 4.20	s 7.25		CB 8	6.5	CBCARBONADO	D 7.4	5	s11.40AM	s 7.41	s11.55AN	м
.20	.15	.20	.15				Time Over Subdivision			.20	.15	. 20	.12	· Vo.	s 3.30	s 4.45	s 7.50	STW	СВ 5	9.5	WX .WILKESON	D 4.4	90	s11.25	s 7.28	s11.30	
12.0	13.6	12.0	13.6	<u> </u>			Average Speed Per Hour		<u> </u>	12.0	13.6	12.0	17.0					"			4.4	_	ļ.	982		*11.30 8.45 522	
11	EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION								N		A 4.00PM	A 5.00P	A 8.05AM		1949	13.9	CASCADE JCT	0.0	No Siding	L11.00AM	L 7.05PM	L 8.05AM	1				
2. Si	PEED RE	COTROTAL	ONS-Spe	ed of p	passeng	ger tr	nar haur										1										
4. T 5. M	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.								ceed ed.		Ex. Sun.	Daily	Daily				*************************************			Daily	Daily	Ex. Sun.					
				-											2.20	1.10	1.10				Time Over Subdivision			1.00	1.05	1.40	
	WESTWARD. FOURTEENTH SUBDIVISION. (ORTING BRANCH)									TWAR			6.6	11.1	11.1				Average Speed Per Hour			14.0	12.8	8.5	-		
		lon—See Page 13	•	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from End of track	Succeeding No. 41B January 17, 1915 STATIONS Telegraph Offices and CallsEND OF TRACK	0 Distance from Orting	Car Capacity of Sidings		ion—See Page 13			10. Th 11. Tr 12. Ga	speed hrough crrains between in this ates are in Co. crusting trains that the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation sweet in the creation in	must new oss-overs een Fairf s location nstalled a ossings jo used by will app he crossin	and enter ax and Mon. at the croust east of private coroach these are is clear will be son	eeded. ing significant sing (Carbo mpany e cross and g	dings, na wil of privenado. 's trai sings u ates in	of pa 15 m l look ate n Norm ns th inder	iles per hour. It out for engine and motor railroad over Northern Paci nal position of gates is clo the gates will be closed acro control, prepared to stop, nal position. Switch lights Fairfax will be set for Fa to Junction.	car op fic tra sed ac ss the but fu	oerated cks on cross t North	by Manle Wilkeson he logging tern Pacifi	y-Moore L Branch, (road. W c track.	umber Co Carbon Hil Then cross Northern	ompany Il Coal sing is Pacific
		Operat					TACOMA & EASTERN Cross'g	8.7			Operat			WE	STWAI	RD.	-		SI	XTI	EENTH SUBDIVISI (OCOSTA BRANCH)	ON.	-		EA	STWA	RD.
		taff					7.3				aff.				SECOND	CLASS		Wyes		-	Time Table No. 410				SECOND	CLASS	
		Ö		WT	1958	10.00	OGD	0.0	200		, st		<u></u>		555	583	581	Seal	Numbers	from Jet.	Succeeding No. 41B January 17, 1915	from	ty of	582	584	556	
											SITE DIE	RECTION	i		Fri only	Wed. only	Ex. Sun.	er, Fuel, Tables	on Nu	deen J	STATIONS	ance fr City	Capaci	Ex. Sun.	Wed. only	Fri. only	
15. R1 16. M	EGISTERI AXIMUM	ING STAT	On St.	ing. Paul &	Tacon	ma Lu	umber Co's. line east of Pu	allur	River				ļ		Mixed	Mixed	Mixed	Water Turn	Station	Distance Aberdeen	Telegraph Offices and Calls	Dista Bay (Car Sidin	Mixed	Mixed	Mixed	
17. SP 18. Ma 19. Ju	nction sw	itch, one	mile east	of Or	ting st	ers an Thi	nd entering sidings, 15 miles s limit must never be exceed will be set for cross-over.	eded.	hour.	from cross	S-Over to	station -	rill ha			:	L 1.00™	Y	С М 37	0.0	ABERDEEN JCTP	18.2	90	A 8.20AM	and a surface of the surface of the		
	eight train	as a man ns authori	zed to car											-			s 1.10			0.8	JUNCTION CITY	17.4		s 8.10			
	Second S			•					1.15		CR 1	1.4	COSMOPOLIS JCT	16.8	No	8.05											
															L 9.15AM	9.15AM	A 1.20PM	w	CG 2	2.8	MPDSMOPOLISD		Siding 30	-	A11.50AM	11.004	-
WI WI	ESTWA	RD.			Fl	FTE	EENTH SUBDIVISI	ON.			EAS'	TWARI	D		9.20	9.20		<u></u>			1.4						
<u> </u>				<i>m</i> 1		(CI	ROCKER BRANCH)											·			COSMOPOLIS JCT		Siding		11.45	10.55	
		age 13			ers		. 1		_	: 1	age 13				s 9.25	9.25			CR 3		OW. R. & N. Co. Crossing Frack Connection SOUTH ABERDEEN 10.7	15.8	90		f11.40	f10.50	
		9		uel, S	lumbe	from		from			- Ge			A	A10.00AM	10.00			R 13	13.1	MARKHAM	5.1	10		f11.15	L1 0 1 5 AM	
'\		<u> </u>		r Tal	ion A	gate	STATIONS	ance	ρ		S					10.15		T (R 16	15.5	OCOSTAP	2.7	10		f10.55		
1		ratio					Telegraph Offices and Calls	<u> </u>			ration		·			10.30AM		-	R 19	18.2	BAY CITY	0.0			L10.40AM		
		Ope		w s							Oper				Fri. only									Ex. Sun.	Wed. only	Fri. only	
		a t			1955	5.1	CROCKER	0.0	100		aff (1		17.5	1.15	8.0		-		Time Over Subdivision Average Speed Per Hour			8.0	1.10 15.6	.45 17.5	
		ts [EA	ASTWARE	TRAIN	S APE SI	IDEDI	AD T	0 Tr	AINS OF THE SAME OF								

REGISTERING STATION—Crocker.

MAXIMUM GRADES—Crocker to Wingate.

SPEED RESTRICTIONS—Through cross-overs and entering sidings, 15 miles per hour.

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

RESTRICTED CLEARANCE—Wingate, Coke and Coal Bunkers, side and over-head.

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

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

26. REGISTERING STATIONS—Aberdeen Junction, Cosmopolis and Cosmopolis Junction.

27. BULLETIN STATION—Cosmopolis.

28. SPEED RESTRICTION—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.

Aberdeen and Cosmopolis.

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.

			F	FIRST A	ND FO	URTH	SUBDIV	/ISIONS	-WEST	WARD.		-						
	Class	s W		s Y-2		s F-1	1	iss S		ss P	Class	5 E-4	Clas	s E- 3	Class	s D- 3	Class	s C- 6
			- Towns		Mana	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
District Control of the Control of t	Tons	Cars	Tons	Cars 70	Tons 1200	Gars 60	1150	60	1050	60	850	28	825	27	825	27	700	23
South Tacoma to Rainier	1800	99	1350			60		60	 	60	000	60	020	50	020	50		40
	1950	99	1000	99	900	60	850	60	750	60	550	18	525	17	525	17	400	13
Chehalis to Napavine	1250	99		99	1500	60	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35
Napavine to Portland				99	1900	80	2000	80	1700	50	1200	40		40	\	40		30
Tacoma to Tenino		99			······		1	-	1	<u> </u>		30		. 20	1	10	1	
			1	RST AN	1 1	1	1	i .	1	1 1	1	7 2.	1	1 24	1	1 04	1 000	1 94
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	Ī	99		80	<u> </u>	. 80	l	50	<u> </u>	40	l	40	1	40	<u> </u>	30
			SE	COND A	AND TI	IIRD S	UBDIVI	SIONS-	-WESTV	VARD.								
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		55 5		7	1500	50	.	.]	Ι	<u> </u>		Ι	1	Ι	1	1	1	Ī
South Tacoma to St. Clair	1500				1050	40		-			·							
St. Clair to Lacey	1050	40		·	1050				TO 10 10 10						-			-
Line of the first transfer of the first tran		70		1				-						- 	-	ļ	-	
Olympia to Belmore	600				600	35					<u> </u>	·····	<u></u>		-		-	
Belmore to Gate	1200	40	1	<u> </u>	. 1200	40						1]	.1	1		1
				ECOND A									1 .	,	-	1	-	· ·
Gate to Olympia	1500							_				 	-	-	-			-
Olympia to Lacey	550	30				_		<u>- </u>				<u> </u>		-	<u>- </u>	-		
Lacey to St. Clair	1050	40	-		. 1050				-		-			-			-	
St. Clair to Dupont	550	30			. 550	30	<u> </u>		<u>. </u>	<u> </u>					<u>- </u>	<u> </u>	-	
Dupont to Cosgrove	1500				. 1500	_	-		-					-	-	-		
Cosgrove to South Tacoma	2000	<u> </u>	<u> </u>	<u> </u>	. 2000	1	<u>.l</u>	<u>. </u>	<u>. </u>	1
			SI	ECOND	AND S	IXTH S	UBDIV	ISIONS-	-WEST	WARD.							-	
Centralia to Moclips	2200	70	ļ	.	. 2200	70	Ī				.		.	.	<u>.l</u>		<u>. </u>	<u>. </u>
Constant to an arrangement of the constant of	-	1		ECOND		IYTH (PIIRDIV	ISIONS	_FAST\	MARD.					-			
	2000	70		1 .		1					T	T	T	Τ	Τ	T		T
Moclips to Centralia	2000	10	1	.								1	.[.1		-1	
:				EI	GHTH	SUBDI	VISION-	-WEST	WARD.									
:	Cla	iss S	Cla	iss X	Clas	ss F-1									·			
Yacolt to Van. Jet	2250	45			. 2250	45	·			<u></u>				]
14000				<u></u>	GHTH	SUBDI	VISION	-EAST\	WARD.								-	
Van. Jet. to Homan	600	35	Ī		T							.[.
Homan to Yacolt	800	_	_		. 800					_	_			_				
Homan to Tacott		1															-	
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Centralia to Adna		_		_		_		<u> </u>	_	_	<u> </u>	-	-	_		_	_	<u>- </u>
Adna to Pe Ell	. 1400	50	1600	60	1400	50		_		_				_				
Pe Ell to Pluvius	. 550	30	750	40	550	30)			<u> </u>		<u>- </u>	<u> </u>	<u> </u>		<u>- </u>		-
Pluvius to South Bend		. 70	<u> </u>	. 80		. 70)	]	.	.
				SF	VENTI	1 SUBD	IVISIO	N—EAS	TWARD									
South Bend to Frances	. 1800	60	2000	80	1800	60	o							.				
		_		-		_				_	1							1
Frances to Pluvius																		

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 Subdivison, 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 ${\bf C}$.

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 Ocosta.—No engine heavier than E-3. Engines heavier than E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

COMMERCI	IAL SPURS.	TONNAGE RATINGS—FREIGHT ENGINES—N. P. R. R.—Continued. Tenth subdivision—Eastward.																	
First Subdivision	Seventh Subdivision	1				T	ENTH S	UBDIV	SION	-EAST	WARD.		1		1		1		
DISTANCE FROM TACOMA.	DISTANCE FROM CHEHALIS JC.		Class	Z -	Class			Y-5	Cla	ss Y-2	Cla	ss F-1	Clas	ss S	Class	E-4	Class or I		Class C-6
Pioneer Sand & Gravel Co 20.0	Onn		Tons	Cars	Tons	Cars	Tons	Cars	Tons		_	_	Tons	Cars	Tons	Cars	Tons	Cars	Tons Cars
Chain Hill Lumber Co 41.2	Ashlock	Tacoma to Orting	·		2500	99	2250	99	2250			_	2000	80	1200	60	1000	50	50
2.0	Guerrier	Orting to South Prairie South Prairie to Buckley			1200 600	80	1100	80	1000		_	_	800	60	500	17	475	- 16	350 12
Polehn	Forrest	Buckley to Palmer Jct			1200	20 80		21 80	500	_	-	_		14	250	9	235	8	175 6
Evaline	Green Creek	Buckley to Famer Jet			1200	80	1100	80	1000	6	900	60	800	60	500	17	475	16	350 12
Veness 74.0	Mayfair 55.5					TE	NTH S	IIPNIVI	ELON	WEST	WADD	!	<u> </u>		<u> </u>	l	<u> </u>		.
Englands	Eighth Subdivision	Palmer Jct. to Tacoma			Maxin		Maxi			ximum		imum	M		24.	.		<u> </u>	
Hermione 112.6	DISTANCE FROM YACOLT.				99 C		99 0			Cars		Cars	Maxi 80 C		Maxii 60 C		Maxii 60 C		Maximum 60 Cars
	Moulton 2.4						TE	NTH S	UBDI\	ISION.							72		
Second Subdivision	Crusher 3.9		Class	S	Class	X	Class	F-1									***		
DISTANCE FROM ST. CLAIR	Bouton Perkins 4.7	South Prairie to Spiketon	400	25			400	25				i -			<u>·</u>	1		.	
- Bi L	Lucia 4.9		200				reenth		-				1					· · · · · · · · · · · · · · · · · · ·	
Fifield 3.4	Smith		Ol	e	-				41210	M-EA	IVAKL	' ·							
Black Lake 13.9	Tenny 13.2	South Prairie to Wilkeson	Class		Class		Class			1	1	1							
Overton		Wilkeson to Carbonado.	300				300												
Smith & Prosser 34.3 Bagshaw 36.2	Ninth Subdivision	Carbonado to Fairfax	500																
Juno	DISTANCE FROM ELMA.]					
Blagen	Kraft	Fairfax to South Prairie	2000	45	1	-	2000				1	1	<u> </u>		1		1		
Weatherwax 59.6	W		2000	40 .	.		·												
Stockwell	Tenth Subdivision		•				DER	RAIL	SWI.	TCHE	S								
Joe Creek	DISTANCE FROM PALMER JCT.	FIRST SUI Polehn250 feet from main tr	ack								War		EIG	HTH S	UBDIVIS	ION			
Founth Cab dining	Big 6 1.6	Wabash	n OW. I r Co.'s tr	R. & N. ack abo	connecti ut 250 fe	on. et from	n passing	track	Cr	ush Pra Usher	r10	Eas	t leg wye t end pas r track	sing tra	ck.		-		
·	Fourth Subdivision Occidental 1.8		switch. Napavine On Somervilles' and Emory Nelson spur tracks. West end passing track. West end passing track. West end passing track. West end passing track.											orth leg wve					
DISTANCE FROM TACOMA.	Fleet	Olegna House track	ne switci	1.								-			JBDIVIS:		2.112		10g mjo.
Johnson Creek	Myerson. 5.8	Castle Rock							Kr	aft		Spu	ndard Oil r track.	spur.		- -			
Scheel	Birch 8.9	Hermione250 feet from main safety switch same House track.	track; 66 track ab	feet e out 900	ast of F feet eas	owder t of ma	magazin agazine.	e also	Mic	Cleary	,	Eas	t end int main tra	ck just :	above he	ad switc	h leadin	g to sid	ing; must be
Mutual	Blackburn	VancouverOn Wood Spur and C freight house.	annery S	pur bot	th on sw	itching	lead to	wharf				1e	eft set to	act as d	lerail.				
	Webstone 12.5 Valley Mill 13.9	Molhers SECOND SU		ON					Pa	lmer Ju	nction	Ros	a_Marcha	II Cool	JEDIVIS Company	'a ann			
H HITTO SUINCIVISION	Bloomfield 20.8	Fifield Spur track. Fifield Spur track. Belmore White's Log Spur. Overton Spur track. Bordeaux Junction Mason County Log S Bagshaw East end siding. Lytles West end siding.							Bış	g Six		300	feet east oal bunke ectionwith	t of mai ers and h Big Si	n line sy on Clay	vitch; on Compan		rack 300 k 250 fe	feet west of eet from con-
DISTANCE FROM OLYMPIA.		Bordeaux Junction Spur track. Mason County Log S Bagshaw East and siding	pur.		:				Ba	THA .		Coa	l track 3	00 feet	west of			•	
Olympia Brg. Co 1.7	Twelfth Subdivision		west end	mill tr	rack.				Cu Na	mberlan vy	l	Eur Ros	eka Coal e-Marsha	ıll Coal	Company	's track	west	end Nav	al Coal Com-
Lea Lumber Co 2.0	DISTANCE FROM CASCADE JCT.	Macks Log spur							 -				any s trac	ck, west	ena suns	et Coar (Company	's track.	
nartson 5.0	Black Carbon 3.00	Satsop East end siding. Juno West end siding. Blagen Log spur.			•				Bu	ckley .		McI	Dougal L tandard (og trac Dil spur.	k, Valle	Mill s	spur trá	ck and	on west end
		Montagana Wanga tradic							Cre	noken		Wor	or bac to	art marina	-1-			_,	or-a comi ppai.
Sixth Subdivision	Fourteenth Subdivision	Aberdeen Junction Coal bunker track. Copalis Log spur 500 feet wes Carlisle East end siding. Joe Creek Log spur just west of	st of stat	ion.					OF.	··8 · · ·	• • • • • • •	O O	rting Bra	anch trac	ck 300 fe	et east o	of statio	ssing tr n.	ack, west end
DISTANCE FROM CENTRALIA.	DISTANCE FROM ORTING.	mmrn			foot foo	n mai-	tno 01	nd a-	יית	rham		Con	ELE	VENTH	SUBDIV	ISION			
Foran 2.9	Electron Rock Crusher 8.6	DupontDupont Powder Comp the track leading to FOURTH ST					таск а	mu on					l track 2 Kangley st end sid						
	•	Yelm East end house track Rainier Lindstrom-Handforth Johnson Creek Spur track leading to Mutual Spur track leading to West Tenino Tenino Stone Compan	Lumber	Compar	ny's sour				Ke	rriston		In :	main trac ye switch	ck, 1200 i on Nort	thwest Li	ımber Co	ompany's	spur. Tl	550 feet from his spur forms
, â		Johnson CreekSpur track leading to MutualSpur track leading to	mill. mill.	F-34								ta	ail end o	ı wye a	ı Halme	r; this s	switch n	uch be	left in derail
1		FIFTH SU	BDIVISI	M					79	nno++		TX7	TWI	ELFTH	SUBDIV	SION	Oc		
e .		No Derailir SIXTH SUI							Sp:	iketon .		Wes	st end sid ast end N	ding; Bl ling; in N. P. trad	iack Carl main trac ck connec	on Coal k 100 fe cting wit	compar et east th Doug	y's spur of station Log Cor	n platform on npany's track.
		Blakeslee	UBDIVIS	ION											I SUBDI		20uu	LUE CUI	upany s track.
		Littell East and west end Ct Bunker West end interchange Meskill East end quarry tract Mays Mill spur. Walville Mill spur. Ashlock Log spur	ester-Snotrack.	w Mill	spur.				Me Pa	lmont . irfax		Wes	st end co Montezur	al track			lepot.		
* <		MeskiiEast end quarry tracl MaysMill spur. Walville Mill spur.	K.,										FOUR!	TEENTE	e subdi	VISION	- 5 p - 0 0		
↓ -6 7		Pluvius East end siding							Or	ting	• • • • • • • •	600	feet east	-					* ·•
		Custer Log spur. Lebam Mill spur.							Cro	ocker		<u>In</u> 1	main trac	k east e	SUBDIV nd of yar				
		NalpeeLog spur. Green CreekLog spur.	onnoation						Wi	ngate .	•••••	Wes	st end sid	-	SUBDIV	ISTON			
		Willapa Pacific and Eastern c Baymond (1 mile west) Electric Railway con	nection.												ng Switc				

		PORTLAND AND SEATTLE EASTWARD WESTWARD											
CLASSIFICATION	ENGINE NUMBERS	Portland to Kalama	Kalama to Olequa	Olequa to Winlock	Winlock to Napavine	Centralia to Seattle	Seattle to Centralia	Centralia to Napavine	Napavine to Portland				
$\frac{17}{24}$ 51	57 to 60, 62, 64	1065	805	660	495	815	850	430	1065				
E-63 $\frac{17}{24}$ 54 E-63 $\frac{17}{24}$ 55	65 to 70) 71 to 73	960 *	725	600	450	735	770	390	960				
$\frac{18}{62}$ 68	80 to 87 112 to 119	1280	965	795	600	980	1025	515	1280				
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	88 to 102	1705	1285	1060	800	1305	1365	685	1705				
$M-57 \qquad \frac{18}{24} \qquad 91 \dots$	103 to 111	1345	1015	835	630	1030	1080	545	1345				
Γ -63 $\frac{19}{24}$ 92	130 to 135	1395	1050	865	650	1065	1120	560	1395				
$\frac{20}{24}$ 113	136 to 147	1580	1200	990	720	1280	1280	655	1580				
$\frac{20}{24}$ 117	160 to 164	1915	1445	1190	895	1465	1535	770	1915				
$\frac{20}{26}$ 119	170 to 173				-								
$\frac{15\frac{1}{2}-26}{26}139\dots$	179 to 184												
$\frac{22}{28}$ 123	190 to 193	1900	1440	1190	870	1540	1540	800	1900				
$\frac{17-28}{28}$ 138	194 to 197												
P-77 $\frac{22}{28}$ 145	198 to 207			-									
$\frac{20}{26}$ 125	174 to 178	2150	1625	1340	1005	1650	1725	870	2150				
Γ -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				
Γ -69 $\frac{22}{28}$ 159	250 to 262	2200	1680	1380	1000	1790	1790	900	2200				
C-55 $\frac{19}{30}$ 143	l .	2470	1865	1540	1155	1895	1985	1000	2470				
C-57 $\frac{15\frac{1}{2}-26}{30}$ 176	330 to 338)												
^*	344	2005	1700	1475	1075	1900	1900	985	2335				
C-57 $\frac{15\frac{1}{2}-26}{30}$ 169	339 to 343	2335	1790	1475	1075	1900	1000						
C-57 $\frac{22}{30}$ 179	345 to 349						-	. f _a . f					
C-57 $\frac{22}{30}$ 187	350 to 388	2940	2250	1860	1360	2380	2380	1220	2940				
MK-57 $\frac{23}{30}$ 34 205	500 to 565	3500	2645	2175	1635	Max.99 Cars	Max.99 Cars	1410	Max.99Ca				
MC-57 $\frac{26-40}{30}$ 394	700 to 702	6895	5580	4300	3215	Max.99 Cars	Max.99 Cars	2790	Max.99Ca				
SEATTLE—						AUTHOI	RIZED S	URGEO	VS, O				

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

-Eight Wheelers. "Ô "P" "T" —Atlantic Type. -Pacific Type.

—Ten Wheelers. "M" ---Moguls. "Mik" -Mikado.

-Consolidation Engines. -Twelve Wheelers.

Example.—Consolidation engine having 57 inch drivers, cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

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

SPECIAL 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

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.

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. Bldg.

District between Auburn and Tenino.

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

Elma and Hannaford Creek Branch.

CASTLE ROCK-

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

R. R. & N. CO. 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.

Location of Stretchers (S).

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.

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. F. L. Carr, Montesano (S). Dr. E. L. Carlsen, So. Tacoma (S). Dr. G. W. Kennicott, Chehalis. Dr. H. C. Watkins, Hoquiam.

AUTHORIZED SURGEONS, N. P. RY. CO. Dr. J. W. Mowell, Olympia (S). Dr. J. H. Dumon, Centralia (S). Dr. E. P. French, Elma.

Dr. A. B. MacLean, Pe Ell. Dr. W. Anderson, So. Bend (S). Dr. N. C. McLafferty, Winlock.

Dr. Paul Smits, Aberdeen.

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 Dr. J. F. Dickson, Oculist, Portland.

Dr. D. D. Stone, Yacolt (S).

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

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 day 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
- 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.
- 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.
- Through cross-overs and entering sidings, 15 miles per hour.
- 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 derail at summit of grade. All derailing switches must be left in derailing 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.
- 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
- 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 Hoevigan and Abaddeen. 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.
- 23. 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 indiciated 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
- 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.

Assistant Superintendent, Tacoma

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.
- STANDARD CLOCK-Tacoma and Hoquiam.
- 43. YARD LIMITS-Indicated by signs at proper locations.
- 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
- 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 11/2 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.
- 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.
- 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.
- When No. 424 meets No. 421 at Aberdeen Junction, No. 424 will take siding on west leg of wye.
- The east switch of passing track at Gate connects with the west leg of wye. Normal position is for passing track.
- At Montesano passing track located one-half mile east of depot, is time card station.
- Junction switches, Gate, will be set for line Olympia to Moclips.
- No. 466 will connect with No. 582 and No. 421 with No. 581 at Aberdeen Junction.
- No. 551 will connect with No. 585 at Hoquiam.
- 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.
- Trains Nos. 465, 466, 585 and 586 stop on flag at Chenois Creek, 1.4 miles west of Gray Gables.
- No. 465 will stop on flag at Wilderness, 1.8 miles west of Tulips.
- No. 466 will make regular stop at Wilderness, 1.8 miles west of Tulips.
- No. 465 will connect with No. 553 at Elma.
- Golf Links, 3 miles east of Aberdeen Junction, is regular stop for trains 551 and 552, and flag stop for train No. 465.
- No. 422 will stop on flag at Belmore Saturdays for passengers.
- 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. Telegraphones 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
- 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.
- 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 (%) of a mile east of
- 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,

J. S. DEAN,

