NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 410 TABLE

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

WEDNESDAY, FEBRUARY 3, 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.

WESTWARD.

FIRST SUBDIVISION.
MAIN LINE.

Time Table No. 41D
Succeeding No. 41C
February 3, 1915

FIRST CLASS

Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	STATIONS — Telegraph Offices and Calls	Distance from Tacoma	563 Daily O-W.R.&N Portland Express	401 Daily Nor. Pac. Portland Express	587 Ex. Sun. Nor. Pac. Passenger	561 Daily O-W.R.&N Portland Passenger	421 Daily Nor. Pac. Grays Harbor Limited	557 Sun. only Nor. Pac. Passenger	407 Daily Nor. Pac. Portland Passenger	591 Daily Nor. Pac. South Bend Passenger	511 Daily O-W.R.&N Shasta Limited	569 Daily O-W.R.&N Ore-Wash. Express	457 Daily Gt. Nor.	465 Daily Nor. Pac. Grays Harbor Passenger	459 Daily Gt. Nor.	413 Daily Nor. Pac. Portland Special	423 Daily Nor. Pac. Grays Harbor Express	593 Daily Nor. Pac. South Bend Limited
WCOT	1977	Q.....TACOMA.....DN 2.5	0.0	L12.45AM	L 1.40AM			L 9.00AM				L10.50AM	L12.00N		L 2.00PM		L 5.45PM		

BETWEEN TACOMA AND RYAN TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS. STAFF OPERATION BETWEEN RYAN AND STADIUM.

	CS 2½	WU.....RYAN.....DN 0.2	2.5	12.55	1.50			9.07				11.00	12.10PM		2.07		5.52		
	CS 3	.....McCARVER STREET.... 2.3	2.7																
	CS 5	RU.....RUSTON.....DN 4.7	5.0	1.02	1.55			9.12				11.04	12.15		2.12		5.56		
	CS 10	SX.....SIXTH AVENUE.....DN 5.9	9.7	f 1.14	f 2.05			f 9.22				11.13	f12.24		f 2.23		f 6.06		
	CS 16	UO.....STEILACOOM.....D 2.1	15.6	f 1.26	f 2.17			f 9.32				11.23	f12.36		f 2.33		f 6.16		
W	CS 18	KO.....KETRON.....DN 6.7	17.7	f 1.31	f 2.21			f 9.36				11.26	f12.40		f 2.37		f 6.20		
	CS 24	NU.....NISQUALLY.....DN 3.8	24.4	f 1.45	f 2.35			s 9.48				11.36	f12.52		s 2.49		f 6.30	Ls 6.59PM	
	CS 28	SR.....ST. CLAIR.....D 1.6 P	28.2	f 1.50	f 2.42			As 9.55AM				11.41	f12.59		As 2.56PM		f 6.35	As 7.07PM	
W	CS 30	KY.....KYRO.....DN 5.1	29.8	f 1.54	f 2.45			See page 5				11.44	f 1.02		See page 5		f 6.38	See page 5	
	CS 35	.....CHAMBERS PRAIRIE...P 2.6	34.9	f 2.04	f 2.55							11.52	f 1.13				f 6.48		
	CS 37	BX.....PLUMB.....DN 5.5	37.5	f 2.09	f 3.01							11.56AM	f 1.18				f 6.52		
	20 15	NO.....TENINO.....DN 0.3	43.0	s 2.20	f 3.12							f12.05PM	s 1.28				s 7.02		
W		.....TENINO JCT..... 3.4	43.3	2.21	3.13					L10.52AM 408		12.06	1.29	L 1.57PM		L 6.10PM 455	7.03		
	2020	.....BUCODA..... 5.1	46.7	f 2.28	f 3.19					s10.57 997		12.11	s 1.36	f 2.05		f 6.15	f 7.09		
	2025	.....WABASH.....P 2.3	51.8																
WCOY	2027	CN.....CENTRALIA.....DN 3.7	54.1	s 2.40 2.50	s 3.35		L 7.30AM			s11.15	L11.45AM 997	s12.22	s 1.50	s 2.23		s 6.27	s 7.30		L 8.00PM
W	2031	CH.....CHEHALIS.....D 1.0	57.8	s 3.00	s 3.45		s 7.40			s11.25	s12.01PM	s12.32 997	s 2.00	s 2.35		6.37	7.40		s 8.15
Y	2032	.....CHEHALIS JCT.....P 6.3	58.8								A12.05PM					6.40			A 8.20PM
	2038	NA.....NAPAVINE.....D 6.3	65.1	s 3.20	s 4.00		s 7.55			s11.40	See page 8	12.52	s 2.20	f 2.55		f 6.55	s 7.55		See Page 8
	2044	WI.....WINLOCK.....D 6.4	71.4	s 3.32	s 4.12		s 8.07 973			s11.52AM		f 1.02	s 2.33	s 3.08		s 7.06	s 8.07		
W	2050	PN.....VADER.....DN 2.7	77.8	f 3.45	f 4.25		s 8.20			s12.05PM		1.12	s 2.46	f 3.20		f 7.17	f 8.18		
	2053	.....OLEQUA..... 6.9	80.5	f 3.51	f 4.30		f 8.26			f12.09		1.17	f 2.52	f 3.26		7.23	8.23		
W	2060	CA....CASTLE ROCK.....D 6.3	87.4	s 4.05	s 4.44		s 8.40			s12.25		1.30	s 3.07	s 3.40		s 7.40	s 8.35		
	2066	.....OSTRANDER..... 3.7	93.7	f 4.17	f 4.56		f 8.52			f12.38		1.41	f 3.20	f 3.52		7.55	8.45		
	2071	KS.....KELSO.....D 5.7	97.4	s 4.25	s 5.03		s 9.00 977			s12.43		f 1.48	s 3.28	s 4.00		s 8.03	s 8.52		
	2077	.....CARROLLS..... 4.4	103.1	f 4.38	f 5.14		f 9.10			f12.53		1.58	f 3.40	f 4.12		8.15	9.00		
W	2081	KA.....KALAMA.....DN 4.3	107.5	s 4.48	s 5.23		s 9.20			s 1.05		f 2.05	s 3.50 997	s 4.20		s 8.25	s 9.08		
	CX 4	.....MARTIN'S BLUFF..... 4.9	111.8	f 4.57	5.32		f 9.28			f 1.15		2.12	f 3.59	4.28		8.35	9.15		
	CX 9	WD.....WOODLAND.....D 5.4	116.7	s 5.08	s 5.42		s 9.38			s 1.25 973		2.20	s 4.09	s 4.38		f 8.45	f 9.25		
W	CX15	RG.....RIDGEFIELD.....D 5.2	122.1	s 5.22 691	s 5.55		s 9.48			s 1.37		2.30	s 4.20	f 4.49 997		8.58	9.35		
	CX21	.....KNAPPS..... 3.2	127.3	f 5.35	f 6.05		f 9.58			f 1.48		2.40	f 4.32	f 5.00		9.12	9.44		
W	CX23	.....FELIDA.....P 2.8	130.5	f 5.42	f 6.13	See page 8	f10.04		See page 8	s 1.53		2.45	f 4.38	f 5.06		9.17	9.49		
Y	CX25	.....VANCOUVER JCT.....P 3.1	133.3	5.50	6.20	L 7.10AM	f10.09		L 9.35AM	1.58		2.50	4.43	5.10		9.22	9.54		
WTCY	CX29	MX.....VANCOUVER.....DN 10.0	136.4	As 6.00AM	s 6.30	A 7.25AM	A10.15AM s		A 9.50AM	s 2.10		As 2.59PM 973	As 4.50PM	As 5.20PM		As 9.30PM	s10.00		

DOUBLE TRACK (Except single track over Lewis River Bridge three miles East of Ridgefield)

AUTOMATIC BLOCK

MANUAL BLOCK

VIA PRAIRIE LINE See Page 7

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

WCOT	2121	VC.....PORTLAND.....DN	146.4		A 7.00AM						A 2.40PM							A10.30PM				
				Daily	Daily	Ex. Sun.	Daily	Daily	Sun. only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		Time Over Subdivision		5.05	5.20	.15	2.45	.55	.15	3.48	.20	4.09	4.49	3.23	.56	3.20	4.45	.08	.20			
		Average Speed Per Hour		26.8	27.5	12.4	29.9	30.8	12.4	27.1	14.1	32.9	28.3	27.5	30.2	27.9	30.8	22.0	14.1			

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

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

WESTWARD. — FIRST SUBDIVISION. MAIN LINE.

Time Table No. 41D
Succeeding No. 41C
February 3, 1915

STATIONS
Telegraph Offices and Calls

Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Tacoma

				SECOND CLASS				THIRD CLASS				
				509	589	679	691	977	973	969	963	997
				Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Mon.	Ex. Sun.	Ex. Sun.	Daily
				Nor. Pac. Mixed	Nor. Pac. Mixed	Nor. Pac. Freight	O-W.R.&N Freight	O-W.R.&N Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Gt. Nor. Way Freight
T WCO	1977	Q.....TACOMA.....DN 2.5	0.0			L 9.15PM	L 9.30PM					

BETWEEN TACOMA AND RYAN TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS. STAFF OPERATION BETWEEN RYAN AND STADIUM.

DOUBLE TRACK (Except single track over Lewis River Bridge three miles East of Ridgefield) — MANUAL BLOCK — AUTOMATIC BLOCK

	CS 2½	WU.....RYAN.....DN 0.2	2.5			9.31	9.46				VIA PRAIRIE LINE See page 7	VIA PRAIRIE LINE See Page 7
	CS 3	.....McCARVER STREET.... 2.3	2.7									
	CS 5	RU.....RUSTON.....DN 4.7	5.0			9.40	9.57					
	CS 10	SX.....SIXTH AVENUE.....DN 5.9	9.7			9.52	10.13					
	CS 16	UO.....STEILACOOM.....D 2.1	15.6			10.07	10.30					
W	CS 18	KO.....KETRON.....DN 6.7	17.7			10.14	10.38					
	CS 24	NU.....**NISQUALLY**.....DN 3.8	24.4			10.34	11.00					
	CS 28	SR.....**ST. CLAIR**.....D 1.6 P	28.2			10.45	11.14					
W	CS 30	KY.....KYRO.....DN 5.1	29.8			10.50	11.19					
	CS 35	.....CHAMBERS PRAIRIE...P 2.6	34.9			11.08	11.37					
	CS 37	BX.....**PLUMB**.....DN 5.5	37.5	L10.10AM		11.15	11.45PM					
	2015	NO.....TENINO.....DN 0.3	43.0	s10.22		11.30	12.01AM					
W		.....**TENINO JCT.**..... 3.4	43.3	A10.23AM		11.31	12.02				L 9.00AM	L10.36AM
	2020	.....BUCODA..... 5.1	46.7			11.41PM	12.10				s 9.20	s10.50 11.05 407
	2025	.....WABASH.....P 2.3	51.8									
W C Y O	2027	CN.....**CENTRALIA**.....DN 3.7	54.1			12.05AM 12.30	12.30 1.00	L 5.00AM	L 5.30AM	L 6.00AM	A 9.50AM	s11.25 11.55AM 591
W	2031	CH.....CHEHALIS.....D 1.0	57.8			12.45	1.15	s 5.30	s 6.00	6.40		s12.20PM 12.40 511
Y	2032	.....**CHEHALIS JCT**.....P 6.3	58.8							A 6.45AM		
	2038	NA.....NAPAVINE.....D 6.3	65.1			1.15	1.55	s 6.10	s 7.00	See page 8		s 1.05
	2044	WI.....WINLOCK.....D 6.4	71.4			1.30	2.15	s 6.40	s 7.25 8.12 561			s 1.35
W	2050	PN.....VADER.....DN 2.7	77.8			2.07	2.35	s 7.20	s 8.30			s 1.55
	2053	.....OLEQUA..... 6.9	80.5			2.15	2.43	f 7.35	f 9.00			f 2.03
W	2060	CA....CASTLE ROCK.....D 6.3	87.4			2.42	3.05	s 8.10	s10.15			s 2.28
	2066	.....OSTRANDER..... 3.7	93.7			2.55	3.25	f 8.30	f10.35			f 2.45
	2071	KS.....KELSO.....D 5.7	97.4			3.02	3.40	s 8.45 9.25 565	s11.30			3.00
	2077	.....CARROLLS..... 4.4	103.1			3.18	4.00	f 9.45	f11.45			f 3.17
W	2081	KA.....KALAMA.....DN 4.3	107.5			3.35	4.20	f10.55	11.55AM 12.45PM			s 3.35 3.55 560
	CX 4	.....MARTIN'S BLUFF..... 4.9	111.8			4.00	4.35	f11.10	f 1.00			f 4.05
	CX 9	WD.....WOODLAND.....D 5.4	116.7			4.15	4.50	s11.45AM	s 1.15 1.35 407			s 4.20
W	CX15	RG.....RIDGEFIELD.....D 5.2	122.1			4.31	5.12 5.30 563	12.01PM s 1.00	s 1.55			s 4.38 5.25 457
	CX21	.....KNAPPS..... 3.2	127.3			4.46	5.45	f 1.15	f 2.10			f 5.42
W	CX23	.....FELIDA.....P 2.8	130.5		See page 8	4.52	5.53	f 1.25	f 2.25			f 5.55
W Y	CX25	.....**VANCOUVER JCT**.....P 3.1	133.3		L 3.35PM	5.00	6.00	1.35	2.35			6.05
TCY	CX29	MX.....VANCOUVER.....DN 10.0	136.4		A 3.50PM	5.15 5.45	A 6.15AM	A 1.55PM	A 2.50PM 511			A 6.30PM

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

WCTO	2121	VC.....PORTLAND.....DN	146.4			A 6.45AM						
				Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Mon.	Ex. Sun.	Ex. Sun.	Daily
		Time Over Subdivision		.13	.15	8.35	7.57	7.56	8.10	.45	.50	6.02
		Average Speed Per Hour		26.9	12.4	17.0	17.1	10.4	10.0	6.3	13.0	15.4

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

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

EASTWARD.

FIRST SUBDIVISION.
MAIN LINE.

Time Table No. 41D
Succeeding No. 41C
February 3, 1915

STATIONS
Telegraph Offices and Calls

Distance from Portland	Stations	Car Capacity of Sidings	592 Daily Nor. Pac. South Bend Passenger	408 Daily Nor. Pac. Seattle Passenger	466 Daily Nor. Pac. Grays Harbor Passenger	562 Daily O-W.R.&N Seattle Passenger	458 Daily Gt. Nor.	424 Daily Nor. Pac. Grays Harbor Express	512 Daily O-W.R.&N Shasta Limited	594 Daily Nor. Pac. South Bend Limited	422 Daily Nor.Pac. Grays Harbor Limited	456 Daily Gt. Nor.	434 Daily Nor. Pac. Evergreen State Limited	590 Daily Nor. Pac. Passenger	560 Daily O-W.R.& N Centralia Passenger	564 Daily O-W.R.&N Seattle Express	402 Daily Nor. Pac. Seattle Express
146.4	Q.....TACOMA.....DN					A 1.35PM		A 4.30PM	A 6.40PM		A 8.40PM		A 9.20PM			A 4.40AM	A 5.00AM
	2.5																

BETWEEN TACOMA AND RYAN TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS. STAFF OPERATION BETWEEN RYAN AND STADIUM.

143.9	WU.....RYAN.....DN					1.25		4.20	6.30		8.32		9.12			4 28	4.50
	0 2																
143.7	.....McCARVER STREET.....																
	2.3																
141.4	RU.....RUSTON.....DN					1.20		4.13	6.25		8.27		9.07			4.23	4.45
	4.7																
136.7	SX....SIXTH AVENUE....DN	E 74 W 74				f 1.10		f 4.02	6.15		f 8.14		8.57			f 4.11	4.35
	5.9																
130.8	UO....STEILACOOM.....D	15				f 1.00		f 3.49	6.05		f 8.03		f 8.47			f 3.59	4.21
	2.1																
128.7	KO.....KETRON.....DN	E 73 W 73				f12.56		3.45	6.02		f 7.58		8.44			f 3.54	4.16
	6.7																
122.0	NU.....NISQUALLY.....DN	8			A11.29AM s	f12.44		s 3.32	5.52		s 7.45		8.34			f 3.39	4.02
	3.8																
118.2	SR.....ST. CLAIR.....D	50			L11.23AM s	f12.37		Ls 3.23PM	5.47		Ls 7.38PM		8.28			f 3.29	3.54
	1.6 P																
116.6	KY.....KYRO.....DN	W 75			See page 6	f12.34		See page 6	5.45		See page 6		f 8.25			f 3.24	f 3.50
	5.1																
111.5	.....CHAMBERS PRAIRIE...P	E 75 W 75				f12.24			5.36				f 8.16			f 3.12	f 3.38
	2.6																
108.9	BX.....PLUMB.....DN	4				f12.19			5.32				f 8.12			f 3.07	f 3.32
	5.5																
103.4	NO.....TENINO.....DN					s12.09			f 5.22				s 8.03			s 2.57	s 3.21
	0 3																
103.1	.....TENINO JCT.....	E 76 W 76		A11.09AM 407		12.08	A 1.30PM		5.21			A 6.10PM 45	8.02			2.56	3.20
	3 4																
99.7	.....BUCODA.....	65		s11.02		s12.02PM	1.23		5.17			6.03	s 7.57			f 2.50	f 3.14
	5.1																
94.6	.....WABASH.....P																
	2.3																
92.3	CN.....CENTRALIA.....DN	500	A10.20AM	10.50 s10.43		s11.50AM	s 1.10		s 5.07	A 7.25PM		s 5.52	s 7.45 7.33		A10.10PM	s 2.35 2.25	s 3.00
	3.7																
88.6	CH.....CHEHALIS.....D	E 50 W 40	s10.10	s10.35		s11.35	s 1.00		s 4.57	s 7.15		s 5.42	s 7.25		s10.00	s 2.15	s 2.45
	1.0																
87.6	.....CHEHALIS JCT.....P	Y	L10.00AM							L 7.05PM							
	6.3																
81.3	NA.....NAPAVINE.....D	E 85 W 85	See page 8	s10.22 978		s11.21	f12.45 974		4.45	See page 8		f 5.27	s 7.08		s 9.45	s 2.00	s 2.30
	6.3																
75.0	WI.....WINLOCK.....D	70		s10.07		s11.07	s12.33		f 4.32			s 5.12	s 6.53		s 9.32	s 1.45	f 2.15
	6.4																
68.6	PN.....VADER.....DN	E 60 W 65		s 9.52		s10.54 974	s12.20		4.20			s 4.59	s 6.40		s 9.19	f 1.30	f 2.00
	2.7																
65.9	.....OLEQUA.....	Spur		f 9.45		f10.48	12.14		4.15			f 4.52	f 6.33		f 9.13	f 1.23	f 1.54
	6.9																
59.0	CA.....CASTLE ROCK.....D	E 80 W 81		s 9.34		s10.33	s12.02PM		4.02			s 4.42	s 6.21		s 9.01	s 1.10	s 1.40
	6.3																
52.7	.....OSTRANDER.....	Spur		f 9.22		f10.19	11.50AM		3.50			f 4.32	f 6.08		f 8.49	f12.55	f 1.25
	3.7																
49.0	KS.....KELSO.....D	70		s 9.15 974		s10.12	s11.42		f 3.45			s 4.25	s 6.01		s 8.41	s12.45	s 1.18
	5.7																
43.3	.....CARROLLS.....	Spur		s 9.03		f10.01	f11.32		3.35			f 4.13	f 5.49		f 8.29	f12.35	f 1.05
	4.4																
38.9	KA.....KALAMA..... DN	E 60 W 60		s 8.55		s 9.52	s11.25		f 3.28			s 4.05	s 5.40		s 8.20 680	s12.26	s12.55
	4.3																
34.6	.....MARTINS BLUFF.....	No Siding		f 8.45		f 9.42	11.15		3.21			3.55	f 5.26		f 8.11	f12.15	12.46
	4.9																
29.7	WD.....WOODLAND.....D	Spur		s 8.37		s 9.33	s11.05		3.13			s 3.45	s 5.18		s 8.03	s12.05AM	s12.36
	5.4																
24.3	RG.....RIDGEFIELD.....D	E 130 W 106		s 8.25		s 9.21	s10.55		3.01			f 3.32	s 5.06		s 7.51	s11.53PM	s12.25
	5.2																
19.1	.....KNAPPS.....	Spur		f 8.15		f 9.11	10.45		2.51			f 3.22	f 4.55		f 7.40	f11.41	f12.15
	3.2																
15.9	.....FELIDA.....P	Spur		s 8.10		f 9.06	10.40		2.46			f 3.16	f 4.50	See page 8	f 7.35	f11.36	f12.10
	2.8																
13.1	.....VANCOUVER JCT.....P			8.05		9.01	10.35		2.41			3.12	4.45	A 5.10PM	f 7.30	11.31	12.05AM
	3.1																
10.0	MX.....VANCOUVER.....DN	1000		s 8.00 588		Ls 8.56AM s	L10.30AM s		Ls 2.36PM			Ls 3.05PM	s 4.40	L 5.00PM	Ls 7.25PM	L11.26PM s	s11.59PM
	10 0																

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

0.0	VC.....PORTLAND.....DN	1000		L 7.35AM									L 4.10PM				L11.30PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	Time over Subdivision		.20	3.27	.06	4.39	3.00	1.07	4.04	.20	1.02	3.05	4.58	.10	2.45	4.59	5.30
	Average Speed Per Hour		14.1	29.9	38.0	29.3	30.3	25.1	33.5	14.1	27.3	60.2	29.4	18.6	29.9	27.3	26.6

DOUBLE TRACK (Except single track over Lewis River Bridge three miles East of Ridgefield)

AUTOMATIC BLOCK

MANUAL BLOCK

VIA PRAIRIE LINE See Page 7

VIA PRAIRIE LINE See Page 7

VIA PRAIRIE LINE See Page 7

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

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

EASTWARD.

FIRST SUBDIVISION.
MAIN LINE

Time Table No. 41D
Succeeding No. 41C.
February 3, 1915

STATIONS
Telegraph Offices and Calls

Distance from Portland	Stations	Car Capacity of Sidings	SECOND CLASS 588 Ex. Sun. Nor. Pac. Mixed	510 Daily Nor. Pac. Mixed	680 Daily Nor. Pac. Freight	692 Daily O-W.R.&N Freight	THIRD CLASS 998 Daily Gt. Nor. Way Freight	978 Ex. Mon. O-W.R.&N Way Freight	964 Ex. Sun. Nor. Pac. Way Freight	974 Ex. Mon. Nor. Pac. Way Freight	970 Ex. Sun. Nor. Pac. Way Freight
146.4	Q.....TACOMA.....DN				A 3.30AM	A 4.00AM			A 3.45PM		
	2.5										

BETWEEN TACOMA AND RYAN TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS. STAFF OPERATION BETWEEN RYAN AND STADIUM.

143.9	WU.....RYAN.....DN				3.09	3.39			3.30		
	0.2										
143.7	.....McCARVER STREET.....										
	2.3										
141.4	RU.....RUSTON.....DN				2.57	3.31			s 3.20		
	4.7										
136.7	SX....SIXTH AVENUE....DN	E 74 W 74			2.38	3.16			s 3.00		
	5.9										
130.8	UO....STEILACOOM.....D	15			2.18	2.57			s 2.40		
	2.1										
128.7	KO.....KETRON.....DN	E 73 W 73			2.10	2.50			s 2.30		
	6.7										
122.0	NU.....NISQUALLY.....DN	8			1.45	2.29			s 2.10		
	3.8										
118.2	SR.....ST. CLAIR.....D	50			1.35	2.19			s 1.53		
	1.6 P										
116.6	KY.....KYRO.....DN	W 75			1.28	2.13			s 1.48		
	5.1										
111.5	.....CHAMBERS PRAIRIE...P	E 75 W 75			1.08	1.57			s 1.30		
	2.6										
108.9	BX.....PLUMB.....DN	4		A11.30AM	1.00	1.50			s 1.20		
	5.5										
103.4	NO.....TENINO.....DN			s11.18	12.31	1.34			s 1.00		
	0.3										
103.1	.....TENINO JCT.....	E 76 W 76		L11.17AM	12.30	1.33	A10.34AM		12.40		
	3.4										
99.7	.....BUCODA.....	65		See page 7	12.05AM	1.10	s10.20		s12.30		
	5.1										
94.6	.....WABASH.....P										
	2.3										
92.3	CN.....CENTRALIA.....DN	120			11.40PM 11.05	12.40 12.05AM	10.00 9.25	A11.30AM	L12.05PM	A 2.00PM	A 4.15PM
	3.7										
88.6	CH.....CHEHALIS.....D	E 50 W 40			10.50	11.55PM	s 9.10	s11.00		s 1.30	4.00
	1.0										
87.6	.....CHEHALIS JCT.....P	Y									L 3.35PM
	6.3										
81.3	NA.....NAPAVINE.....D	E 85 W 85			10.27	11.35	s 8.35	10.27 10.02 408		12.55 12.10PM	458
	6.3										
75.0	WI.....WINLOCK.....D	70			10.07	11.08	s 8.00	s 9.20		s11.45AM	See page 8
	6.4										
68.6	PN.....VADER.....DN	E 60 W 65			9.47	10.48	s 7.25	s 8.45		10.59 10.30 562	
	2.7										
65.9	.....OLEQUA.....	Spur			9.40	10.38	f 7.05	f 8.20		f10.15	
	6.9										
59.0	CA.....CASTLE ROCK.....D	E 80 W 81			9.20	10.18	s 6.40	s 7.55		s 9.45	
	6.3										
52.7	.....OSTRANDER.....	Spur			9.00	9.58	f 6.10	f 7.15		f 9.30	
	3.7										
49.0	KS.....KELSO.....D	70			8.50	9.50	s 6.00	s 7.00		408 S 9.20 8.15	
	5.7										
43.3	.....CARROLLS.....	Spur			8.35	9.40	f 5.40	f 6.30		f 7.45	
	4.4										
38.9	KA.....KALAMA..... DN	140			8.25 8.10 560	9.30	s 5.30	s 6.15		7.30 s 6.30	
	4.3										
34.6	.....MARTINS BLUFF.....	No Siding			8.02	9.23	f 5.10	f 5.45		f 6.15	
	4.9										
29.7	WD.....WOODLAND.....D	Spur			7.52	9.15	s 5.00	s 5.30		s 6.00	
	5.4										
24.3	RG.....RIDGEFIELD.....D	E 130 W 106			7.40	9.00	s 4.40	s 5.05		s 5.45	
	5.2										
19.1	.....KNAPPS.....	Spur			7.28	8.52	f 4.20	f 4.40		f 5.27	
	3.2										
15.9	.....FELIDA.....P	Spur	See page 8		7.20	8.46	f 4.15	f 4.25		f 5.20	
	2.8										
13.1	.....VANCOUVER JCT.....P		A 8.15AM		7.13	8.39	4.10	4.15		5.10	
	3.1										
10.0	MX.....VANCOUVER.....DN	1000	L 8.05AM 403		7.05	L 8.30PM	L 4.00AM 978	L 4.05AM 998		L 5.00AM	
	10.0										

DOUBLE TRACK (Except single track over Lewis River Bridge three miles East of Ridgefield)

AUTOMATIC BLOCK

MANUAL BLOCK

VIA PRAIRIE LINE See Page 7

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

0.0	VC.....PORTLAND.....DN	1000			L 6.15PM						
			Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Sun.	Ex. Mon.	Ex. Sun.
	Time over Subdivision		.10	.13	8.30	6.55	5.59	7.10	3.40	5.41	.40
	Average Speed Per Hour		18.6	26.9	17.2	19.7	15.6	11.5	14.8	14.5	7.0

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

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

WESTWARD.

SECOND SUBDIVISION.
(GRAY'S HARBOR LINE)

Time Table No. 41D
Succeeding No. 41C
February 3, 1915

Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from St. Clair	STATIONS Telegraph Offices and Calls	Car Capacity of Sidings	FIRST CLASS 577 Daily O W.R &N Passenger	551 Daily Nor. Pac. Passenger	599 Daily C.M.&St.P Passenger	421 Daily Nor. Pac. Passenger	465 Daily Nor. Pac. Passenger	423 Daily Nor. Pac. Passenger	SECOND CLASS 585 Tu., Thu., and Sat. Nor. Pac. Mixed	693 Ex. Sun. Nor. Pac. Freight	697 Ex. Sun. C.M &St.P Freight	571 Ex. Sun. O-W R.&N Mixed	THIRD CLASS 961 Ex. Sun. Nor. Pac. Way Frt.	979 Ex. Sun. C.M &St.P Way Frt.	967 Mon., Wed., Fri. Nor. Pac. Way Frt.
								See page 1	See page 1	See page 1							
	C S 28	0.0	SR.....**ST. CLAIR**.....D 2.8	50				L s 9.55AM	L s 2.56PM	L s 7.07PM					No. 961 has right over No. 962 Olympia to Gate		
	C K 18	2.8	.....UNION MILL..... 1.5	Spur				f10.02	s 3.04	s 7.15							
	C K 20	4.3	.....LACEY.....P 5.0	40				s10.05	s **3.10** 424	s **7.27** 422							
W T	C K 25	9.3	OY.....**OLYMPIA**.....D 0.7	110				s10.15 10.25	s 3.25	s 7.42					L 6.00AM		
		10.0	**TUMWATER BRANCH CROS.** Trk Conn. 4.7														
	C K 30	14.7	.....BELMORE.....P 3.5	40				**10.40** 466	f 3.38	f 7.55					f 7.00		
	C K 34	18.2	.....OVERTON..... 3.0	Spur 7				10.48	f 3.44	8.00					f 7.10		
	C K 37	21.2	RK.....LITTLE ROCK.....D 1.3	43				s10.55	s 3.52	s 8.09					s 7.50		
		22.5	...BORDEAUX JUNCTION... 1.9	Spur 50				s11.00	s 3.55	8.12					f 8.10		
	C K 40	24.4	.....MIMA..... 4.5	13				11.05	f 3.59	8.15		See page 7			f 8.20		See page 7
W Y	C K 44	28.9	HK.....**GATE**.....D 4.9	50				s**11.15** **11.25** 962	s 4.10 4.15	s **8.25** **8.30** 94	No. 585 has right over No. 586 Hoquiam to Moclips	L 3.30AM			A 8.35AM		L 9.30AM s
	C M 5	33.8	OX.....OAKVILLE.....D 6.9	90				s11.35	s 4.26	s 8.40		3.42					s **9.53** **10.10** 466
	C M 12	40.7	.....LYTLE..... 1.0	80				11.45	4.42	8.51		4.00					f10.20
W	C M 13	41.7	.....PORTER..... 1.6	20				f11.50	s 4.48	s 8.55		4.03					s10.45
	C M 15	43.3	.....MALONE..... 5.0	Spur 10		See page 8		s11.53AM	s 4.53	f 8.58		4.08					
	C M 19	48.3	EF.....**ELMA**.....D 2.5	120		Ls 7.45AM		s**12.08**PM 968-967-552	s 5.07	s 9.10		4.30					s **11.15**AM **12.15**PM 421-968-552
		50.8	.....MACKS..... 1.2	Spur 50		f 7.50		12.14	5.13	9.14		4.37					f12.23
	C M 23	52.0	SP.....SATSOP.....D 6.0	37		s 7.57		s12.20	s **5.27** 422	s 9.17		4.41					s12.45
W	C M 29	58.0	MO.....MONTESANO.....D 8.3	70		s 8.15		s12.35	s 5.39	s 9.27		5.10					s **1.15** 424
C Y O	C M 37	66.3	.....**ABERDEEN JCT**.....P 2.9	90		**8.40** 466		s**12.55** 424	f **5.55** 694	9.45		5.40					s 2.00
	C M 40	69.2	SA.. Double Track **ABERDEEN**.....D 3.6	50	L 7.00AM	s **8.55** 968 572	L 1.00PM	s 1.15	s **6.10** 698	s10.05		6.20	L 5.40AM	L 7.10PM		L **1.40**PM 500	s **2.30** 500
WCY	C M 44	72.8	HO.. Double Track **HOQUIAM**.....D 3.4	200	A 7.15AM	A **9.05**AM 585	A 1.15PM	A 1.25PM	s 6.20 6.30	A10.20PM	L **9.15**AM 551	A 6.40AM	A 6.00AM	A 7.30PM		A 2.00PM	A 3.00PM
W	C M 47	76.2	...GRAYS HARBOR CITY... 4.6	No Siding					f 6.40		f 9.25						
	C M 52	80.8	.....GRAY GABLES..... 4.6	No Siding					f 6.55		f 9.35						
	C M 56	85.4	.....TULIPS.....P 3.2	40					f 7.09		f 9.55						
	C M 61	88.6	CP.....COPALIS.....D 3.3	Spur					s 7.20		s10.10						
	C M 63	91.9	CR.....CARLISLE.....D 1.0	20					s 7.31		s10.30						
	C M 64	92.9	.....ONSLOW..... 1.8	30					f 7.34		f10.35						
	C M 66	94.7	.....STEARNSVILLE..... 1.9	Spur					s 7.39		f10.45						
	C M 68	96.6	.....ALOHA..... 1.7	Spur 12					f 7.45		f10.56						
W	C M 69	98.3	.....PACIFIC..... 1.5	Spur 7					s 7.50		f11.03						
	C M 71	99.8	.....SUNSET BEACH..... 1.0	No Siding					f 7.55		f11.10						
Y	C M 72	100.8	MC.....MOCLIPS.....D	40					A 8.00PM		A11.15AM						
					Daily	Daily	Daily	Daily	Daily	Daily	Tu., Thu., and Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Mon., Wed., Fri.
			Time Over Subdivision		15.	1.20	15.	3.10	4.45	3.08	2.00	3.10	.20	.20	2.35	.20	4.15
			Average Speed Per Hour		14.0	18.4	14.0	22.9	21.1	23.2	14.0	13.9	10.5	10.5	7.4	10.5	10.4

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

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

EASTWARD.

SECOND SUBDIVISION.
GRAY'S HARBOR LINE

Time Table No. 41D
Succeeding No. 41C.
February 3, 1915

STATIONS
Telegraph Offices and Calls

Distance from Moclips	FIRST CLASS 466 Daily Nor. Pac. Passenger	552 Daily Nor. Pac. Passenger	424 Daily Nor. Pac. Passenger	500 Daily C.M &St.P Passenger	422 Daily Nor. Pac. Passenger	578 Daily O-W R.&N Passenger	SECOND CLASS 586 Tu., Thu. and Sat. Nor. Pac. Mixed	572 Ex. Sun. O-W.R.&N Mixed	694 Ex. Sun. Nor. Pac. Freight	698 Ex. Sun. C.M.&St.P. Freight	THIRD CLASS 980 Ex. Sun. C.M.&St.P Way Frt.	968 Tu., Thu. and Sat. Nor. Pac. Way Frt.	962 Ex. Sun. Nor. Pac. Way Frt.
	See page 3		See page 3		See page 3								
SR.....**ST. CLAIR**.....D 2.8	100.8	A s 11.23 AM		A s 3.23 PM		A s 7.38 PM							No. 961 has right over No. 962 Olympia to Gate
.....**UNION MILL**..... 1.5	98.0	s 11.15		s 3.15		s 7.30							
.....**LACEY**.....P 5.0	96.5	s 11.12		s **3.10** 465		s **7.27** 423							
OY.....**OLYMPIA**.....D 0.7	91.5	s 11.00		s 2.55		s 7.15							A 1.30 PM
TUMWATER BRANCH CROS. Trk Conn. 4.7	90.8												
.....BELMORE.....P 3.5	86.1	f **10.40** 421		f 2.39		6.55							f 1.00
.....OVERTON..... 3.0	82.6	f 10.33		2.34		6.48							f 12.40
RK....LITTLE ROCK.....D 1.3	79.6	s 10.28		s 2.29		s 6.41							f 12.30
...BORDEAUX JUNCTION... 1.9	78.3	s 10.24		s 2.26		6.38							f 12.05 PM
.....MIMA..... 4.5	76.4	f 10.21		2.24		6.34			See page 7			See page 7	f 11.25 AM
HK.....**GATE**.....D 4.9	71.9	10.13 s 10.08		2.15 s 2.10		6.25 s 6.20			A **8.05** PM 423			As 1.30 PM	L **11.15** AM 421
OX.....OAKVILLE.....D 6.9	67.0	s **9.58** 967		s 2.04		s 6.10			7.50			s 1.15	
.....LYTLE..... 1.0	60.1	9.44		1.52		5.55			7.30			f 12.33	
.....PORTER..... 1.6	59.0	s 9.41		s 1.50		f 5.52	No. 585 has right over No. 586 Hoquiam to Moclips		7.25			s 12.28	
.....MALONE..... 5.0	57.5	f 9.38		s 1.47		s 5.48			7.20			f 12.23	
EF.....**ELMA**.....D 2.5	52.5	s 9.28	A **11.45** AM s 967-421	s 1.37		s 5.37			7.05			**12.08** PM s **11.15** AM	421-967
.....MACKS..... 1.2	50.0	9.18	s 11.40	1.29		5.30			6.45			f 11.10	
SP.....SATSOP.....D 6.0	48.8	s 9.15	s 11.37	s 1.26		s **5.27** 465			6.40			s 11.00	
MO.....MONTESANO.....D 8.3	43.2	s 9.00	s 11.25	s **1.15** 967		s 5.15			6.20			s 10.40	
.....**ABERDEEN JCT**.....P 2.9	34.6	s **8.40** 551	11.10	**12.55** 421		s 4.55			**5.55** 465			s 9.30	
SA... Double Track **ABERDEEN**.....D 3.6	31.5	s 8.30	s 11.00	s 12.40	A **2.00** PM 967	s 4.45	A 10.45 PM		5.35	A 6.20 PM	A 5.05 AM	s **8.55** 551	
HO.. Double Track **HOQUIAM**.....D 3.4	28.0	s 8.15	L 10.45 AM	L 12.25 PM	L **1.45** PM 979	L 4.30 PM	L 10.30 PM	A 2.55 PM	L 8.30 AM	L 5.15 PM	L **6.00** PM 465	L 4.45 AM	L 8.35 AM
....GRAYS HARBOR CITY.... 4.6	24.7	f 7.52						f 2.25					
.....GRAY GABLES..... 4.6	20.0	f 7.39						f 2.05					
.....TULIPS.....P 3.2	15.4	f 7.25						f 1.40					
CP.....COPALIS.....D 3.3	12.2	s 7.13						s 1.10					
CR.....CARLISLE.....D 1.0	8.9	s 7.03						s 12.55					
.....ONSLOW..... 1.8	7.9	f 7.00						f 12.50					
.....STEARNSVILLE..... 1.9	6.1	s 6.55						f 12.45					
.....ALOHA..... 1.7	4.2	f 6.47						f 12.30					
.....PACIFIC..... 1.5	2.5	s 6.41						f 12.20					
.....SUNSET BEACH..... 1.0	1.0	f 6.38						f 12.10					
MC.....MOCLIPS.....D	0.0	L 6.35 AM						L 12.05 PM					
		Daily	Daily	Daily	Daily	Daily	Daily	Tu., Thu., and Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu., and Sat.	Ex. Sun.
Time Over Subdivision		4.43	1.00	2.53	.15	3.03	15.	2.50	.20	3.45	.20	.20	4.02	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

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

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

Westward

THIRD SUBDIVISION.
DU PONT LINE

Eastward

Time Table No. 41D
Succeeding No. 41C
February 3, 1915

STATIONS
Telegraph Offices and Calls

1st Class 423 Passenger Daily	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Lakeview	Distance from Nisqually	Car Capacity of Sidings	1st Class 466 Passenger Daily See page 7
L 6.33 PM		1985	0.0	VA.....**LAKEVIEW**.....D 2.3	11.1	100	A s 11.55 AM
f 6.38		C K 2	2.3	.....COUNTRY CLUB..... 0.5	8.8	Spur	f 11.51
f 6.39		C K 3	2.8	.....AMERICAN LAKE..... 1.5	8.3	40	f 11.50
f 6.42		C K 5	4.3	.....COSGROVE..... 3.7	6.8	35	f 11.47
s 6.50	O	C K 7	8.0	D.....DU PONT.....D 3.1	3.1	35	s 11.40
As 6.59 PM		C S 24	11.1	NU.....**NISQUALLY**.....DN	0.0		L 11.29 AM s
See page 1							
Daily							Daily
.26				Time Over Subdivision			.26
25.7				Average Speed Per Hour			25.7

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

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

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

FOURTH SUBDIVISION. (PRAIRIE LINE)

WESTWARD. EASTWARD.

THIRD CLASS 997 Daily Gt. Nor. Way Freight	THIRD CLASS 963 Daily Ex. Sun. Nor. Pac. Way Freight	FIRST CLASS 423 Daily Nor. Pac. Grays Harbor Express	FIRST CLASS 459 Daily Gt. Nor.	FIRST CLASS 457 Daily Gt. Nor.	FIRST CLASS 407 Daily Nor. Pac. Portland Passenger	Water, Fuel, Scales, Turn Tables and Wyes	Station Number	Distance from Tenino Junction	Time Table No. 41D Succeeding No. 41C February 3, 1915 STATIONS Telegraph Offices and Calls	Distance from Tacoma	Car Capacity of Sidings	FIRST CLASS 466 Daily Nor. Pac. Grays Harbor Passenger	FIRST CLASS 408 Daily Nor. Pac. Seattle Passenger	FIRST CLASS 458 Daily Gt. Nor.	FIRST CLASS 456 Daily Gt. Nor.	THIRD CLASS 998 Daily Gt. Nor. Way Freight
L 7.30AM	L 5.00AM	L 6.10PM	L 5.05PM	L12.30PM	L 9.35AM		1977	39.2	Q.....TACOMA.....DN 4.6	0.0		A12.20PM	A12.35PM	A 2.55PM	A 7.30PM	A 2.00PM
BETWEEN TACOMA AND SOUTH TACOMA TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS.																
8.00	s 5.45	s 6.25	5.19	12.44 408	s 9.50	W O T	1981	34.6	SU....SOUTH TACOMA.....D 3.7	4.6	70	s12.04PM	s12.20 457	2.40	7.15	1.35
f 8.15	f 6.00	As 6.33PM	f 5.25	f12.51	f 9.56		1985	30.9	VA.....LAKEVIEW.....D 5.0	8.3	60	L11 55AM s	f12.11	2.32	7.07	f 1.20
f 8.35	f 6.15	See page 6	5.32	f 1.00 998	f10.04		1990	25.9	.....HILLHURST..... 6.0	13.3	60	See page 6	f12.03PM	2.23	f 7.00	f 1.00 457
f 8.55	s 7.00		s 5.42	s 1.13	s10.15	W	1996	19.9	RY.....ROY.....D 5.4	19.3	E 65 W 75		s11.52AM	f 2.13	s 6.50	s12.45
s 9.15	s 7.20		f 5.50	f 1.23	s10.24		2002	14.5	YA.....YELM.....D 5.5	24.7	70		s11.40	f 2.03	f 6.40	s12.25
s 9.40	s 8.10		f 5.58	f 1.35	s10.34		2007	9.0	RA.....RAINIER.....D 4.2	30.2	E 65 W 85		s11.29	f 1.53	f 6.30	s12.05PM
f 9.50	f 8.30		f 6.03	f 1.45 458	f10.42		2011	4.8	.....McINTOSH..... 4.6	34.4	70		f11.19	f 1.45 457	f 6.20	f11.45AM
s10.20 10.35 998	s 8.59		s 6.09	s 1.55	s10.51 998		2015	0.2	TN.....WEST TENINO.....D 0.2	39.0	30		s11.10 998	s 1.32	s 6.11	s11.20 10.35 407 408 997
A10.36AM	A 9.00AM		A 6.10PM 456	A 1.57PM	A10.52AM 408	W		0.0	.....TENINO JUNCTION.....	39.2	E 85 W 85		L11.09AM 407	L 1.30PM	L 6.10PM 459	L10.34AM
See page 2	See page 2		See page 1	See page 1	See page 1								See page 3	See page 3	See page 3	See page 4
Daily	Ex. Sun.	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily
3.06	4.00	.23	1.05	1.27	1.17				Time Over Subdivision			.25	1.26	1.25	1.20	2.41
13.1	9.8	21.7	36.6	27.0	30.4				Average Speed Per Hour			19.7	27.4	27.6	29.2	14.6

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

1. **REGISTERING STATIONS**—Tacoma, South Tacoma and West Tenino.
2. 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.
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.
7. **LAP SIDINGS**—Roy and Rainier; trains taking siding will head in at the Lap.
8. **HELPER DISTRICT**—Rainier to Centralia.
9. **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.
11. Engines with 48-inch wheel centers or less, maximum 35 miles per hour.
12. **TWO POSITION SEMAPHORE**—Located 2 miles west of Rainier near Bridge 25, governs position of switch to Johnson Creek Lumber Co.'s spur.
13. (Normal position of double track switch at South Tacoma is for eastward track.)
14. No. 407 connects with No. 509 and No. 408 connects with No. 510 at West Tenino.
15. 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.

FIFTH SUBDIVISION. (TUMWATER BRANCH)

Westward Eastward

2d Class 509 Daily Mixed	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Olympia	Time Table No. 41D Succeeding No. 41C February 3, 1915 STATIONS Telegraph Offices and Calls	Distance from Plumb	Car Capacity of Sidings	2d Class 510 Daily Mixed
L 9.40AM	W	CK 25	0.0	OY.....OLYMPIA.....D 2.0	9.0	Siding	A12.05PM
s 9.50		CO 2	2.0	.....TUMWATER..... 4.0	7.0	Spur	s11.52AM
f10.02		CO 6	6.0	.....BUSH..... 3.0	3.0	None	f11.40
A10.10AM		CS 37	9.0	BX.....PLUMB.....DN	0.0	None	L11.30AM
See page 2							See page 4
Daily							Daily
.30				Time Over Subdivision			.35
18.0				Average Speed Per Hour			15.4

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

16. **REGISTERING STATIONS**—Olympia and Plumb.
17. **SPEED RESTRICTIONS**—Maximum speed 20 miles per hour. This limit must never be exceeded.
18. Through cross-overs and entering sidings, 15 miles per hour.
19. Train 509 connects at West Tenino with train 407.
20. Train 510 connects at West Tenino with train 408.
21. **No. 509 has right over No. 510 Olympia to Plumb.**
22. 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.

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

SIXTH SUBDIVISION. (GATE LINE)

WESTWARD. EASTWARD.

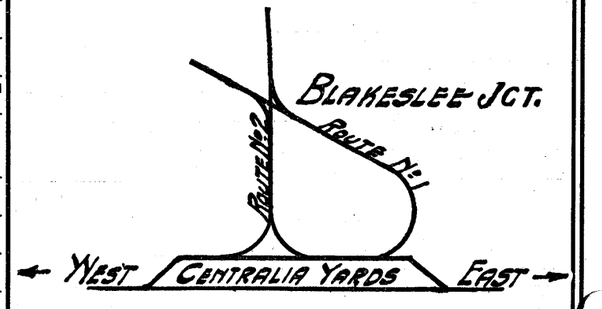
3d Class 967 Mo., Wd. & Fri. Nor. Pac. Way Frt.	SECOND CLASS 571 Ex. Sun. O-W.R.&N Mixed	SECOND CLASS 693 Ex. Sun. Nor. Pac. Freight	FIRST CLASS 507 Daily Nor. Pac. Passenger	FIRST CLASS 505 Daily Nor. Pac. Passenger	FIRST CLASS 503 Daily Nor. Pac. Passenger	FIRST CLASS 501 Daily Nor. Pac. Passenger	FIRST CLASS 577 Daily O-W.R.&N Passenger	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Centralia	Time Table No. 41D Succeeding No. 41C February 3, 1915 STATIONS Telegraph Offices and Calls	Distance from Gate	Car Capacity of Sidings	FIRST CLASS 578 Daily O-W.R.&N Passenger	FIRST CLASS 502 Daily Nor. Pac. Passenger	FIRST CLASS 504 Daily Nor Pac. Passenger	FIRST CLASS 506 Daily Nor. Pac. Passenger	FIRST CLASS 508 Daily Nor. Pac. Passenger	SECOND CLASS 572 Ex. Sun. O-W.R.&N Mixed	SECOND CLASS 694 Ex. Sun. Nor. Pac. Freight	3d Class 968 Tu., Th. & Sat. Nor. Pac. Way Frt.
L 8.00AM	L 3.10PM	L 2.30AM	L 7.40PM	L 3.25PM	L10.50AM 502	L 9.25AM	L 3.00AM	WC YO	2027	0.0	CN.....CENTRALIA.....DN 1.5	13.0	500	A 2.00AM	A10.43AM 503	A 2.50PM	A 7.05PM	A 9.05PM	A 1.30PM	A 8.58PM	A 2.30PM
8.10	A 3.20PM	2.40	7.46	3.30	10.54	9.32	A 3.07AM			1.5	.. BLAKESLEE JUNCTION... O.-W. R. & N. Co. Crossing Trk Connection ...P. S. & W. H. R. R. CRSG... 0.1	11.5		L 1.45AM	10.34	2.43	6.54	8.58	L 1.00PM	8.48	2.21
8.11		2.41	7.47	3.31	10.55	9.33				1.6	.....BLAKESLEE..... 4.2	11.4			10.33	2.42	6.53	8.57		8.45	s 2.20
s 8.30		2.52	s 7.53	s 3.39	s11.03	f 9.42			CK51	5.8	.....GRAND MOUND..... 4.6	7.2	90		s10.27	s 2.32	s 6.45	s 8.48		8.35	s 2.05
s 8.50		3.05	s 8.00	s 3.47	s11.11	f 9.50			CK47	10.4	RH.....ROCHESTER.....D	2.6	75		s10.19	s 2.22	s 6.35	s 8.40		8.25	s 1.45
										10.4	...C. M. & St. P. CROSSING... No Track Connection 2.6	2.6									
A 9.05AM		A 3.15AM	A 8.10PM 508-694	A 4.00PM	A11.20AM	A10.05AM		WY	CK44	13.0	HK.....GATE.....D	0.0	50		L10.13AM	L 2.15PM	L 6.25PM	L 8.30PM 507		L 8.10PM 507	L 1.30PM
Mo., Wd. & Fri.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Tu., Th. & Sat.
1.05	.10	.45	.30	.35	.30	.40	.7				Time Over Subdivision			.15	.30	.35	.40	.35	.30	.48	1.00
10.3	9.0	17.3	26.0	22.3	26.0	19.5	12.9				Average Speed Per Hour			6.0	26.0	22.3	19.5	22.3	3.0	16.2	13.0

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

24. **REGISTERING STATIONS**—Centralia and Gate.
25. **BULLETIN STATIONS**—Centralia.
26. **STANDARD CLOCK**—Centralia.
27. **YARD LIMITS**—Indicated by signs at proper locations.
28. **SPEED RESTRICTIONS**—The maximum speed of passenger trains is 45 miles per hour. This limit must never be exceeded.
29. Within the corporate limits of Centralia, 10 miles per hour.
30. Through cross-overs and entering sidings, 15 miles per hour.
31. 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.
32. 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 BETWEEN CENTRALIA AND BLAKESLEE JUNCTION 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.
34. 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.
35. All eastward movements will be made over Route No. 2.
36. All westward movements will be made over Route No. 1.
37. Crossing and switches at Blakeslee Junction will be governed by interlocking signals.
38. Westward trains will indicate to towerman route wanted by following whistle signals:
    Northern Pacific, one long, one short, one long thus —— o ——
    O.-W. R. & N., one long, two short, one long, thus —— oo ——

SEVENTH SUBDIVISION.

WESTWARD. EASTWARD.

Time Table No. 41D
Succeeding No. 41C
February 3, 1916

THIRD CLASS	FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Chehalis Junction	STATIONS	Distance from South Bend	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS
969	593	591							592	594	970
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.
See page 2	See page 1	See page 1							See page 3	See page 3	See page 4
Way Freight	Passenger	Passenger				Telegraph Offices and Calls			Passenger	Passenger	Way Freight
L 6.45AM	L 8.20PM	L12.05PM	Y	2032	0.0	.....CHEHALIS JCT..... 1.0	56.5	Y	A10.00AM	A 7.05PM	A 3.35PM
					1.0	P. S. & W. H. R. R. CROSSING 2.4 No Track Connection	55.5				
s 7.05	s 8.30	s12.15		C W 2	3.4	A.....LITTELL.....D 1.3	53.1	20	s 9.50	s 6.54	s 3.10
s 7.15	s 8.34	s12.19		C W 5	4.7	X.....ADNA.....D 2.5	51.8	37	s 9.45	s 6.49	s 2.25
f 7.25	f 8.40	f12.25		C W 8	7.2	.....BUNKER..... 2.9	49.3	Spur	f 9.39	f 6.42	f 2.05
s 7.55	f 8.48	s12.33	W2.4 m West	C W 10	10.1	.....CERES..... 2.4	46.4	35	s 9.32	f 6.35	s 1.40
s 8.20	f 8.54	f12.39		C W 12	12.5	.....MESKILL..... 0.5	44.0	Spur	f 9.25	f 6.28	s 1.20
s 8.30	s 8.56	s12.41		C W 13	13.0	.....MAYS..... 3.2	43.5	Spur	s 9.23	s 6.26	s 1.10
					16.2	LUEDINGHAUS R. R. Crossing Trk Connection 0.1	40.3				
s 9.14 592	s 9.04	s12.50 970		C W 16	16.3	DR.....DRYAD.....D 0.5	40.2	35	s 9.14 969	s 6.17	s12.50 591
					16.8	P. S. & W. H. R. R. CROSSING 0.8 No Track Connection	39.7				
s 9.30	s 9.08	s12.54		C W 17	17.6	DO.....DOTY.....D 4.7	38.9	Spur 35	s 9.10	s 6.12	s12.30
s10.15 11.30AM 970	s 9.21	s 1.10	W	C W 22	22.3	PL.....PE ELL.....D 1.4	34.2	50	s 9.00	s 6.00	s12.05PM 11.30AM 969
					23.7	McCORMICK R. R. CROSSING 0.6 Track Connection	32.8				
s12.05PM	s 9.27	f 1.16	W	C W 24	24.3	.....McCORMICK..... 1.8	32.2	Spur 15	f 8.53	s 5.53	s11.10
s12.30	s 9.34	f 1.23		C W 26	26.1	.....WALVILLE..... 1.2	30.4	Spur 15	f 8.48	s 5.47	s10.40
f12.50	f 9.44	f 1.35	T	C W 29	28.9	.....PLUVIUS.....P 6.4	27.6	36	f 8.38	f 5.40	f10.10
s 1.25	s10.00	s 1.55	W	C W 35	35.3	FR.....FRANCES.....DP 1.3	21.2	50	s 8.16	s 5.15	s 9.30
f 1.35	f10.05	s 1.59		C W 37	36.6	.....GLOBE..... 1.4	19.9	Spur 15	f 8.11	f 5.10	s 8.40
s 1.45	s10.08	s 2.03		C W 38	38.0	BM.....LEBAM.....D 3.2	18.5	14	s 8.07	s 5.06	s 8.30
f 2.00	f10.15	f 2.10		CW41½	41.2	.....NALLPEE..... 1.1	15.3	Spur	f 7.58	f 4.58	s 8.13
f 2.03 2.23 591	s10.18	s 2.13 969		C W 42	42.3	.....HOLCOMB..... 4.2	14.2	30	s 7.55	s 4.55	f 8.08
f 2.40	s10.26	s 2.23		C W 46	46.5	.....MENLO.....P 4.0	10.0	9	s 7.45	s 4.45	f 7.55
f 3.00	s10.35	s 2.33	O	C W 50	50.5	.....WILLAPA..... 2.6	6.0	16	s 7.35	s 4.35	f 7.45
s 3.30	s10.45	s 2.40		C W 53	53.1	ND.....RAYMOND.....D 3.4	3.4	40	s 7.27 970	s 4.30	s 7.35 7.15 592
A 3.45PM	A10.55PM	A 2.50PM	WCT	C W 57	56.5	SB.....SOUTH BEND.....D	0.0	150	L 7.15AM	L 4.20PM	L 7.00AM
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.
7.25	2.35	2.45				Time Over Subdivision			2.45	2.45	8.00
7.6	21.2	20.5				Average Speed Per Hour			20.5	20.5	7.0

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

1. **REGISTERING STATION**—Chehalis and South Bend.
2. **STANDARD CLOCK**—Centralia.
3. **BULLETIN STATION**—South Bend.
4. **YARD LIMITS**—Indicated by signs at proper locations.
5. **SPEED RESTRICTIONS**—Maximum speed of passenger trains forty-five miles per hour. Trains will not exceed 30 miles per hour between Frances and Pe Ell. This limit must never be exceeded.
6. Through cross-overs and entering sidings, 15 miles per hour.
7. Gates are installed at the crossings of private railroads over Northern Pacific tracks as follows:
   Dryad, Leudinghaus Lumber Co. crossing; East of McCormick, McCormick Lumber Co. Crossing.
   Normal position of gates is closed across the logging road. When crossing is being used by private companies' trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach these crossings under control, prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.
8. During hours that crossing watchman is on duty at P. S. & W. H. R. R. crossings west of Chehalis Junction and west of Dryad, trains will not be required to come to full stop, but will approach crossings under full control, obtaining signal from watchman before proceeding. When watchman is not on duty, stop must be made and crossings known to be clear before proceeding.
9. **MAXIMUM GRADE**—Between Frances and Pe Ell.
10. **HELPER DISTRICT**—Between Frances and Pe Ell.
11. Trains will stop 400 feet from draw span over South Fork of Willapa River, at Raymond. Will not proceed until draw is known to be closed.
12. No. 591, No. 592, No. 593 and No. 594 will make regular stop at Ashlock.
13. Log train between Raymond and Frances will handle adult male passengers when provided with proper transportation.
14. Telegraphones at Pluvius, Frances and Menlo.

EIGHTH SUBDIVISION.

WESTWARD. EASTWARD.

Time Table No. 41D
Succeeding No. 41C
February 3, 1915

2d Class	FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Yacolt	STATIONS	Distance from Vancouver Jct.	Car Capacity of Sidings	1st Class	2d Class
589	557	587							590	588
Ex. Sun.	Sun. only	Ex. Sun.							Daily	Ex. Sun.
Mixed	Passenger	Passenger							Passenger	Mixed
L12.30PM	L 8.20AM	L 6.00AM	W Y	C Y 27	0.0	Telegraph Offices and Calls				
						YC.....YACOLT.....D 6.6	26.9	35	A 6.40PM	A11.00AM
f 1.00	f 8.35	f 6.14		C Y 20	6.6	.....WALL..... 1.4	20.3	No Siding	f 6.18	f10.30
s 1.20	s 8.40	s 6.19		C Y 19	8.1	.....HEISON..... 1.8	18.8	25	s 6.13	s10.20
s 1.40	s 8.45	s 6.24		C Y 17	9.9	.....CRAWFORD..... 2.9	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	BA....BATTLE GROUND....D 4.2	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..... 1.7	9.9	25	s 5.46	s 8.50
f 2.45	f 9.13	f 6.54		C Y 8	18.7	.....LAURIN..... 1.4	8.2	Spur 50	f 5.40	f 8.35
f 2.50	f 9.16	f 6.57		C Y 7	20.1	.....HOMAN..... 1.1	6.8	Spur 4	f 5.36	f 8.32
f 3.00	f 9.19	f 7.00		C Y 6	21.2	.....BARBERTON..... 2.3	5.7	Spur 4	f 5.30	f 8.30
f 3.20	f 9.25	f 7.05		C Y 3	23.5	.....HIDDEN..... 3.4	3.4	No Siding	f 5.22	f 8.25
As 3.35PM	As 9.35AM	As 7.10AM	Y	C X 25	26.9	.....VANCOUVER JCT.....P	0.0	No Siding	Ls 5.10PM	Ls 8.15AM
Ex. Sun.	Sun. only	Ex. Sun.							Daily	Ex. Sun.
3.05	1.15	1.10				Time Over Subdivision			1.30	2.45
8.7	21.5	23.3				Average Speed Per Hour			18.8	9.9

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

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

NINTH SUBDIVISION.

WESTWARD. EASTWARD.

Time Table No. 41D
Succeeding No. 41C
February 3, 1915

FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Simpson	STATIONS	Distance from Elma	Car Capacity of Sidings	FIRST CLASS	
553	551							552	554
Daily	Daily							Daily	Daily
Passenger	Passenger				Telegraph Offices and Calls			Passenger	Passenger
No. 553 has right over No. 554 McCleary to Elma			C H 10	0.0	.....SIMPSON..... 2.3	10.0	Spur 7		No. 553 has right over No. 554 McCleary to Elma
			C H7½	2.3	.....HILLGROVE..... 0.2	7.7	Spur 4		
			C H 7	2.5	....McCLEARY JUNCTION.... 0.8	7.5			
L 4.10PM	L 7.15AM	T	C H 8	3.3	.....McCLEARY..... 0.8	8.3	Spur 15	A12.40PM	A 6.20PM
4.15	7.20		C H 7	2.5	....McCLEARY JUNCTION.... 2.6	7.5		12.35	6.15
s 4.25	s 7.30		C H 5	5.1	.....RAYVILLE..... 0.9	4.9	Spur 4	s12.30	s 6.07
					WHITE LUMBER Co. R. R. Cr. 0.2				
s 4.28	s 7.33	W	C H 4	6.0	.....WHITE'S..... 4.0	4.0	Spur 5	s12.27	s 6.02
A 4.40PM	As 7.45AM	T	C M 19	10.0	EF.....ELMA.....D	0.0	60	L12.15PM s	L 5.50PM
Daily	Daily							Daily	Daily
.30	.30				Time Over Subdivision			.25	.30
16.6	16.6				Average Speed Per Hour			19.9	16.6

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE 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 limit must never be exceeded.
26. Through cross-overs and entering sidings, 15 miles per hour.
27. Gates are installed at the crossings of private railroads over Northern Pacific tracks at White Star Lumber Co. crossing ¼ 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.
28. No. 552 will connect with No. 421 at Elma.
29. Trains from Ninth Subdivision will ascertain Second Subdivision main line rights before occupying main line at Elma.
30. No. 551, No. 552, No. 553 and No. 554 will stop on flag at Church's Crossing.

TENTH SUBDIVISION. (BUCKLEY LINE)

WESTWARD. EASTWARD.

THIRD CLASS	FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Kanaskat	Time Table No. 41D Succeeding Table No. 41C February 3, 1915 STATIONS Telegraph Offices and Calls	Distance from Tacoma Wharf	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS
971	597	595							596	598	972
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.
Way Frt.	Passenger	Passenger							Passenger	Passenger	Way Frt.
L 6.30AM	L 4.55PM	L 9.15AM		A 1	0.0	.....KANASKAT..... 1.2	45.9	140	A 9.45AM	A 7.10PM	A 1.30PM
BETWEEN PALMER JCT. AND KANASKAT TRAINS WILL BE GOVERNED BY SEATTLE DIVISION TIME TABLE RULES AND REGULATIONS											
f 6.35	L 5.00 s	L 9.20 s		1932	1.2	JC.....PALMER JCT.....DN 0.9	44.7	70	A f 9.40	A s 7.05	Af 1.00
f 6.50	s 5.02	s 9.22	W	1933	2.1	.....PALMER..... 1.3	43.8	30	f 9.38	s 7.02	f12.45
f 7.00	s 5.05	s 925.		1934	3.4	.....BAYNE..... 1.3	42.5	Spur	f 9.35	s 6.59	f12.30
f 7.05	f 5.08	s 9.28		1936	4.7	.....CUMBERLAND..... 0.8	41.2	No Siding	f 9.32	s 6.56	f12.01PM
f 7.15	5.10	f 9.30 595		1937	5.5	..... NAVY..... 2.0	40.4	60	f 9.30 595	s 6.54	f11.50AM
7.30	5.15	f 9.36		1939	7.5	.....VEAZIE..... 3.4	38.4	Spur 10	9.26	f 6.50	11.25
s 7.45 8.30	s 5.25	s 9.46		1942	10.9	CW.....ENUMCLAW.....D 3.4	35.0	105	s 9.19	s 6.43	s11.00
s 8.45 10.10 972 596 595	s 5.35	s 9.58 971 972		1945	14.3	BK.....BUCKLEY.....D 4.3	31.6	100	s 9.09 971-972	s 6.33	10.10 s 8.56 595 971 596
10.40	5.45	10.10		1949	18.6	Double Track: .....CASCADE JCT..... 1.1	27.3	No Siding	8.56	6.20	8.30
s10.45 11.10	s 5.50	s10.17	W C T	1950	19.7	Double Track: SO..SOUTH PRAIRIE..D 4.5 P	26.2	135	s 8.54	s 6.18	s 8.25 s 6.30
f11.30AM	f 6.00 598	f10.30		1955	24.2	.....CROCKER.....P 2.7	21.7	100	f 8.41	f 6.00 597	f 5.45
s12.01PM	s 6.14	s10.40	T	1958	26.9	OG.....ORTING.....D 3.4	19.0	200	s 8.36	s 5.51	s 5.30
f12.15	s 6.26	s10.50		1961	31.1	.....MCMILLIN.....P 2.1	15.6	Spur 8	f 8.28	s 5.39	s 4.50
f12.25	s 6.33	s10.56		1963	32.4	.....ALDERTON..... 2.4	13.5	25	f 8.24	s 5.32	s 4.30
A12.40	A 6.40	A11.02	Y W	1966	34.8	.....MEEKER..... 9.8	11.1	70	L 8.19	L 5.25	L 4.00
BETWEEN MEEKER AND TACOMA, TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS											
	A 7.05PM	A11.25AM			44.6	Q.....TACOMA.....DN 1.3	1.3		L 8.00AM	L 5.00PM	
A 2.00PM				1976	45.9	.....TACOMA WHARF.....	0.0				L 3.00AM
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.
4.55	2.10	2.10				Time Over Subdivision			1.45	2.10	7.21
9.3	20.6	20.6				Average Speed Per Hour			24.3	20.6	6.2

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

1. **REGISTERING STATIONS**—Puyallup, South Prairie, Palmer Junction.
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.
6. **YARD LIMITS**—Indicated by signs at proper locations.
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.
17. No. 596 connects with No. 525 at South Prairie.
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.

ELEVENTH SUBDIVISION. (GREEN RIVER BRANCH)

WESTWARD. EASTWARD.

SECOND CLASS	1st Class		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Kerriston	Time Table No. 41D Succeeding No. 41C February 3, 1915 STATIONS Telegraph Offices and Calls	Distance from Kanaskat	Car Capacity of Sidings	1st Class	SECOND CLASS
575	573	595							598	574	576
Tue.&Sat. Only	Ex. Sun.	Daily							Daily	Ex. Sun.	Tue.&Sat. Only
Mixed	Mixed	Passenger							Passenger	Mixed	Mixed
L 1.05PM				C J 15	0.0	.....KERRISTON..... 1.5	14.7				A 1.00PM
s 1.15			Y		1.6	.....HALMAR..... 6.1	13.1	40			s12.50
1.40		L 8.05AM	W	C J 7	7.5	.....HEMLOCK..... 0.8	7.2	30	A 8.05PM		s12.20
A 1.45PM	L 1.50PM s	s 8.10		C J 6	8.3	.....BARNESTON..... 4.1	6.4	Spur 30	f 7.55	A12.10PM	L12.11PM
	No. 573 does not run between Kangley Jct. and Selleck.	s 8.30			12.4	.....KANGLEY JCT..... 1.5	2.3	62	s 7.36	s11.40AM	
		s 8.37		C J 4	14.0	.....SELLECK..... 0.1	3.9		s 7.26	s11.30	
					13.9	C. M. & P. S. R. R. Crossing No Track Connection 1.4	3.8				
	s 2.20	s 8.45		C J 2	12.4	.....KANGLEY JCT..... 0.7	2.3		s 7.17	s11.15	
	2.27	s 8.48		C J 1	13.1	.....DURHAM..... 1.6	1.6	50	s 7.15	s11.10	
	A 2.35PM	A 8.55AM	W Y O	A 1	14.7	GV.....KANASKAT.....N	0.0	75	L 7.11PM	L11.00AM	
Tue.&Sat. Only	Ex. Sun.	Daily							Daily	Ex. Sun.	Tue.&Sat. Only
.40	.45	.50				Time Over Subdivision			.54	1.10	.49
12.1	9.0	8.6				Average Speed Per Hour			8.0	5.5	10.0

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

19. **REGISTERING STATION**—Kanasket.
20. **MAXIMUM GRADE**—Kangley to Kerriston.
21. Maximum speed of passenger trains 20 miles per hour, freight trains 15 miles per hour. This limit must never be exceeded.
22. Through cross-over tracks or entering sidings, 15 miles per hour.

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

TWELFTH SUBDIVISION. (BURNETT BRANCH)

WESTWARD. EASTWARD.

FIRST CLASS 531	FIRST CLASS 529	FIRST CLASS 527	FIRST CLASS 525	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Spiketon	Time Table No. 41D Succeeding No. 41C February 3, 1915 STATIONS Telegraph Offices and Calls	Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS 526	FIRST CLASS 528	FIRST CLASS 530	FIRST CLASS 532
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
L 6.45PM	L 5.20PM	L10.40AM	L 8.25AM		C C 4	0.0	.....SPIKETON..... 2.0	3.4	45	A 8.25AM	As10.40AM	As 5.20PM	As 6.45PM
s 6.55	s 5.28	s10.50	s 8.33	O	C C 2	2.0	BN.....BURNETT.....D 1.4	1.4	45	s 8.15	s10.32	s 5.10	s 6.38
A 7.05PM	A 5.35PM	A11.00AM	A 8.40AM		1949	3.4	.....CASCADE JCT.....	0.0	No Siding	L 8.05AM	L10.25AM	L 5.00PM	L 6.33PM
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
.20	.15	.20	.15				Time Over Subdivision			.20	.15	.20	.12
12.0	13.6	12.0	13.6				Average Speed Per Hour			12.0	13.6	12.0	17.0

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

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

FOURTEENTH SUBDIVISION. (ORTING BRANCH)

WESTWARD. EASTWARD.

Staff Operation—See Page 13	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from End of track	Time Table No. 41D Succeeding No. 41C February 3, 1915 STATIONS Telegraph Offices and Calls	Distance from Orting	Car Capacity of Sidings	Staff Operation—See Page 13
			0.0	.....END OF TRACK..... 1.3	10.0		
			1.3	TACOMA & EASTERN Cross'g 1.4	8.7		
		C E 8	2.7	.....PUYALLUP RIVER..... 7.3	7.3	10	
	W T	1958	10.0	OG.....ORTING.....D	0.0	200	

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

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

FIFTEENTH SUBDIVISION. (CROCKER BRANCH)

WESTWARD. EASTWARD.

Staff Operation—See Page 13	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wingate	Time Table No. 41D Succeeding No. 41C February 3, 1915 STATIONS Telegraph Offices and Calls	Distance from Crocker	Car Capacity of Sidings	Staff Operation—See Page 13
	W O	C D 5	0.0	.....WINGATE..... 5.1	5.1	140	
		1955	5.1	.....CROCKER.....	0.0	100	

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

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

THIRTEENTH SUBDIVISION. (WILKESON BRANCH)

WESTWARD. EASTWARD.

THIRD CLASS 981	FIRST CLASS 523	FIRST CLASS 521	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Fairfax	Time Table No. 41D Succeeding No. 41C February 3, 1915 STATIONS Telegraph Offices and Calls	Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS 522	FIRST CLASS 524	THIRD CLASS 982
Ex. Sun. Way Freight	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Ex. Sun. Way Freight
L 1.40PM	L 3.50PM	L 6.55AM	T	C B 15	0.0	FX.....FAIRFAX.....D 2.0	13.9	30	A12.10PM	A 8.10PM	A12.30PM
s 2.10	s 4.00	s 7.05		C B 13	2.0	.....MELMONT..... 4.0	11.9	Spur 5	s12.01PM	s 8.00	s12.20PM
						CARBON COAL CO. Crossing 0.5					
s 2.30	s 4.20	s 7.25		C B 8	6.5	CB.....CARBONADO.....D 3.0	7.4	5	s11.40AM	s 7.41	s11.55AM
s 3.30	s 4.45	s 7.50	T O W	C B 5	9.5	WX .WILKESON.....D 4.4	4.4	90	s11.25 11.15 982	s 7.28	s11.30 8.45 522
A 4.00PM	A 5.00PM	A 8.05AM 982		1949	13.9	.....CASCADE JCT.....	0.0	No Siding	L11.00AM	L 7.05PM	L 8.05AM 521
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.
2.20	1.10	1.10				Time Over Subdivision			1.00	1.05	1.40
6.6	11.1	11.1				Average Speed Per Hour			14.0	12.8	8.5

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

6. **REGISTERING STATIONS**—Fairfax and Cascade Junction.ion.
7. **MAXIMUM GRADES**—Cascade Junction to Fairfax.
8. **HELPER DISTRICT**—South Prairie to Carbonado.
9. **SPEED RESTRICTIONS**—Maximum speed of passenger trains 25 miles per hour. Freight trains 15 miles per hour. This speed must never be exceeded.
10. Through cross-overs and entering sidings, 15 miles per hour.
11. Trains between Fairfax and Montezuma will look out for engine and motor car operated by Manley-Moore Lumber Company in this location.
12. Gates are installed at the crossing of private railroad over Northern Pacific tracks on Wilkeson Branch, Carbon Hill Coal Co. crossings just east of Carbonado. Normal position of gates is closed across the logging road. When crossing is being used by private company's trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach these crossings under control, prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.
13. Junction switches at Wilkeson, Carbonado and Fairfax will be set for Fairfax Line.
14. **No. 521 has right over No. 522 Fairfax to Cascade Junction.**

SIXTEENTH SUBDIVISION. (OCOSTA BRANCH)

WESTWARD. EASTWARD.

SECOND CLASS 555	SECOND CLASS 583	SECOND CLASS 581	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Aberdeen Jct.	Time Table No. 41D Succeeding No. 41C February 3, 1915 STATIONS Telegraph Offices and Calls	Distance from Bay City	Car Capacity of Sidings	SECOND CLASS 582	SECOND CLASS 584	SECOND CLASS 556
Fri. only Mixed	Wed. only Mixed	Ex. Sun. Mixed							Ex. Sun. Mixed	Wed. only Mixed	Fri. only Mixed
		L 1.00PM	Y	C M 37	0.0	.....ABERDEEN JCT.....P 0.8	18.2	90	A 8.20AM		
		s 1.10			0.8	.....JUNCTION CITY..... 0.6	17.4		s 8.10		
		1.15		C R 1	1.4	.....COSMOPOLIS JCT..... 1.4	16.8	No Siding	8.05		
L 9.15AM	L 9.15AM	A 1.20PM	W	C G 2	2.8	MP.....COSMOPOLIS.....D 1.4	18.2	30	L 8.00AM	A11.50AM	A11.00AM
9.20	9.20			C R 1	1.4	.....COSMOPOLIS JCT..... 1.0	16.8	No Siding		11.45	10.55
s 9.25	s 9.25			C R 3	2.4	O.-W. R. & N. Co. Crossing Track Connection .....SOUTH ABERDEEN..... 10.7	15.8	90		f11.40	f10.50
A10.00AM 556	f10.00			C R 13	13.1	.....MARKHAM..... 2.4	5.1	10		f11.15	L10.15AM 555
	s10.15		T	C R 16	15.5	.....OCOSTA.....P 2.7	2.7	10		f10.55	
	A10.30AM 584			C R 19	18.2	.....BAY CITY.....	0.0			L10.40AM 583	
Fri. only	Wed. only	Ex. Sun.							Ex. Sun.	Wed. only	Fri. only
.45	1.15	.20				Time Over Subdivision			.20	1.10	.45
17.5	14.6	8.0				Average Speed Per Hour			8.0	15.6	17.5

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

26. **REGISTERING STATIONS**—Aberdeen Junction, Cosmopolis and Cosmopolis Junction.
27. **BULLETIN STATION**—Cosmopolis.
28. **SPEED 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.
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.

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

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

FIRST AND FOURTH SUBDIVISIONS—WESTWARD.

	Class W		Class Y-2		Class F-1		Class S		Class P		Class E-4		Class E-3		Class D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
South Tacoma to Rainier	1800	99	1350	70	1200	60	1150	60	1050	60	850	28	825	27	825	27	700	23
Rainier to Chehalis	.....	99	.....	99	.....	60	.....	60	.....	60	.....	60	.....	50	.....	50	.....	40
Chehalis to Napavine	1250	70	1000	70	900	60	850	60	750	60	550	18	525	17	525	17	400	13
Napavine to Portland	.....	99	.....	99	1500	60	2000	60	1400	47	1200	40	1175	39	1175	39	1050	35
Tacoma to Tenino	.....	99	.....	99	.....	80	.....	80	.....	50	.....	40	.....	40	.....	40	.....	30

FIRST AND FOURTH SUBDIVISIONS—EASTWARD.

Portland to Vader	2300	99	2000	99	1800	80	1800	80	1250	60	1050	35	1025	34	1025	34	900	30
Vader to Napavine	1350	.....	1150	.....	1010	.....	960	32	860	29	660	22	635	21	635	21	510	17
Napavine to Rainier	1500	.....	1250	.....	1100	.....	1050	35	950	31	750	25	725	24	725	24	600	20
Rainier to Tacoma	2500	99	2100	99	1750	80	1700	75	1500	50	1300	43	1275	42	1275	42	1150	38
Tenino to Tacoma	.....	99	.....	99	.....	80	.....	80	.....	50	.....	40	.....	40	.....	40	.....	30

SECOND AND THIRD SUBDIVISIONS—WESTWARD.

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

SECOND AND THIRD SUBDIVISIONS—EASTWARD.

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

SECOND AND SIXTH SUBDIVISIONS—WESTWARD.

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

SECOND AND SIXTH SUBDIVISIONS—EASTWARD.

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

EIGHTH SUBDIVISION—WESTWARD.

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

EIGHTH SUBDIVISION—EASTWARD.

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

SEVENTH SUBDIVISION—WESTWARD.

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

SEVENTH SUBDIVISION—EASTWARD.

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

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

RESTRICTIONS GOVERNING CLASS OF POWER THAT MAY BE USED ON TACOMA DIVISION.

The speed of Class S-4 engines must not exceed ten (10) miles per hour over Howe truss bridges on any subdivision.

First Subdivision.—All classes except that engines heavier than S must not go beyond house track switch leading from log dump track at Felida.

Second and Third 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 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.

COMMERCIAL SPURS.

First Subdivision
DISTANCE FROM TACOMA.

Pioneer Sand & Gravel Co.	20.0
Chain Hill Lumber Co.	41.2
Polehn	41.5
Evaline	69.3
Veness	74.0
Englands	109.9
Hermione	112.6

Second Subdivision
DISTANCE FROM ST. CLAIR

Molberg	1.3
Fifield	3.4
Black Lake	13.9
Overton	19.1
Smith & Prosser	34.3
Bagshaw	36.2
Juno	54.9
Blagen	55.9
Weatherwax	59.6
Stockwell	60.1
Joe Creek	97.8

Fourth Subdivision
DISTANCE FROM TACOMA.

Johnson Creek	33.2
Bordeaux Shingle Co	37.0
Scheel	38.2
Mutual	38.3

Fifth Subdivision
DISTANCE FROM OLYMPIA.

Olympia Brg. Co	1.7
Lea Lumber Co	2.0
Hartson	5.0
Crowell	8.0

Sixth Subdivision
DISTANCE FROM CENTRALIA.

Foran	2.9

Seventh Subdivision
DISTANCE FROM CHEHALIS JC.

Onn	16.9
Ashlock	28.1
Custer	34.6
Guerrier	35.0
Forrest	36.3
Green Creek	44.0
Mayfair	55.5

Eighth Subdivision
DISTANCE FROM YACOLT.

Moulton	2.4
Crusher	3.9
Bouton Perkins	4.7
Lucia	4.9
Smith	10.0
Tenny	13.2

Ninth Subdivision
DISTANCE FROM ELMA.

Kraft	2.00

Tenth Subdivision
DISTANCE FROM PALMER JCT.

Big 6	1.6
Occidental	1.8
Fleet	3.4
Rosemar	4.0
Myerson	5.8
Birch	8.9
Blackburn	11.1
Webstone	12.5
Valley Mill	13.9
Bloomfield	20.8

Twelfth Subdivision
DISTANCE FROM CASCADE JCT.

Black Carbon	3.00

Fourteenth Subdivision
DISTANCE FROM ORTING.

Electron Rock Crusher	8.6

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

TENTH SUBDIVISION—EASTWARD.

	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Tacoma to Orting			2500	99	2250	99	2250	99	2000	80	2000	80	1200	60	1000	50		50
Orting to South Prairie			1200	80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	12
South Prairie to Buckley			600	20	625	21	500	17	450	15	400	14	250	9	235	8	175	6
Buckley to Palmer Jct			1200	80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	12

TENTH SUBDIVISION—WESTWARD.

Palmer Jct. to Tacoma	Maximum 99 Cars	Maximum 99 Cars	Maximum 99 Cars	Maximum 80 Cars	Maximum 80 Cars	Maximum 60 Cars	Maximum 60 Cars	Maximum 60 Cars

TENTH SUBDIVISION.

	Class S		Class X		Class F-1	
South Prairie to Spiketon	400	25			400	25

THIRTEENTH SUBDIVISION—EASTWARD.

	Class S		Class X		Class F-1	
South Prairie to Wilkeson	400	25			400	25
Wilkeson to Carbonado	300	18			300	18
Carbonado to Fairfax	500	30			500	30

THIRTEENTH SUBDIVISION—WESTWARD.

Fairfax to South Prairie	2000	45			2000	45

DERAIL SWITCHES

FIRST SUBDIVISION

Polehn ..... 250 feet from main track.
Wabash ..... Interlocking derail on O.-W. R. & N. connection.
Chehalis ..... On Coal Creek Lumber Co.'s track about 250 feet from passing track switch.
Napavine ..... On Somervilles' and Emory Nelson spur tracks.
Winlock ..... West end passing track.
Veness ..... 500 feet from main line switch.
Olequa ..... House track.
Castle Rock ..... 150 feet from main track on Silver Lake Log R. R.
Carrolls ..... House track.
Hermione ..... 250 feet from main track; 66 feet east of Powder magazine also safety switch same track about 900 feet east of magazine.
Knapps ..... House track.
Vancouver ..... On Wood Spur and Cannery Spur both on switching lead to wharf freight house.

SECOND SUBDIVISION

Molberg ..... Spur track.
Fifield ..... Spur track.
Belmore ..... White's Log Spur.
Overton ..... Spur track.
Bordeaux Junction ..... Mason County Log Spur.
Bagshaw ..... East end siding.
Lytles ..... West end siding.
Malone ..... East end spur track, west end mill track.
Elma ..... East end horn track.
Macks ..... Log spur.
Satsop ..... East end siding.
Juno ..... West end siding.
Blagen ..... Log spur.
Montesano ..... House track.
Aberdeen Junction ..... Coal bunker track.
Copalis ..... Log spur 500 feet west of station.
Carlisle ..... East end siding.
Joe Creek ..... Log spur just west of Aloha.

THIRD SUBDIVISION

Dupont ..... Dupont Powder Company's spur 950 feet from main track and on the track leading to black powder mill.

FOURTH SUBDIVISION

Yelm ..... East end house track.
Rainier ..... Lindstrom-Handforth Lumber Company's spur.
Johnson Creek ..... Spur track leading to mill.
Mutual ..... Spur track leading to mill.
West Tenino ..... Tenino Stone Company's spur.

FIFTH SUBDIVISION
No Derailing Switches

SIXTH SUBDIVISION

Blakeslee ..... William's Mill spur.

SEVENTH SUBDIVISION

Littell ..... East and west end Chester-Snow Mill spur.
Bunker ..... West end interchange track.
Meskill ..... East end quarry track.
Mays ..... Mill spur.
Walville ..... Mill spur.
Ashlock ..... Log spur.
Pluvius ..... East end siding.
Custer ..... Log spur.
Lebam ..... Mill spur.
Nalpee ..... Log spur.
Green Creek ..... Log spur.
Willapa ..... Pacific and Eastern connection.
Raymond (1 mile west) ..... Electric Railway connection.

EIGHTH SUBDIVISION

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

NINTH SUBDIVISION

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

TENTH SUBDIVISION

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

ELEVENTH SUBDIVISION

Durham ..... Coal track 250 feet from main track.
Sellick (½ mile west) ..... On Kangley Line.
Hemlock ..... West end siding.
Kerriston ..... In main track, 1200 feet west of mile post 13; also 550 feet from wye switch on Northwest Lumber Company's spur. This spur forms tail end of wye at Halmer; this switch much be left in derail position.

TWELFTH SUBDIVISION

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

THIRTEENTH SUBDIVISION

Melmont ..... West end coal track.
Fairfax ..... On Montezuma line 200 feet east of depot.

FOURTEENTH SUBDIVISION

Orting ..... 600 feet east junction switch.

FIFTEENTH SUBDIVISION

Crocker ..... In main track east end of yard.
Wingate ..... West end siding.

SIXTEENTH SUBDIVISION
No Derailing Switches

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

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND SEATTLE							
		EASTWARD					WESTWARD		
		Portland to Kalama	Kalama to Olequa	Olequa to Winlock	Winlock to Napavine	Centralia to Seattle	Seattle to Centralia	Centralia to Napavine	Napavine to Portland
E-57 $\frac{17}{24}$ 51	57 to 60, 62, 64	1065	805	660	495	815	850	430	1065
E-63 $\frac{17}{24}$ 54	65 to 70	960	725	600	450	735	770	390	960
E-63 $\frac{17}{24}$ 55	71 to 73								
E-64 $\frac{18}{62}$ 68	80 to 87	1280	965	795	600	980	1025	515	1280
T-55 $\frac{18}{24}$ 71	112 to 119								
A-81 $\frac{20}{28}$ 106	88 to 102	1705	1285	1060	800	1305	1365	685	1705
M-57 $\frac{18}{24}$ 91	103 to 111	1345	1015	835	630	1030	1080	545	1345
T-63 $\frac{19}{24}$ 92	130 to 135	1395	1050	865	650	1065	1120	560	1395
T-63 $\frac{20}{24}$ 113	136 to 147	1580	1200	990	720	1280	1280	655	1580
C-51 $\frac{20}{24}$ 117	160 to 164	1915	1445	1190	895	1465	1535	770	1915
T-57 $\frac{20}{26}$ 119	170 to 173	1900	1440	1190	870	1540	1540	800	1900
T-64 $\frac{15\frac{1}{2}\text{-}26}{26}$ 139	179 to 184								
P-77 $\frac{22}{28}$ 123	190 to 193								
P-77 $\frac{17\text{-}28}{28}$ 138	194 to 197								
P-77 $\frac{22}{28}$ 145	198 to 207								
T-57 $\frac{20}{26}$ 125	174 to 178	2150	1625	1340	1005	1650	1725	870	2150
T-63 $\frac{22}{28}$ 160	300 to 305	2505	1890	1560	1170	1920	2010	1010	2505
P-77 $\frac{25}{28}$ 170	208 to 209	2500	1900	1550	1160	2000	2000	1050	2500
P-77 $\frac{25}{28}$ 170	210 to 215	2500	1900	1550	1160	2000	2000	1050	2500
T-69 $\frac{22}{28}$ 159	250 to 262	2200	1680	1380	1000	1790	1790	900	2200
C-55 $\frac{19}{30}$ 143	327 to 329	2470	1865	1540	1155	1895	1985	1000	2470
C-57 $\frac{15\frac{1}{2}\text{-}26}{30}$ 176	330 to 338	2335	1790	1475	1075	1900	1900	985	2335
C-57 $\frac{21}{30}$ 163	344								
C-57 $\frac{15\frac{1}{2}\text{-}26}{30}$ 169	339 to 343								
C-57 $\frac{22}{30}$ 179	345 to 349								
C-57 $\frac{22}{30}$ 187	350 to 388	2940	2250	1860	1360	2380	2380	1220	2940
MK-57 $\frac{23}{30\frac{3}{4}}$ 205	500 to 565	3500	2645	2175	1635	Max. 99 Cars	Max. 99 Cars	1410	Max. 99 Cars
MC-57 $\frac{26\text{-}40}{30}$ 394	700 to 702	6895	5580	4300	3215	Max. 99 Cars	Max. 99 Cars	2790	Max. 99 Cars

These ratings include total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown.

Between stations for which no rating is shown, maximum will apply.

CLASS

"E" —Eight Wheelers.
"A" —Atlantic Type.
"P" —Pacific Type.
"T" —Ten Wheelers.
"M" —Moguls.
"Mik" —Mikado.
"C" —Consolidation Engines.
"TW" —Twelve Wheelers.

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

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

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 99.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AUTHORIZED SURGEONS, N. P. RY. CO.

Dr. S. W. Mowers, Chief Surgeon, Western Div., Tacoma.
Dr. J. H. Sheets, Buckley (S).
P. B. Sweet, Kangley, Wn.
Dr. Wm. Douglas, Wilkeson, Wn.
Orting (S).

Puyallup (S).
Tacoma Hospital (S).
Tacoma Round House (S).
Tacoma Moon Yard Office (S).
Head-of-Bay Yard Office (S).
Tacoma Baggage Room (S).

Tacoma Wharf (S).
Tacoma (Toolcar) (S).
Dr. P. B. Swearingen, So. Tacoma (S).
Dr. E. L. Carlsen, So. Tacoma (S).
Dr. G. W. Kennicott, Chehalis.

Dr. J. W. Mowell, Olympia (S).
Dr. J. H. Dumon, Centralia (S).
Dr. H. Y. Bell, Centralia (S).
Dr. E. P. French, Elma.
Dr. F. L. Carr, Montesano (S).

Dr. H. C. Watkins, Hoquiam.
Dr. Paul Smits, Aberdeen.
Dr. A. B. MacLean, Pe Ell.
Dr. W. Anderson, So. Bend (S).
Dr. N. C. McLafferty, Winlock.

Location of Stretchers (S).

Dr. O. K. Wolf, Castle Rock.
Dr. C. A. MacCallum, Kalama (S).
Dr. J. T. Guerin, Vancouver (S).
Dr. Andrew C. Smith, Portland (S).
Dr. P. B. Wing, Oculist, Tacoma.

Dr. W. G. Cameron, Specialist, Tacoma.
Dr. J. F. Dickson, Oculist, Portland.
Dr. D. D. Stone, Yacolt (S).

Note.

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

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

AUTHORIZED SURGEONS, G. N. RY. CO.

Dr. J. A. La Gasa, Tacoma

SPECIAL RULES FIRST SUBDIVISION (Main Line).

1. **REGISTERING STATIONS**—Tacoma, Centralia, Vancouver and Portland. (Chehalis is registering station for South Bend Branch trains only.)
2. **BULLETIN STATIONS**—Tacoma, Centralia, Vancouver and Portland.
3. **STANDARD CLOCK**—Tacoma, Centralia, Vancouver and Portland.
4. **YARD LIMITS**—Indicated by signs at proper location.
5. Between Centralia and Wabash Third or extreme right hand track, going east will be operated under Yard Limit Rules. No cars to be left on this track by train or yard crews without train order protection.
6. Trains will be governed by rules of Northern Pacific Terminal Co. while in Portland Yard.
7. **SWITCHING LIMITS**—Signs indicate territory within which switching will be performed by yard crews. Switch engines going beyond yard limit boards must secure train rights.
8. **SPEED RESTRICTION**—Maximum speed passenger trains fifty miles per hour between Ryan and Tenino and sixty miles per hour between Tenino and Vancouver. This speed must never be exceeded.
9. Through cross-overs and entering sidings, 15 miles per hour.
10. Through corporate limits of Bucoda, Centralia, Chehalis, and Winlock, ten miles per hour. Through corporate limits of Ridgefield, 15 miles per hour.
11. Engines with drivers of 48 inch diameter or less, 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. 510.
23. Telephones are located at Chehalis and Chehalis Junction. Trains from seventh subdivision, South Bend branch, before leaving Chehalis Junction will ascertain by telephone position of all main line trains, and secure rights authorizing them to use tracks between Chehalis Junction and Chehalis before proceeding.
24. Block telephones are located in section house Chambers Prairie, and on Depots, Chambers Prairie and St. Clair.
25. Rule 316 is modified as follows: "Where the telephone is used, signal men will transmit the words represented by the figures."
26. Train handling logs on double track will not be permitted to meet passenger trains between stations or handle after dark. Conductor will inform dispatcher when he has logs in train and such train and opposing passenger trains will be blocked at each telegraph office in double track district to insure that no passenger trains are met. This does not apply between Hoquiam and Aberdeen.
27. **At NISQUALLY**—Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs trains to and from that Subdivision. Branch line trains must procure block clearance before entering First Subdivision.
28. **At ST. CLAIR and PLUMB**—Semaphore on main line side of station governs First Subdivision trains; semaphore or train order signal on branch line side of station governs branch line trains. Trains from branch lines must procure block clearance before entering First Subdivision block at St. Clair or Plumb.
29. Head lights and tail lights will be used by all trains while passing through Tin Tunnel between Ryan and Stadium and Nelson Bennett Tunnel between Ruston and Sixth Avenues.
30. **All trains will stop at drawbridge 1.4 miles east of Steilacoom 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. Steilacoom 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 open block office.
36. In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.
37. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.
38. Except as modified above, the Transportation Rules govern.
39. Rule D-97 modified to extent, extra trains may be run with current of traffic, without orders, provided they secure clearance, form A, from Operator upon entering double track. Operators must secure authority from Dispatcher before issuing clearance.

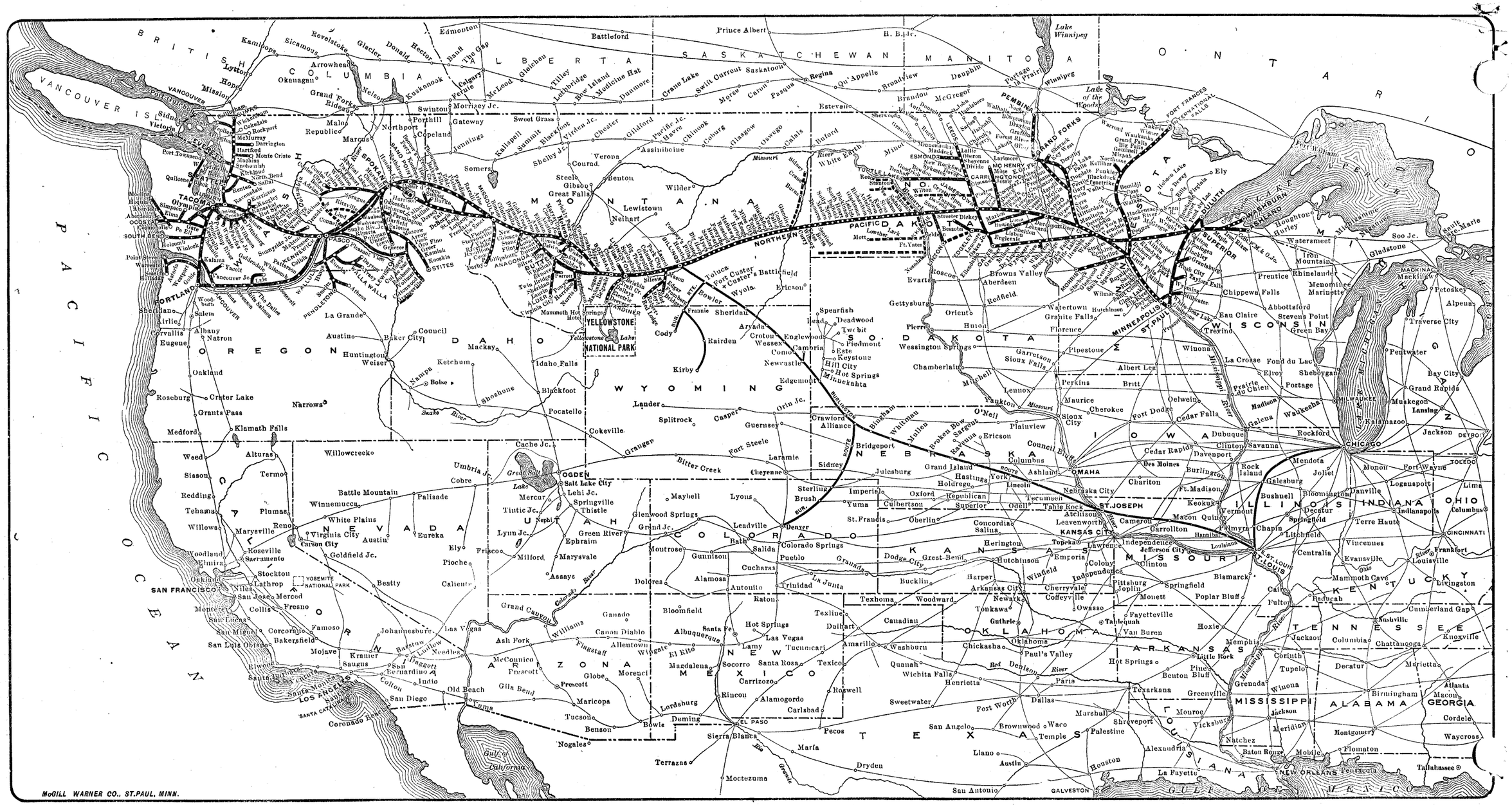
SPECIAL RULES SECOND SUBDIVISION (Gray's Harbor Line).

40. **REGISTERING STATIONS**—St. Clair, Olympia, Gate, Elma. Aberdeen Junction, Aberdeen, Hoquiam and Moclips. Clearance will not be issued at Olympia, Gate and Elma unless stop signal is displayed.
41. **BULLETIN STATIONS**—Olympia, Hoquiam and Moclips.
42. **STANDARD CLOCK**—Tacoma and Hoquiam.
43. **YARD LIMITS**—Indicated by signs at proper locations.
44. Aberdeen passenger station yard limits, operated under O.-W. R. R. & N. rules. All trains, yard engines and light engines will move under control. Under control means to be able to stop within the distance the track can be seen to be clear.
45. **SWITCHING LIMITS**—Signs indicate territory within which switching will be performed by yard crews. Switch engines going beyond yard limit boards must secure train rights.
46. **MAXIMUM GRADES**—St. Clair 1½ miles west; 3 miles east to 2 miles west of Olympia.
47. **SPEED RESTRICTIONS**—Maximum speed of passenger trains; St. Clair to Hoquiam, 50 miles per hour; Hoquiam to Moclips, 25 miles per hour. Maximum speed of freight trains, Hoquiam to Moclips, 15 miles per hour. This limit must never be exceeded.
48. Through cross-overs and entering sidings, 15 miles per hour.
49. Through Olympia Subway and around curve at east end of subway, 15 miles per hour.
50. Along bluffs west of Grays Harbor City, 15 miles per hour.
51. All trains will move under full control on the single track between the passenger station at Hoquiam, and the double track switch located 500 feet east of the Hoquiam River draw bridge, Hoquiam.
52. Trains hauling logs will not exceed 5 miles per hour between west end of Hoquiam River bridge and street crossing west of passenger station at Hoquiam.
53. Second Subdivision trains will approach Gate looking out for trains to and from Sixth Subdivisions turning on wye.
54. Fifth Subdivision trains moving between Olympia passenger station and connection of Fifth Subdivision will protect such movement as per Rule 99. Second Subdivision trains will run under control between these points, looking out for Fifth Subdivision trains.
55. Normal position of crossing gates at Olympia where Second Subdivision tracks cross those of the Fifth Subdivision will be closed and locked across the Fifth Subdivision tracks; and when train of Fifth Subdivision desires to use crossing, gates will be swung across Second Subdivision track. Stop signal will be maintained day and night on gates, which will consist of switch light at night. All Second Subdivision trains must approach this crossing prepared to stop, but full stop will not be required if it is found that crossing is clear and gates are in normal position.
56. **At OLYMPIA**—On Jefferson Street line before or while switching movement is made over Jefferson and East Fourth Streets, flagman must be stationed at street crossing and movement fully protected.
57. **When No. 424 meets No. 421 at Aberdeen Junction, No. 424 will take siding on west leg of wye.**
58. The east switch of passing track at Gate connects with the west leg of wye. Normal position is for passing track.
59. At Montesano passing track located one-half mile east of depot, is time card station.
60. Junction switches, Gate, will be set for line Olympia to Moclips.
61. No. 466 will connect with No. 582 and No. 421 with No. 581 at Aberdeen Junction.
62. No. 551 will connect with No. 585 at Hoquiam.
63. No. 465 and No. 466 will stop on flag at Burrows, 3.4 miles west of Gray Gables and at Bale, 0.9 mile west of Copalis.
64. Trains Nos. 465, 466, 585 and 586 stop on flag at Chenois Creek, 1.4 miles west of Gray Gables.
65. No. 465 will stop on flag at Wilderness, 1.8 miles west of Tulips.
66. No. 466 will make regular stop at Wilderness, 1.8 miles west of Tulips.
67. No. 465 will connect with No. 553 at Elma.
68. Golf Links, 3 miles east of Aberdeen Junction, is regular stop for trains 551 and 552, and flag stop for train No. 465.
69. No. 422 will stop on flag at Belmore Saturdays for passengers.
70. No. 551 and No. 552 will make regular stop at Woods Crossing, 2 miles west of Satsop.
71. No. 501 will turn on wye on arrival at Gate.
72 Engines must not run on trestles Vance Lumber Co. tracks at Malone. In doing work a sufficient number of cars should be used so that it will not be necessary for engines to run on trestle.
73. 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 that time.
78. Side track, length 2,000 feet, located on the Mason County Logging Co.'s road, 1,985 feet from main line switch at Bordeaux Junction. Mason County Logging Company will deliver loads to Northern Pacific Ry. Co. at this siding, and N. P. crews will leave empties for Logging Company at same location. N. P. train crews will not operate on Mason County Co.'s line, beyond siding.
79. **AUTOMATIC SIGNALS**—The tunnel district at Olympia is protected by automatic electric disc signals located as follows: No. 1 (large disc) just west of passenger station; No. 2 (large disc) just east of passenger station; No. 3 (switch indicator) at east end of team track; No. 4 (large disc) just east of tunnel. **INDICATIONS—"Clear"** a clear disc by day and a green light by night. **"Stop"** a red banner by day and a red light by night. Train and enginemen will be governed as follows: **Eastward**—Finding either signal 1 or 2 at **Stop** will protect against westward trains coming out of tunnel. Clear indication on signal No. 1 is authority to run only to signal No. 2, **which must not be passed unless clear.** Crews switching at east end of team track must get clear indication on No. 3 signal before throwing switch, which will set signals 1, 2, 3 and 4 at **"Stop"** and may continue to switch with switch indicator at **"Stop,"** but when main line has been cleared and switch closed, switch indicator must show clear before switch is again thrown or main line obstructed. Trains or engines coming from Jefferson Street Line must get clear No. 4 signal before throwing main line switch. Train and enginemen must observe position of signals before engine reaches them and finding any signal at **"Stop"** will not pass it, and will be governed by Rule No. 99. If apparatus fails, signal will indicate **"Stop,"** and train will proceed through block under protection of flagman in advance, as per Rule No. 99.
80. **DOUBLE TRACK**—Between Aberdeen and Hoquiam, except single track between the passenger station at Hoquiam, and the double track switch located just east of Hoquiam River draw bridge, three-quarters (¾) of a mile east of Hoquiam.
81. Double track switch, Aberdeen, is located 250 feet east of passenger station. Switch will be set and locked for eastward trains. Junction switch leading to O.-W. R. R. & N. is located 10 feet east of double track switch, Aberdeen normal position for O.-W. R. R. & N.
82. **INTERLOCKING RULES GOVERN WISHKAH RIVER DRAW SPAN, ABERDEEN AND HOQUIAM RIVER DRAW SPAN, HOQUIAM.**

J. S. DEAN,
Assistant Superintendent, Tacoma

J. F. ALSIP,
Train Master, Tacoma

J. F. COLEMAN,
Chief Dispatcher, Tacoma



McGILL WARNER CO., ST.PAUL, MINN.