

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 41E TABLE

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

SUNDAY, FEBRUARY 28, 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.

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

WESTWARD.

FIRST SUBDIVISION.
MAIN LINE.

Station Numbers	Time Table No. 41E Succeeding No. 41D February 28, 1915		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												
1977	Q	TACOMA	DN	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.

Station Numbers	Station	Distance from Tacoma	SECOND CLASS				THIRD CLASS																
			509	589	679	691	977	973	969	963	997												
CS 24	WU.....RYAN.....DN	2.5			9.31	9.46																	
CS 3	McCARVER STREET.....	2.7																					
CS 5	RUSTON.....	5.0			9.40	9.57																	
CS 10	SX.....SIXTH AVENUE.....DN	9.7			9.52	10.13																	
CS 16	UO.....STEILACOOM.....D	15.6			10.07	10.30																	
W CS 18	KO.....KETRON.....DN	17.7			10.14	10.38																	
CS 24	NU.....NISQUALLY.....DN	24.4			10.34	11.00																	
CS 28	SR.....ST. CLAIR.....D	28.2			10.45	11.14																	
W CS 30	KY.....KYRO.....DN	29.8			10.50	11.19																	
CS 35	CHAMBERS PRAIRIE.....P	34.9			11.08	11.37																	
CS 37	BX.....PLUMB.....DN	37.5	L 10.10AM		11.15	11.45PM																	
2015	NO.....TENINO.....DN	43.0	s 10.22		11.30	12.01AM																	
W	TENINO JCT.....	43.3	A 10.23AM		11.31	12.02																	
2020	BUCODA.....	46.7			11.41PM	12.10																	
2025	WABASH.....P	51.8																					
W C 2027	CN.....CENTRALIA.....DN	54.1			12.05AM	12.30	L 5.00AM	L 5.30AM	L 6.00AM	A 9.50AM													
W 2031	CH.....CHEHALIS.....D	57.8			12.45	1.15	s 5.30	s 6.00	6.40														
Y 2032	CHEHALIS JCT.....P	58.8																					
2038	NA.....NAPAVINE.....D	65.1			1.15	1.55	s 6.10	s 7.00															
2044	WI.....WINLOCK.....D	71.4			1.30	2.15	s 6.40	s 8.00															
W 2050	PN.....VADER.....DN	77.8			2.07	2.35	s 7.20	s 8.30															
2053	OLEQUA.....	80.5			2.15	2.43	f 7.35	f 9.00															
W 2060	CA.....CASTLE ROCK.....D	87.4			2.42	3.05	s 8.10	s 10.15															
2066	OSTRANDER.....	93.7			2.55	3.25	f 8.30	f 10.35															
2071	KS.....KELSO.....D	97.4			3.02	3.35	s 9.20	s 11.30															
2077	CARROLLS.....	103.1			3.18	4.05	f 9.45	f 11.45															
W 2081	KA.....KALAMA.....DN	107.5			3.35	4.20	f 10.55	11.55AM															
CX 4	MARTIN'S BLUFF.....	111.8			4.00	4.35	f 11.10	f 1.00															
CX 9	WD.....WOODLAND.....D	116.7			4.15	4.50	s 11.45AM	1.15															
W CX15	RG.....RIDGEFIELD.....D	122.1			4.31	5.12	s 12.01PM	1.55															
CX21	KNAPPS.....	127.8			4.46	5.45	f 1.15	f 2.10															
W CX23	FELIDA.....P	130.5		See page 8	4.52	5.53	f 1.25	f 2.25															
W Y CX25	VANCOUVER JCT.....P	133.3		L 3.35PM	5.00	6.00	1.35	2.35															
TCY CX29	MX.....VANCOUVER.....DN	136.4		A 3.50PM	5.15	A 6.15AM	1.55PM	2.50PM															

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.

Distances from Portland	Time Table No. 41E Succeeding No. 41D February 28, 1915		Car Capacity of Siding	FIRST CLASS																									
	STATIONS			460	592	408	466	562	458	424	512	594	422	456	434	590	564	402											
	Telegraph Offices and Calls			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily										
	Great Northern			Great Northern	Nor. Pac. South Bend Passenger	Nor. Pac. Seattle Passenger	Nor. Pac. Grays Harbor Passenger	O-W.R.&N Seattle Passenger	Great Northern	Nor. Pac. Grays Harbor Express	O-W.R.&N Shasta Limited	Nor. Pac. South Bend Limited	Nor. Pac. Grays Harbor Limited	Great Northern	Nor. Pac. Evergreen State Limited	Nor. Pac. Passenger	O-W.R.&N Seattle Express	Nor. Pac. Seattle Express											
146.4	Q.....TACOMA.....DN 2.5							A 1.35PM		A 4.30PM	A 6.40PM		A 8.40PM		A 9.20PM		A 4.40AM	A 5.00AM											
BETWEEN TACOMA AND RYAN TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS. STAFF OPERATION BETWEEN RYAN AND STADIUM.																													
143.9	WU.....RYAN.....DN 0.2							1.25		4.20	6.30		8.32		9.12		4.28	4.50											
143.7	McCARVER STREET..... 2.3																												
141.4	RUSTON..... 4.7							1.20		4.13	6.25		8.27		9.07		4.23	4.45											
136.7	SX.....SIXTH AVENUE.....DN 5.9	E 74 W 74						f 1.10		f 4.02	6.15		f 8.14		8.57		f 4.11	4.35											
130.8	UO.....STEILACOOM.....D 2.1	15						f 1.00		f 3.49	6.05		f 8.03		f 8.47		f 3.59	4.21											
128.7	KO.....KETRON.....DN 6.7	E 73 W 73						f 12.56		3.45	6.02		f 7.58		8.44		f 3.54	4.16											
122.0	NU.....NISQUALLY.....DN 3.8	8						f 12.44		s 3.32	5.52		s 7.45		8.34		f 3.39	4.02											
118.2	SR.....ST. CLAIR.....D 1.6	50						f 12.37		Ls 3.23PM	5.47		Ls 7.38PM		8.28		f 3.29	3.54											
116.6	KY.....KYRO.....DN 5.1	W 75						f 12.34		See page 6	5.45		See page 6		f 8.25		f 3.24	f 3.50											
111.5	CHAMBERS PRAIRIE...P 2.6	E 75 W 75						f 12.24			5.36				f 8.16		f 3.12	f 3.38											
108.9	BX.....PLUMB.....DN 5.5	4						f 12.19			5.32				f 8.12		f 3.07	f 3.32											
103.4	NO.....TENINO.....DN 0.3							s 12.09			f 5.22				s 8.03		s 2.57	s 3.21											
103.1	TENINO JCT..... 3.4	E 76 W 76						12.08	A 1.30PM		5.21			A 8.42PM	8.02		2.56	3.20											
99.7	BUCODA..... 5.1	65						s 12.02PM	1.23		5.17			8.37	s 7.57		f 2.50	f 3.14											
94.6	WABASH.....P 2.3																												
92.3	CN.....CENTRALIA.....DN 3.7	500						s 11.50AM	s 1.10	s 5.07	A 7.25PM		s 8.25	s 7.45 7.33		s 2.35 2.25	s 3.00												
88.6	CH.....CHEHALIS.....D 1.0	E 50 W 40						s 11.35	s 1.00	s 4.57	s 7.15		s 8.15	s 7.25		s 2.15	s 2.45												
87.6	CHEHALIS JCT.....P 6.3	Y									L 7.05PM																		
81.3	NA.....NAPAVINE.....D 6.3	E 85 W 85						s 11.21	f 12.45 974		4.45	See page 8		f 8.00	s 7.08		s 2.00	s 2.30											
75.0	WI.....WINLOCK.....D 6.4	70						s 11.07	s 12.33		f 4.32			s 7.44	s 6.53		s 1.45	f 2.15											
68.6	PN.....VADER.....DN 2.7	E 60 W 65						s 10.54 974	s 12.20		4.20			s 7.29	s 6.40		f 1.30	f 2.00											
65.9	OLEQUA..... 6.9	Spur						f 10.48	12.14		4.15			f 7.22	f 6.33		f 1.23	f 1.54											
59.0	CA.....CASTLE ROCK.....D 6.3	E 80 W 81						s 10.33	s 12.02PM		4.02			s 7.12	s 6.21		s 1.10	s 1.40											
52.7	OSTRANDER..... 3.7	Spur						f 10.19	11.50AM		3.50			f 7.02	f 6.08		f 12.55	f 1.25											
49.0	KS.....KELSO.....D 5.7	70						s 10.12	s 11.42		f 3.45			s 6.55	s 6.01		s 12.45	s 1.18											
43.3	CARROLLS..... 4.4	Spur						f 10.01	f 11.32		3.35			f 6.43	f 5.49		f 12.35	f 1.05											
38.9	KA.....KALAMA.....DN 4.3	E 60 W 60						s 9.52	s 11.25		f 3.28			s 6.35	s 5.40		s 12.26	s 12.55											
34.6	MARTINS BLUFF..... 4.9	No Siding						f 8.45	f 9.42	11.15	3.21			6.25	f 5.26		f 12.15	12.46											
29.7	WD.....WOODLAND.....D 5.4	Spur						s 8.37	s 9.33	s 11.05	3.13			s 6.15	s 5.18		s 12.05AM	s 12.36											
24.3	RG.....RIDGEFIELD.....D 5.2	E 130 W 106						s 8.25	s 9.21	s 10.55	3.01			f 6.02	s 5.06		s 11.53PM	s 12.25											
19.1	KNAPPS..... 3.2	Spur						f 8.15	f 9.11	10.45	2.51			f 5.52	f 4.55		f 11.41	f 12.15											
15.9	FELIDA.....P 2.8	Spur						s 8.10	f 9.06	10.40	2.46			f 5.46	f 4.50	See page 8	f 11.36	f 12.10											
13.1	VANCOUVER JCT.....P 3.1							8.05	9.01	10.35	2.41			5.42	4.45	A 5.10PM	11.31	12.05AM											
10.0	MX.....VANCOUVER.....DN 10.0	1000						Ls 8.00 588	Ls 8.56AM	L 10.30AM	Ls 2.36PM			Ls 5.35PM	s 4.40	L 5.00PM	L 11.26PM	s 11.59PM											

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

BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLES AND REGULATIONS																				
0.6	VC.....PORTLAND.....DN	1000																		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	Time over Subdivision		3.13	.20	3.27	.06	4.39	3.00	1.07	4.04	.20	1.02	3.07	4.58	.10	4.59	5.30			
	Average Speed Per Hour		28.9	14.1	29.9	38.0	29.3	30.3	25.1	33.5	14.1	27.3	29.9	29.4	18.6	27.3	26.6			

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 LINETime Table No. 41E
Succeeding No. 41D
February 28, 1915

STATIONS

Telegraph Offices and Calls

SECOND CLASS

588 510 680 692

Ex. Sun. Daily Daily Daily

Nor. Pac. Mixed Nor. Pac. Mixed Nor. Pac. Freight O-W.R.&N. Freight

THIRD CLASS

998 978 964 974 970

Daily Ex. Mon. Ex. Sun. Ex. Mon. Ex. Sun.

Gt. Nor. Way Freight O-W.R.&N. Way Freight Nor. Pac. Way Freight Nor. Pac. Way Freight Nor. Pac. Way Freight

Distance from
Portland

146.4

Q.....TACOMA.....DN
2.5Car Capacity
of Sidings

A 3.30AM A 4.00AM

A 3.45PM

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

STAFF OPERATION BETWEEN RYAN AND STADIUM.

143.9

WU.....RYAN.....DN

0.2

3.09 3.39

3.30

143.7

.....McCARVER STREET.....

2.3

141.4

.....RUSTON.....

4.7

2.57 3.31

s 3.20

136.7

SX.....SIXTH AVENUE.....DN

5.9

2.38 3.16

s 3.00

130.8

UO.....STEILACOOM.....D

2.1

2.18 2.57

s 2.40

128.7

KO.....KETRON.....DN

6.7

2.10 2.50

s 2.30

122.0

NU.....NISQUALLY.....DN

3.8

1.45 2.29

s 2.10

118.2

SR.....ST. CLAIR.....D

1.6

1.35 2.19

s 1.53

116.6

KY.....KYRO.....DN

5.1

1.28 2.13

s 1.48

111.5

.....CHAMBERS PRAIRIE.....P

2.6

1.08 1.57

s 1.30

108.9

BX.....PLUMB.....DN

5.5

A 11.30AM 1.00 1.50

s 1.20

103.4

NO.....TENINO.....DN

0.3

s 11.18 12.31 1.34

s 1.00

103.1

.....TENINO JCT.....

3.4

L 11.17AM 12.30 1.33

A 10.34AM 12.40

99.7

.....BUCODA.....

5.1

See page 7 12.05AM 1.10

s 10.20 s 12.30

94.6

.....WABASH.....P

2.3

92.3

CN.....CENTRALIA.....DN

3.7

11.40PM 12.40 10.00

A 11.30AM L 12.05PM A 2.00PM A 4.15PM

88.6

CH.....CHEHALIS.....D

1.0

10.50 11.55PM s 9.10

s 11.00 s 1.30 4.00

87.6

.....CHEHALIS JCT.....P

6.3

L 3.35PM

81.3

NA.....NAPAVINE.....D

6.3

10.27 11.35 s 8.35

10.27 10.52 408

75.0

WI.....WINLOCK.....D

6.4

10.07 11.08 s 8.00

s 9.20 s 11.45AM See page 8

68.6

PN.....VADER.....DN

2.7

9.47 10.48 s 7.25 s 8.45

10.59 10.30 562

65.9

.....OLEQUA.....

6.9

9.40 10.38 f 7.05 f 8.20

f 10.15

59.0

CA.....CASTLE ROCK.....D

6.3

9.20 10.18 s 6.40 s 7.55

s 9.45

52.7

.....OSTRANDER.....

3.7

9.00 9.58 f 6.10 f 7.15

f 9.30

49.0

KS.....KELSO.....D

5.7

8.50 9.50 s 6.00 s 7.00

408 9.20 8.15

43.3

.....CARROLLS.....

4.4

8.35 9.40 f 5.40 f 6.30

f 7.45

38.9

KA.....KALAMA.....DN

4.3

8.17 9.30 s 5.30 s 6.15

s 7.30 s 6.30

34.6

.....MARTINS BLUFF.....

4.9

8.02 9.23 f 5.10 f 5.45

f 6.15

29.7

WD.....WOODLAND.....D

5.4

7.52 9.15 s 5.00 s 5.30

s 6.00

24.3

RG.....RIDGEFIELD.....D

5.2

7.40 9.00 s 4.40 s 5.05

s 5.45

19.1

.....KNAPPS.....

3.2

7.28 8.52 f 4.20 f 4.40

f 5.27

15.9

.....FELIDA.....P

2.8

7.20 8.46 f 4.15 f 4.25

f 5.20

13.1

.....VANCOUVER JCT.....P

3.1

A 8.15AM 7.13 8.39 4.10 4.15

5.10

10.0

MX.....VANCOUVER.....DN

10.0

1000 L 8.05AM 7.05 L 8.30PM L 4.00AM L 4.05AM

L 5.00AM

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

0.0

VC.....PORTLAND.....DN

1000

L 6.15PM

Ex. Sun. Daily Daily Daily

Time over Subdivision

.10 .13 8.40 6.55 5.59

Average Speed Per Hour

18.6 26.9 16.8 19.7 15.6

Ex. Mon. Ex. Sun. Ex. Mon. Ex. Sun.

7.10 3.40 5.41 .40

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)

Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from St. Clair	Time Table No. 41E Succeeding No. 41D February 28, 1915 STATIONS Telegraph Offices and Calls		Car Capacity of Sidings	FIRST CLASS						SECOND CLASS				THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
						577	551	599	421	465	423	585	693	697	571	979	967																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
						Daily	Daily	Daily	Daily	Daily	Daily	Tu., Thu., and Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Mon., Wed., Fri.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
						O.W.R.&N. Passenger	Nor. Pac. Passenger	C.M.&St.P. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Mixed	Nor. Pac. Freight	C.M.&St.P. Freight	O-W R.&N Mixed	C.M.&St.P Way Frt.	Nor. Pac. Way Frt.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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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

Westward

THIRD SUBDIVISION.
DU PONT LINE

Eastward

Time Table No. 41E Succeeding No. 41D February 28, 1915		FIRST CLASS							SECOND CLASS				THIRD CLASS	
STATIONS		466	552	424	500	422	578		586	572	694	698	980	968
Telegraph Offices and Calls		Daily	Daily	Daily	Daily	Daily	Daily		Tu., Thu. and Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu. and Sat.
		Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M. & St. P. Passenger	Nor. Pac. Passenger	O-W R. & N. Passenger		Nor. Pac. Mixed	O-W R. & N. Mixed	Nor. Pac. Freight	C.M. & St. P. Freight	C.M. & St. P. Way Frt.	Nor. Pac. Way Frt.
See page 3				See page 3		See page 3								
SR.....ST. CLAIR.....D	100.8	A 11:23AM		A 3:23PM		A 7:38PM								
.....UNION MILL.....	98.0	s 11:15		s 3:15		s 7:30								
.....LACEY.....P	96.5	s 11:12		s 3:10		s 7:27								
.....OLYMPIA.....D	91.5	s 11:00		s 2:55		s 7:15								
TUMWATER BRANCH CROS. Trk Conn.	90.8													
.....BELMORE.....P	86.1	f 10:40		f 2:39		6:55								
.....OVERTON.....	82.6	f 10:33		2:34		6:48								
.....LITTLE ROCK.....D	79.6	s 10:28		s 2:29		s 6:41								
.....BORDEAUX JUNCTION.....	78.3	s 10:24		f 2:26		6:38								
.....MIMA.....	76.4	f 10:21		2:24		6:34				See page 7			See page 7	
HK.....GATE.....D	71.9	s 10:13		s 2:15		s 6:25					A 8:05PM			A s 1:30PM
OX.....OAKVILLE.....D	67.0	s 9:58		s 2:04		s 6:10					7:50			s 1:15
.....LYTLE.....	60.1	9:44		1:52		5:55					7:30			f 12:33
.....PORTER.....	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.....	57.5	f 9:38		s 1:47		s 5:48					7:20			f 12:23
EF.....ELMA.....D	52.5	s 9:28	A 11:45AM	s 1:37		s 5:37					7:05			s 12:08PM
.....MACKS.....	50.0	9:18	s 11:40	1:29		5:30					6:45			f 11:10
SP.....SATSOP.....D	48.8	s 9:15	s 11:37	s 1:26		s 5:27					6:40			s 11:00
MO.....MONTESANO.....D	43.2	s 9:00	s 11:25	s 1:15		s 5:15					6:20			s 10:40
.....ABERDEEN JCT.....P	34.6	s 8:40	11:10	12:55		s 4:55					5:55			s 9:30
SA.....ABERDEEN.....D	31.5	s 8:30	s 11:00	s 12:40	A 2:00PM	s 4:45	A 10:45PM		A 8:50AM	5:35	A 6:20PM	A 5:05AM	s 8:55	
HO.....HOQUIAM.....D	28.0	s 8:15	L 10:45AM	L 12:25PM	L 1:45PM	L 4:30PM	L 10:30PM		L 8:30AM	L 5:15PM	L 6:00PM	L 4:45AM	L 8:35AM	
.....GRAY'S HARBOR CITY.....	24.7	f 7:52							f 2:25					
.....GRAY GABLES.....	20.0	f 7:39							f 2:05					
.....TULIPS.....P	15.4	f 7:25							f 1:40					
CP.....COPALIS.....D	12.2	s 7:13							s 1:10					
CR.....CARLISLE.....D	8.9	s 7:03							s 12:55					
.....ON SLOW.....	7.9	f 7:00							f 12:50					
.....STEARNSVILLE.....	6.1	s 6:55							f 12:45					
.....ALOHA.....	4.2	f 6:47							f 12:30					
.....PACIFIC.....	2.5	s 6:41							f 12:20					
.....SUNSET BEACH.....	1.0	f 6:38							f 12:10					
MC.....MOCLIPS.....D	0.0	L 6:35AM							L 12:05PM					
Time Over Subdivision		4.43	1.00	2.53	.15	3.03	15.		Tu., Thu., and Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu., and Sat.
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

Time Table No. 41E Succeeding No. 41D February 28, 1915		STATIONS		Telegraph Offices and Calls	
1st Class		423		466	
Passenger		Daily		Daily	
L 6:33PM		1985		0.0	
f 6:38		CK 2		2.3	
f 6:39		CK 3		2.8	
f 6:42		CK 5		4.3	
s 6:50		CK 7		8.0	
As 6:59PM		CS 24		11.1	
See page 1					
Daily					
.26					
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.

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

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

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

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

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

WESTWARD.										TENTH SUBDIVISION. (BUCKLEY LINE)										EASTWARD.										WESTWARD.										ELEVENTH SUBDIVISION. (GREEN RIVER BRANCH)										EASTWARD.									
THIRD CLASS			FIRST CLASS			Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from Kanasket	Time Table No. 41E Succeeding Table No. 41D February 28, 1915			Distance from Tacoma Wharf	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS			SECOND CLASS			1st Class			Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from Kerriston	Time Table No. 41E Succeeding No. 41D February 28, 1915			Distance from Kanasket	Car Capacity of Sidings	1st Class			SECOND CLASS																						
971			597 595						STATIONS					596 598			972			575 573 595			598 574 576																																				
Ex. Sun.			Daily	Daily					Daily	Daily				Ex. Sun.			Daily	Daily		Way Frt.			Tue.&Sat. Only	Ex. Sun.	Daily				Mixed	Mixed	Passenger						Telegraph Offices and Calls	Passenger	Mixed	Mixed	Daily	Ex. Sun.	Tue.&Sat. Only																
Way Frt.			Passenger	Passenger																																																							
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			L 1.05PM						CJ 15	0.0	KERRISTON..... 1.5		14.7				A 1.00PM																											
BETWEEN PALMER JCT. AND KANASKAT TRAINS WILL BE GOVERNED BY SEATTLE DIVISION TIME TABLE RULES AND REGULATIONS																																																											
f 6.35			L 5.00	L 9.20		1932	1.2	JC.....PALMER JCT.....DN 0.9		44.7	70	A 9.40	A 7.05		A 1.00			s 1.15						Y	1.6	HALMAR..... 6.1		13.1	40					\$12.50																									
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		f 12.45			1.40			L 8.05AM	W	CJ 7	7.5	HEMLOCK..... 0.8		7.2	30	A 8.05PM				\$12.20																										
f 7.00			s 5.05	s 9.25		1934	3.4	BAYNE..... 1.3	Spur	42.5	f 9.35	s 6.59		f 12.30		A 1.45PM	L 1.50PM	s 8.10					CJ 6	8.3	BARNESTON..... 4.1		6.4	Spur 30	f 7.55	A 12.10PM	L 12.11PM																												
f 7.05			f 5.08	s 9.28		1936	4.7	CUMBERLAND..... 0.8	No Siding	41.9	f 9.32	s 6.56		f 12.01PM			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	s 11.40AM																													
f 7.15			5.10	f 9.30 596		1937	5.5	NAVY..... 2.0	60	40.4	f 9.30 595	s 6.54		f 11.50AM				s 8.37					CJ 4	14.0	SELLECK..... 0.1		3.9		s 7.26	s 11.30																													
7.30			5.15	f 9.36		1939	7.5	VEAZIE..... 3.4	Spur 10	38.4	9.26	f 6.50		11.25										13.9	C. M. & P. S. R. R. Crossing No Track Connection 1.4		3.8																																
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		s 11.00			s 2.20	s 8.45				CJ 2	12.4	KANGLEY JCT..... 0.7		2.3		s 7.17	s 11.15																													
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 8.56 595 971 596			2.27	s 8.48				CJ 1	13.1	DURHAM..... 1.6		1.6	50	s 7.15	s 11.10																													
10.40			5.45	10.10		1949	18.6	CASCADE JCT..... 1.1	No Siding	27.3	8.56	6.20		8.30				A 2.35PM	A 8.55AM	W Y O	A 1	14.7	GV.....KANASKAT.....N		0.0	75	L 7.11PM	L 11.00AM																															
s 10.45 11.10			s 5.50	s 10.17	WCT	1950	19.7	Double Track SO. SOUTH PRAIRIE..D 4.5		26.2	135	s 8.54	s 6.18		s 8.25 6.30														Daily	Ex. Sun.	Tue. & Sat. Only																												
f 11.30AM			f 6.00 598	f 10.30		1955	24.2	CROCKER.....P 2.7		21.7	100	f 8.41	f 6.00 597		f 5.45																																												
s 12.01PM			s 6.14	s 10.40	T	1958	26.9	OG.....ORTING.....D 3.4		19.0	200	s 8.36	s 5.51		s 5.30																																												
f 12.15			s 6.26	s 10.50		1961	31.1	MCMILLIN.....P 2.1	Spur 8	15.6	f 8.28	s 5.39		s 4.50																																													
f 12.25			s 6.33	s 10.56		1963	32.4	ALBERTON..... 2.4		13.5	25	f 8.24	s 5.32		s 4.30																																												
A 12.40			A 6.40	A 11.02	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	A 11.25AM			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.

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.

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.

WESTWARD.

TWELFTH SUBDIVISION.
(BURNETT BRANCH)

EASTWARD.

FIRST CLASS				Water, Fuel, Seals Turn Tables and Wyes	Station Numbers	Distance from Spiketon	Time Table No. 41E			Distance from Cascade Jct.	Car Capacity of Siding	FIRST CLASS			
531	529	527	525				Succeeding No. 41D February 28, 1915					526	528	530	532
Daily	Daily	Daily	Daily				STATIONS					Daily	Daily	Daily	Daily
Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls					Passenger	Passenger	Passenger	Passenger
L 6.45PM	L 5.20PM	L 10.40AM	L 8.25AM		CC 4	0.0	SPIKETON.....	2.0	3.4	45	A 8.25AM	A 10.40AM	A 5.20PM	A 6.45PM	
s 6.55	s 5.28	s 10.50	s 8.33	O	CC 2	2.0	BN.....BURNETT.....	1.4	1.4	45	s 8.15	s 10.32	s 5.10	s 6.38	
A 7.05PM	A 5.35PM	A 11.00AM	A 8.40AM		1949	3.4	CASCADE JCT.....	0.0	0.0	No Siding	L 8.05AM	L 10.25AM	L 5.00PM	L 6.33PM	
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	
.20	.15	.20	.15				Time Over Subdivision				.20	.15	.20	.12	
12.0	13.6	12.0	13.6				Average Speed Per Hour				12.0	13.6	12.0	17.0	

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

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

WESTWARD.

FOURTEENTH SUBDIVISION.
(ORTING BRANCH)

EASTWARD.

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

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

WESTWARD.

FIFTEENTH SUBDIVISION.
(CROCKER BRANCH)

EASTWARD.

Staff Operation—See Page 13																

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

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

WESTWARD.

THIRTEENTH SUBDIVISION.
(WILKESON BRANCH)

EASTWARD.

THIRD CLASS			FIRST CLASS			Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from Fairfax	Time Table No. 41E Succeeding No. 41D February 28, 1915			Distance from Cascade Jct.	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
981	523	521	STATIONS						522	524	982						
Ex. Sun.	Daily	Daily	Telegraph Offices and Calls						Daily	Daily	Ex. Sun.						
Way Freight	Passenger	Passenger							Passenger	Passenger	Way Freight						
L 1.40PM	L 3.50PM	L 6.55AM	T	CB 15	0.0	FX.....FAIRFAX.....D	13.9	30	A 12.10PM	A 8.10PM	A 12.30PM						
s 2.10	s 4.00	s 7.05		CB 13	2.0	MELMONT.....4.0	11.9	Spur 5	s 12.01PM	s 8.00	s 12.20PM						
						CARBON COAL CO. Crossing 0.5											
s 2.30	s 4.20	s 7.25		CB 8	6.5	CB.....CARBONADO.....D	7.4	5	s 11.40AM	s 7.41	s 11.55AM						
s 3.30	s 4.45	s 7.50															
s 3.30	s 4.45	s 7.50	T O W	CB 5	9.5	WX .WILKESON.....D	4.4	90	s 11.25 982	s 7.28	s 11.30 522						
A 4.00PM	A 5.00PM	A 8.05AM 982		1949	13.9	CASCADE JCT.....	0.0	No Siding	L 11.00AM	L 7.05PM	L 8.05AM 521						
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.						
2.20	1.10	1.10				Time Over Subdivision			1.00	1.05	1.40						
6.6	11.1	11.1				Average Speed Per Hour			14.0	12.8	8.5						

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

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

WESTWARD.

SIXTEENTH SUBDIVISION.
(OCOSTA BRANCH)

EASTWARD.

SECOND CLASS			Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from Aberdeen Jct.	Time Table No. 41E			Distance from Bay City	Car Capacity of Sidings	SECOND CLASS		
555	583	581				Succeeding No. 41D February 28, 1915					582	584	556
Fri. only	Wed. only	Ex. Sun.				STATIONS					Ex. Sun.	Wed. only	Fri. only
Mixed	Mixed	Mixed				Telegraph Offices and Calls					Mixed	Mixed	Mixed
		L 1.00PM	Y	CM 37	0.0	ABERDEEN JCT.....	P 0.8	18.2	90	A 8.20AM			
		s 1.10			0.8	JUNCTION CITY.....	0.6	17.4		s 8.10			
		1.15		CR 1	1.4	COSMOPOLIS JCT.....	1.4	16.8	No Siding	8.05			
L 9.15AM	L 9.15AM	A 1.20PM	W	CG 2	2.8	MP.....COSMOPOLIS.....	D 1.4	18.2	30	L 8.00AM	A 11.50AM	A 11.00AM	
9.20	9.20			CR 1	1.4	COSMOPOLIS JCT.....	1.0	16.8	No Siding		11.45	10.55	
s 9.25	s 9.25			CR 3	2.4	O.-W. R. & N. Co. Crossing Track Connection.....SOUTH ABERDEEN.....	10.7	15.8	90		f 11.40	f 10.50	
A 10.00AM 556	f 10.00			CR 13	13.1	MARKHAM.....	2.4	5.1	10		f 11.15	L 10.15AM 555	
	s 10.15		T	CR 16	15.5	OCOSTA.....	P 2.7	2.7	10		f 10.55		
	A 10.30AM 584			CR 19	18.2	BAY CITY.....		0.0			L 10.40AM 583		
Fri. only	Wed. only	Ex. Sun.								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 RESTRICTIONS—Trains will not exceed 20 miles per hour. This limit must never be exceeded.
29. All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed; Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns River ½ mile west of Markham.
30. Trains will come to full stop before passing over grade crossings of O-W. R. & N. Co. at various industry tracks in South Aberdeen and Cosmopolis.
31. Junction switches will be set for line Junction City to Bay City.
32. No. 582 connects with No. 466 and No. 581 connects with No. 421 at Aberdeen Jct.
33. No. 583 has right over No. 584, Cosmopolis to Bay City, No. 555 has right over No. 556, Cosmopolis to Markham.

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

FIRST AND FOURTH SUBDIVISIONS—WESTWARD.

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

FIRST AND FOURTH SUBDIVISIONS—EASTWARD.

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

SECOND AND THIRD SUBDIVISIONS—WESTWARD.

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

SECOND AND THIRD SUBDIVISIONS—EASTWARD.

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

SECOND AND SIXTH SUBDIVISIONS—WESTWARD.

Centralia to Moclips.....	2200	70			2200	70												
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SECOND AND SIXTH SUBDIVISIONS—EASTWARD.

Moclips to Centralia.....	2000	70			2000	70												
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EIGHTH SUBDIVISION—WESTWARD.

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

SEVENTH SUBDIVISION—EASTWARD.

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

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

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

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

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

Second and Third Subdivision, Lakeview to Gate.—No engine heavier than P compound passenger engine and S at slow speed.

Second Subdivision, Gate to Hoquiam.—No engine heavier than S-4.

Engines heavier than Class E-3 must not double head over Howe truss bridges over Cloquallum River one mile east of Elma, and Wynooche River, one mile west of Montesano. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Second Subdivision, Hoquiam to Moclips.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Fourth Subdivision.—All classes.

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

Sixth Subdivision.—No engine heavier than Class S-4. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges. Switch engines heavier than Class L-6, or other engines weighing more than 293,000 lbs., must not run over Skookumchuck river bridge, route No. 2, between Centralia and Blakeslee.

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

Eighth Subdivision.—No engine heavier than S-4. Engines heavier than E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Ninth Subdivision.—No engine heavier than F-1. Engines heavier than E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

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

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

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

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

Thirteenth Subdivision.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Fourteenth Subdivision.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Fifteenth Subdivision.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Sixteenth Subdivision, Aberdeen Jct. to Cosmopolis.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Cosmopolis Jct. to 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.		Seventh Subdivision DISTANCE FROM CHEHALIS JC.	
Pioneer Sand & Gravel Co.....	20.0	Onn.....	16.9
Chain Hill Lumber Co.....	41.2	Ashlock.....	28.1
Polehn.....	41.5	Custer.....	34.6
Evaline.....	69.3	Guerrier.....	35.0
Veness.....	74.0	Forrest.....	36.3
Englands.....	109.9	Star Timber Co.....	38.7
Hermione.....	112.6	Green Creek.....	44.0
		Mayfair.....	55.5
Second Subdivision DISTANCE FROM ST. CLAIR		Eighth Subdivision DISTANCE FROM YACOLT.	
Molberg.....	1.3	Moulton.....	2.4
Fifield.....	3.4	Crusher.....	3.9
Black Lake.....	13.9	Bouton Perkins.....	4.7
Overton.....	19.1	Lucia.....	4.9
Smith & Prosser.....	34.3	Smith.....	10.0
Bagshaw.....	36.2	Tenny.....	13.2
Hayes.....	53.5		
Fourth Subdivision DISTANCE FROM TACOMA.		Ninth Subdivision DISTANCE FROM ELMA.	
Johnson Creek.....	33.2	Kraft.....	2.00
Bordeaux Shingle Co.....	37.0		
Scheel.....	38.2		
Mutual.....	38.3		
Fifth Subdivision DISTANCE FROM OLYMPIA.		Tenth Subdivision DISTANCE FROM PALMER JCT.	
Olympia Brg. Co.....	1.7	Big 6.....	1.6
Lea Lumber Co.....	2.0	Occidental.....	1.8
Hartson.....	5.0	Fleet.....	3.4
Crowell.....	8.0	Rosemar.....	4.0
Sixth Subdivision DISTANCE FROM CENTRALIA.		Twelfth Subdivision DISTANCE FROM CASCADE JCT.	
Foran.....	2.9	Myerson.....	5.8
		Birch.....	8.9
		Blackburn.....	11.1
		Webstone.....	12.5
		Valley Mill.....	13.9
		Bloomfield.....	20.8
		Fourteenth Subdivision DISTANCE FROM ORTING.	
		Black Carbon.....	3.00
		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		EIGHTH SUBDIVISION	
Polehn.....	250 feet from main track.	Vancouver Junction.....	East leg wye 135 feet from Yacolt end of wye switch.
Wabash.....	Interlocking derail on O.-W. R. & N. connection.	Brush Prairie.....	East end passing track.
Chehalis.....	On Coal Creek Lumber Co.'s track about 250 feet from passing track switch.	Crusher.....	Spur track.
Napavine.....	On Somervilles' and Emory Nelson spur tracks.	Smith.....	Spur track.
Winlock.....	West end passing track.	Yacolt.....	North leg wye switch normal position this switch for north leg wye.
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		NINTH SUBDIVISION	
Molberg.....	Spur track.	Elma.....	Standard Oil spur.
Fifield.....	Spur track.	Kraft.....	Spur track.
Belmore.....	White's Log Spur.	McCleary.....	East end interchange track.
Overton.....	Spur track.	Simpson.....	In main track just above head switch leading to siding; must be left set to act as derail.
Bordeaux Junction.....	Mason County Log Spur.		
Bagshaw.....	East end siding.		
Lytle.....	West end siding.		
Malone.....	East end spur track, west end mill track.		
Elma.....	East end horn track.		
Macks.....	Log spur.		
Satsop.....	East end siding.		
Juno.....	West end siding.		
Blagen.....	Log spur.		
Montesano.....	House track.		
Aberdeen Junction.....	Coal bunker track.		
Copalis.....	Log spur 500 feet west of station.		
Carlisle.....	East end siding.		
Joe Creek.....	Log spur just west of Aloha.		
THIRD SUBDIVISION		TENTH SUBDIVISION	
Dupont.....	Dupont Powder Company's spur 950 feet from main track and on the track leading to black powder mill.	Palmer Junction.....	Rose-Marshall Coal Company's spur.
		Big Six.....	300 feet east of main line switch; on same track 300 feet west of coal bunkers and on Clay Company's track 250 feet from connection with Big Six spur.
FOURTH SUBDIVISION		Occidental.....	Coal track 300 feet west of bunkers.
Yelm.....	East end house track.	Bayne.....	Coal spur.
Halmer.....	Lindstrom-Handforth Lumber Company's spur.	Cumberland.....	Eureka Coal Company's track.
Johnson Creek.....	Spur track leading to mill.	Navy.....	Rose-Marshall Coal Company's track, west end Naval Coal Company's track, west end Sunset Coal Company's track.
Mutual.....	Spur track leading to mill.	Veazie.....	West end spur.
West Tenino.....	Tenino Stone Company's spur.	Webstone.....	Spur track.
FIFTH SUBDIVISION No Derailing Switches		Buckley.....	McDougal Log track, Valley Mill spur track and on west end Standard Oil spur.
SIXTH SUBDIVISION		South Prairie.....	West end passing track, west end house track, west end coal spur.
Blakeslee.....	William's Mill spur.	Crocker.....	West end passing track.
SEVENTH SUBDIVISION		Orting.....	West end house track, west end westward passing track, west end Orting Branch track 300 feet east of station.
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.		
Walpee.....	Log spur.		
Green Creek.....	Log spur.		
Willapa.....	Pacific and Eastern connection.		
Raymond (1 mile west).....	Electric Railway connection.		
		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 must be left in derail position.
		TWELFTH SUBDIVISION	
		Burnett.....	West end siding; Black Carbon Coal Company's spur.
		Spiketon.....	West end siding; in main track 100 feet east of station platform on east end N. P. track connecting with Doud Log Company's track.
		THIRTEENTH SUBDIVISION	
		Melmont.....	West end coal track.
		Fairfax.....	On Montezuma line 200 feet east of depot.
		FOURTEENTH SUBDIVISION	
		Orting.....	600 feet east junction switch.
		FIFTEENTH SUBDIVISION	
		Crocker.....	In main track east end of yard.
		Wingate.....	West end siding; and 600 feet east of depot at west end of coal bunkers.
		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	¹⁷ / ₂₄ 51.....	57 to 60, 62, 64.....	1065	805	660	495	815	850	430	1065
E-63	¹⁷ / ₂₄ 54.....	65 to 70.....	960	725	600	450	735	770	390	960
E-63	¹⁷ / ₂₄ 55.....	71 to 73.....								
E-64	¹⁸ / ₂₄ 68.....	80 to 87.....	1280	965	795	600	980	1025	515	1280
T-55	¹⁸ / ₂₄ 71.....	112 to 119.....								
A-81	²⁰ / ₂₈ 106.....	88 to 102.....	1705	1285	1060	800	1305	1365	685	1705
M-57	¹⁸ / ₂₄ 91.....	103 to 111.....	1345	1015	835	630	1030	1080	545	1345
T-63	¹⁹ / ₂₄ 92.....	130 to 135.....	1395	1050	865	650	1065	1120	560	1395
T-63	²⁰ / ₂₄ 113.....	136 to 147.....	1580	1200	990	720	1280	1280	655	1580
C-51	²⁰ / ₂₄ 117.....	160 to 164.....	1915	1445	1190	895	1465	1535	770	1915
T-57	²⁰ / ₂₆ 119.....	170 to 173.....								
T-64	^{15 1/4} / ₂₆ 139.....	179 to 184.....								
P-77	²² / ₂₈ 123.....	190 to 193.....	1900	1440	1190	870	1540	1540	800	1900
P-77	¹⁷⁻²⁸ / ₂₈ 138.....	194 to 197.....								
P-77	²² / ₂₈ 145.....	198 to 207.....								
T-57	²⁰ / ₂₆ 125.....	174 to 178.....	2150	1625	1340	1005	1650	1725	870	2150
T-63	²² / ₂₈ 160.....	300 to 305.....	2505	1890	1560	1170	1920	2010	1010	2505
P-77	²⁵ / ₂₈ 170.....	208 to 209.....	2500	1900	1550	1160	2000	2000	1050	2500
P-77	²⁵ / ₂₈ 170.....	210 to 215.....	2500	1900	1550	1160	2000	2000	1050	2500
T-69	²² / ₂₈ 159.....	250 to 262.....	2200	1680	1380	1000	1790	1790	900	2200
C-55	¹⁹ / ₃₀ 143.....	327 to 329.....	2470	1865	1540	1155	1895	1985	1000	2470
C-57	^{15 1/4} / ₃₀ 176.....	330 to 338.....								
C-57	²¹ / ₃₀ 163.....	344.....	2335	1790	1475	1075	1900	1900	985	2335
C-57	^{15 1/4} / ₃₀ 169.....	339 to 343.....								
C-57	²² / ₃₀ 179.....	345 to 349.....								
C-57	²² / ₃₀ 187.....	350 to 388.....	2940	2250	1860	1360	2380	2380	1220	2940
MK-57	²³ / ₃₀ 205.....	500 to 565.....	3500	2645	2175	1635	Max. 99 Cars	Max. 99 Cars	1410	Max. 99 Cars
MC-57	²⁶⁻⁴⁰ / ₃₀ 394.....	700 to 702.....	6895	5580	4300	3215	Max. 99 Cars	Max. 99 Cars	2790	Max. 99 Cars

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

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

CLASS

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

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

$$\frac{22}{30} \times 187 = 137$$

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.

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

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

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

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.

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

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

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

AUTHORIZED SURGEONS, N. P. RY. CO.

Location of Stretchers (S).

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.

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

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

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

Note.

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

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the 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 deraill at summit of grade. All derailling switches must be left in derailling position and safety switch set for safety track. Trains approach County Road Crossing on this spur under full control, at very low speed, and movement over road crossing fully safe guarded.
14. Junction switch at the east end of Columbia River bridge, Vancouver, will be set and locked for N. P. main line.
15. Trains and switch engines using track leading to the wharf at Vancouver, will come to a full stop before crossing S. P. & S. Ry. crossing and will not proceed until a flagman has been sent ahead to flag the crossing.
16. At Vancouver, westward trains will stop at passenger station before engine reaches point of clearance between N. P. and S. P. & S. tracks and must be under full control before passing station, expecting to find main line occupied.
17. Class S or heavier engines must not use incline track at Kalama, known as the "Salmon track." When doing switching on this track, enough cars must be used so that engine will not need to go on this track.
18. Evaline is a "Flag" stop for trains Nos. 407, 408, 569, 562, 434, 457, and 458.
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.
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 Sixth Avenue. 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, AND CHAMBERS CREEK WATERWAY 1.4 MILES EAST OF STEILACOOM.**

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

34. On double track, as indicated by division time table, Rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.
35. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
36. In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.
37. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.
38. Except as modified above, the Transportation Rules govern.
39. Rule D-97 modified to extent, extra trains may be run with current of traffic, without orders, provided they secure clearance, form A, from Operator upon entering double track. Operators must secure authority from Dispatcher, before issuing clearance.

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

40. **REGISTERING STATIONS**—St. Clair, Olympia, Gate, Elma. Aberdeen Junction, Aberdeen, Hoquiam and Moclips. Clearance will not be issued at Olympia, Gate and Elma unless stop signal is displayed.
41. **BULLETIN STATIONS**—Olympia, Hoquiam and Moclips.
42. **STANDARD CLOCK**—Tacoma and Hoquiam.
43. **YARD LIMITS**—Indicated by signs at proper locations.
44. Aberdeen passenger station yard limits, operated under O.-W. R. R. & N. rules. All trains, yard engines and light engines will move under control. Under control means to be able to stop within the distance the track can be seen to be clear.
45. **SWITCHING LIMITS**—Signs indicate territory within which switching will be performed by yard crews. Switch engines going beyond yard limit boards must secure train rights.
46. **MAXIMUM GRADES**—St. Clair 1½ miles west; 3 miles east to 2 miles west of Olympia.
47. **SPEED RESTRICTIONS**—Maximum speed of passenger trains; St. Clair to Hoquiam, 50 miles per hour; Hoquiam to Moclips, 25 miles per hour. Maximum speed of freight trains, Hoquiam to Moclips, 15 miles per hour. This limit must never be exceeded.
48. Through cross-overs and entering sidings, 15 miles per hour.
49. Through Olympia Subway and around curve at east end of subway, 15 miles per hour.
50. Along bluffs west of Grays Harbor City, 15 miles per hour.
51. All trains will move under full control on the single track between the passenger station at Hoquiam, and the double track switch located 500 feet east of the Hoquiam River draw bridge, Hoquiam.
52. Trains hauling logs will not exceed 5 miles per hour between west end of Hoquiam River bridge and street crossing west of passenger station at Hoquiam.
53. Second Subdivision trains will approach Gate looking out for trains to and from Sixth Subdivisions turning on wye.
54. Fifth Subdivision trains moving between Olympia passenger station and connection of Fifth Subdivision will protect such movement as per Rule 99. Second Subdivision trains will run under control between these points, looking out for Fifth Subdivision trains.
55. Normal position of crossing gates at Olympia where Second Subdivision tracks cross those of the Fifth Subdivision will be closed and locked across the Fifth Subdivision tracks; and when train of Fifth Subdivision desires to use crossing, gates will be swung across Second Subdivision track. Stop signal will be maintained day and night on gates, which will consist of switch light at night. All Second Subdivision trains must approach this crossing prepared to stop, but full stop will not be required if it is found that crossing is clear and gates are in normal position.
56. At **OLYMPIA**—On Jefferson Street line before or while switching movement is made over Jefferson and East Fourth Streets, flagman must be stationed at street crossing and movement fully protected.
57. When No. 424 meets No. 421 at Aberdeen Junction, No. 424 will take siding on west leg of wye.
58. The east switch of passing track at Gate connects with the west leg of wye. Normal position is for passing track.
59. At Montesano passing track located one-half mile east of depot, is time card station.
60. Junction switches, Gate, will be set for line Olympia to Moclips.
61. No. 466 will connect with No. 582 and No. 421 with No. 581 at Aberdeen Junction.
62. No. 551 will connect with No. 585 at Hoquiam.
63. No. 465 and No. 466 will stop on flag at Burrows, 3.4 miles west of Gray Gables and at Bale, 0.9 mile west of Copalis.
64. Trains Nos. 465, 466, 585 and 586 stop on flag at Chenais Creek, 1.4 miles west of Gray Gables.
65. No. 465 will stop on flag at Wilderness, 1.8 miles west of Tulips.
66. No. 466 will make regular stop at Wilderness, 1.8 miles west of Tulips.
67. No. 465 will connect with No. 553 at Elma.
68. Golf Links, 3 miles east of Aberdeen Junction, is regular stop for trains 551 and 552, and flag stop for train No. 465.
69. No. 422 will stop on flag at Belmore Saturdays for passengers.
70. No. 551 and No. 552 will make regular stop at Woods Crossing, 2 miles west of Satsop.
71. No. 501 will turn on wye on arrival at Gate.
72. Engines must not run on trestles Vance Lumber Co. tracks at Malone. In doing work a sufficient number of cars should be used so that it will not be necessary for engines to run on trestle.
73. Telephones are located in depot at Lacey, and in section house at Belmore, and are connected with telegraph office at Olympia, and may be used by train crews in emergency.
74. No. 1 siding north of Main track Aberdeen Junction, is repair track; no switching or cars to be placed on this track without first obtaining a Repair Track Clearance from car repairer.
75. At **NISQUALLY**—Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs trains to and from that Subdivision. Branch line trains must procure block clearance before entering First Subdivision.
76. At **ST. CLAIR and PLUMB**—Semaphore on main line side of station governs First Subdivision trains; semaphore or train order signal on branch line side of station governs branch line trains. Trains from branch lines must procure block clearance before entering First Subdivision block at St. Clair or Plumb.
77. Northern Pacific trains look out for trains of Mason County Logging Co. between Bordeaux Junction and siding located about 1,000 feet west on tracks of the Mason County Logging Co. The Logging Co.'s train connects at Bordeaux Junction with trains Nos. 466, 421, 424 and 465. Northern Pacific trains must keep clear of Logging Co.'s trains during that time.
78. Side track, length 2,000 feet, located on the Mason County Logging Co.'s road, 1,985 feet from main line switch at Bordeaux Junction. Mason County Logging Company will deliver loads to Northern Pacific Ry. Co. at this siding, and N. P. crews will leave empties for Logging Company at same location. N. P. train crews will not operate on Mason County Co.'s line, beyond siding.
79. **AUTOMATIC SIGNALS**—The tunnel district at Olympia is protected by automatic electric disc signals located as follows: No. 1 (large disc) just west of passenger station; No. 2 (large disc) just east of passenger station; No. 3 (switch indicator) at east end of team track; No. 4 (large disc) just east of tunnel. **INDICATIONS**—"Clear" a clear disc by day and a green light by night. "Stop" a red banner by day and a red light by night. Train and enginemen will be governed as follows: **Eastward**—Finding either signal 1 or 2 at Stop will protect against westward trains coming out of tunnel. Clear indication on signal No. 1 is authority to run only to signal No. 2, which must not be passed unless clear. Crews switching at east end of team track must get clear indication on No. 3 signal before throwing switch, which will set signals 1, 2, 3 and 4 at "Stop" and may continue to switch with switch indicator at "Stop," but when main line has been cleared and switch closed, switch indicator must show clear before switch is again thrown or main line obstructed. Trains or engines coming from Jefferson Street Line must get clear No. 4 signal before throwing main line switch. Train and enginemen must observe position of signals before engine reaches them and finding any signal at "Stop" will not pass it, and will be governed by Rule No. 99. If apparatus fails, signal will indicate "Stop," and train will proceed through block under protection of flagman in advance, as per Rule No. 99.
80. **DOUBLE TRACK**—Between Aberdeen and Hoquiam, except single track between the passenger station at Hoquiam, and the double track switch located just east of Hoquiam River draw bridge, three-quarters (¾) of a mile east of Hoquiam.
81. Double track switch, Aberdeen, is located 250 feet east of passenger station. Switch will be set and locked for eastward trains. Junction switch leading to O.-W. R. R. & N. is located 10 feet east of double track switch, Aberdeen, normal position for O.-W. R. R. & N.
82. **INTERLOCKING RULES GOVERN WISSEKAH 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

