

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 42 TABLE

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

SUNDAY, AUGUST 19, 1917.

For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD,
General Manager.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. C. ALBEE,
Superintendent.

**FIRST SUBDIVISION.
MAIN LINE.**

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

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

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.

Station Numbers	Time Table No. 42 Succeeding No. 41-O August 19, 1917		SECOND CLASS					THIRD CLASS														
			513	515	589	679	691	963	969	973	977	997										
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Mon.	Ex. Mon.	Ex. Sun.										
			Centralia Eastern Mixed	O-W.R.&N Mixed	Nor. Pac. Mixed	Nor. Pac. Freight	O-W.R.&N Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	O-W.R.&N Way Freight	Gt. Nor. Way Freight										
1977	Q	TACOMA	DN	2.8			L 11.15 PM	L 9.30 PM														

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

CS 3	McCARVER STREET. DN	2.8				L 11.31 PM	L 9.46 PM															
CS 5	RUSTON.....	5.4																				
CS 10	SX.....SIXTH AVENUE.....DN	9.7				11.47	10.07															
CS 16	UO.....STEILACOOM.....DN	15.7				11.57 PM	10.22															
W CS 18	KETRON.....P	17.7				12.02 AM	10.28															
CS 24	NU.....NISQUALLY.....DN	24.4				12.17	10.48															
CS 28	SR.....ST. CLAIR.....DN	28.2				12.27	11.00															
W CS 30	KYRO.....P	29.8				12.31	11.05															
CS 35	MA.CHAMBERS PRAIRIE.DN	34.9				12.43	11.23															
CS 37	PLUMB.....P	37.5				12.50	11.30															
2015	NO.....TENINO.....DN	43.0				1.02	11.45															
W	TENINO JCT.....	43.5				1.03	11.46	L 11.00 AM				L 10.36 AM										
2020	BU.....BUCODA.....D	46.7				1.10	11.54 PM	* 11.20				* 10.50 AM										
2025	WABASH.....P	51.8	L 1.55 PM	L 2.25 PM																		
W C Y O	2027 CN.....CENTRALIA.....DN	54.0	A 2.05 PM	A 2.35 PM		1.30 PM	12.15 AM	A 11.50 AM	L 6.00 AM	L 5.30 AM	L 5.00 AM	* 11.25 AM	591									
W	2031 CH.....CHEHALIS.....D	57.7				2.15	1.00		6.40	* 6.00	* 5.30	* 12.20 PM	511									
Y	2032 .....CHEHALIS JCT.....P	58.6							A 6.45 AM			* 12.40 PM										
2038	NA.....NAPAVINE.....DP	65.1				2.45	1.30		See page 8	* 7.00	* 6.10	* 1.05										
2040	EVALINE.....	68.2				2.51	1.40			f 7.10	f 6.20	f 1.15										
2044	WI.....WINLOCK.....D	71.3				2.58	1.50			* 8.00	* 6.40	* 1.35										
W	2050 PN.....VADER.....DN	77.8				3.11	2.10			* 8.30	* 7.20	* 1.55										
2053	OLEQUA.....	80.5				3.17	2.18			f 9.00	f 7.35	f 2.03										
W	2060 CA.....CASTLE ROCK.....D	87.4				3.32	2.37			* 10.15	* 8.10	* 2.28										
2066	OSTRANDER.....	93.7				3.47	2.55			f 10.35	f 8.30	f 2.45										
2071	KS.....KELSO.....D	97.3				3.57	3.05			* 11.30	* 9.20	* 3.00										
2077	CARROLLS.....	103.0				4.12	3.20			f 11.45	f 9.45	f 3.17										
W	2081 KA.....KALAMA.....DN	107.5				4.25	3.32			11.55 AM	f 10.55	* 3.35 PM										
CX 4	MARTINS BLUFF.....	111.8				4.37	3.45			f 1.00	f 11.10	f 4.10										
CX 9	WD.....WOODLAND.....D	116.6				4.48	4.00			* 1.15 PM	* 11.45 AM	* 4.20										
W	CX15 RG.....RIDGEFIELD.....D	122.0				5.00	4.15			* 1.35 PM	* 1.00	* 4.38 PM										
CX21	KNAPP.....	127.2				5.12	4.30			f 2.10	f 1.15	f 5.42										
W	CX23 .....FELIDA.....P	130.5			See page 8	5.19	4.38			f 2.25	f 1.25	f 5.55										
W Y	CX25 .....VANCOUVER JCT.....P	133.3			L 3.35 PM	5.25	4.45			2.35	1.35	6.05										
TCY	CX29 MX.....VANCOUVER.....DN	136.4			A 3.50 PM	A 5.35 AM	A 5.00 AM			A 2.50 PM	A 1.55 PM	A 6.30 PM										

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 6.30 AM																
				Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily		Ex. Sun.	Ex. Sun.	Ex. Mon.	Ex. Mon.	Ex. Sun.								
		Time Over Subdivision		.10	.10	.15	5.34	6.44		.50	.45	8.10	7.56	5.37								
		Average Speed Per Hour		13.2	13.2	12.4	24.0	19.8		12.6	6.1	10.0	10.4	16.6								

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 LINE.

Distance from Portland	Time Table No. 42 Succeeding No. 41-O August 19, 1917		Car Capacity of Siding	FIRST CLASS																STATIONS	Telegraph Offices and Calls																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	402	408		422	424	434	456	458	460	466	512	518	562	564	590	592	594																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
146.4	Q.....TACOMA.....DN 2.8			Nor. Pac. Seattle Express	Nor. Pac. Seattle Passenger	Nor. Pac. Grays Harbor Limited	Nor. Pac. Grays Harbor Express	Nor. Pac. Evergreen State Limited	Great Northern	Great Northern	Great Northern	Nor. Pac. Grays Harbor Passenger	O-W.R.&N Shasta Limited	O-W.R.&N Passenger	O-W.R.&N Tacoma- Seattle Express	O-W.R.&N Seattle Express	Nor. Pac. Passenger	Nor. Pac. Willapa Harbor Passenger	Nor. Pac. Willapa Harbor Limited																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		</

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

**FIRST SUBDIVISION.
MAIN LINE**

[illegible]

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

[illegible]

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

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

WESTWARD.

SECOND SUBDIVISION.
(GRAY'S HARBOR LINE AND OCOSTA BRANCH)

Water Fuel, Scales Turn Tables and Wyes	Station Numbers	Distance from St. Clair	Time Table No. 42 Succeeding No. 41-O August 19, 1917 STATIONS Telegraph Offices and Calls	Car Capacity of Siding	FIRST CLASS										SECOND CLASS			THIRD CLASS													
					421	423	465	571	577	579	581	585	583	693	697	967	975	979	983												
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday & Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.												
					Nor. Pac. Passenger See page 1	Nor. Pac. Passenger See page 1	Nor. Pac. Passenger See page 1	O-W R.&N Passenger 41	O W R.&N Passenger 43	C.M.&St.P Passenger 117	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Mixed	Nor. Pac. Freight	C.M.&St.P Freight 161	Nor. Pac. Way Frt.	O-W.R.&N Way Frt. 51	C.M.&St.P Way Frt. 193	Nor. Pac. Way Frt.												
W T	CS 28	0.0	SR.....ST. CLAIR.....DN	50	L 9.55AM	L 6.40PM	L 2.56PM																								
	CK 18	2.9	UNION MILL.....P	Spur	s 10.02	s 6.47	s 3.04																								
	CK 20	4.4	LACEY.....P	40	s 10.05	s 6.51	s 3.10																								
	CK 25	9.4	OY.....OLYMPIA.....D	110	s 10.15	s 7.05	s 3.20																								
		10.0	TUMWATER SPUR CROS.		10.25	7.15	3.25																								
	CK 34	14.7	BELMORE.....P	40	10.40	f 7.30	f 3.37																								
	CK 37	21.3	RK.....LITTLE ROCK.....D	43	s 11.00	s 7.47	s 3.51																								
	CK 37½	22.5	BORDEAUX JCT.....P	Spur 50	s 11.05	7.51	f 3.54																								
	CK 40	24.4	MIMA.....P	13	11.10	7.56	f 3.58																								
	W Y	CK 44	28.6	HK.....GATE.....DN	50	s 11.22	s 8.10	s 4.08							See page 7 L 3.30AM		See page 7 L 9.30AM														
	CM 5	33.5	OX.....OAKVILLE.....D	90	s 11.42	s 8.25	s 4.20							3.42		s 9.53															
	CM 12	40.4	LYTLE.....P	80	11.55	8.38	4.35							4.00		s 10.20															
W	CM 13	41.4	PORTER.....P	20	f 11.58AM	s 8.42	s 4.37							4.03		s 10.45															
	CM 15	43.0	MN.....MALONE.....D	Spur 10	s 12.01PM	s 8.45	s 4.41							4.08		s 10.50															
	CM 19	48.0	EF.....ELMA.....DN	120	s 12.15	s 8.58	s 4.54							4.30		s 11.15AM															
	CM 22	50.5	MACK.....P	Spur 50	12.20	9.02	f 4.58							4.37		s 12.30															
	CM 23	51.7	SP.....SATSOP.....D	37	s 12.23	s 9.05	s 5.01							4.41		s 12.45															
	CM 25	53.6	BRADY.....P	Spur	s 12.26	f 9.09	f 5.05							4.45		s 12.50															
W	CM 29	57.7	MO.....MONTESANO.....DN	70	s 12.38	s 9.17	s 5.15							5.10		s 1.15															
Y	CM 37	0.0	AJ.....ABERDEEN JCT.....D	90									No. 583 has right over No. 584 Cosmo- polis to Bay City																		
		0.9	JUNCTION CITY.....																												
	CR 1	1.5	COSMOPOLIS JCT.....	No Siding																											
W	CG 2	2.9	MP.....COSMOPOLIS.....D	30										12.30PM																	
	CR 1	1.5	COSMOPOLIS JCT.....	No Siding										12.35																	
	CR 3	2.4	O-W. R. & N. Co. Crossing Track Connection.....SOUTH ABERDEEN.....	90																											
	CR 13	13.1	MARKHAM.....	10																											
T	CR 16	15.6	OCOSTA.....P	10																											
	CR 19	18.3	BAY CITY.....	Spur																											
C Y	CM 37	65.8	ABERDEEN JCT.....D	90	s 12.55	s 9.35	f 5.35																								
O	CM 40	68.9	Double Track (SA. ABERDEEN.....DN	50	1.05	s 9.45	s 5.45	L 2.55PM	L 7.00AM	L 9.40PM																					
WCY	CM 44	72.5	HO.....HOQUIAM.....DN	200	A 1.25PM	A 10.05PM	s 6.00	A 3.15PM	A 7.15AM	A 9.55PM																					
W	CM 47	76.0	GRAY'S HARBOR CITY.....	No Siding			f 6.18																								
	CM 52	80.4	GRAY GABLES.....	No Siding			f 6.30																								
	CM 54	82.0	CHENOIS CREEK.....	No Siding			f 6.34																								
		84.0	BURROWS.....	No Siding			f 6.40																								
	CM 56	85.2	TULIPS.....P	40			f 6.44																								
		85.9	WILDERNESS.....	No Siding			f 6.46																								
	CM 61	88.4	COPALIS.....	Spur			s 6.52																								
	CM 63	91.6	CR.....CARLISLE.....D	20			s 7.00																								
	CM 64	92.6	ONSLOW.....	30			f 7.04																								
	CM 66	94.5	STEARNSVILLE.....	Spur			s 7.08																								
	CM 68	96.4	ALOHA.....	Spur 12			f 7.13																								
W	CM 69	98.1	PACIFIC.....	Spur 7			s 7.18																								
	CM 71	99.5	SUNSET BEACH.....	No Siding			f 7.22																								
Y	CM 72	100.5	MC.....MOCLIPS.....D	40			A 7.25PM																								
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday & Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.												
			Time Over Subdivision		3.00	3.00	4.5	.20	.15	.15	.25	1.40	1.15	3.10	.20	4.08	.25	.15	2.34												
			Average Speed Per Hour		24.1	24.2	24.6	10.8	14.4	14.4	8.0	20.8	14.5	13.8	10.8	10.6	8.0	14.4	10.9												

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

EASTWARD.

SECOND SUBDIVISION.
(GRAY'S HARBOR LINE AND OCOSTA BRANCH)

Time Table No. 42

Succeeding No. 41-O
August 19, 1917

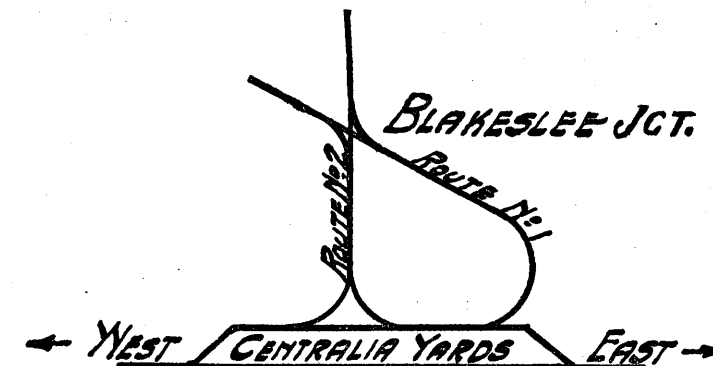
STATIONS

Telegraph Offices and Calls

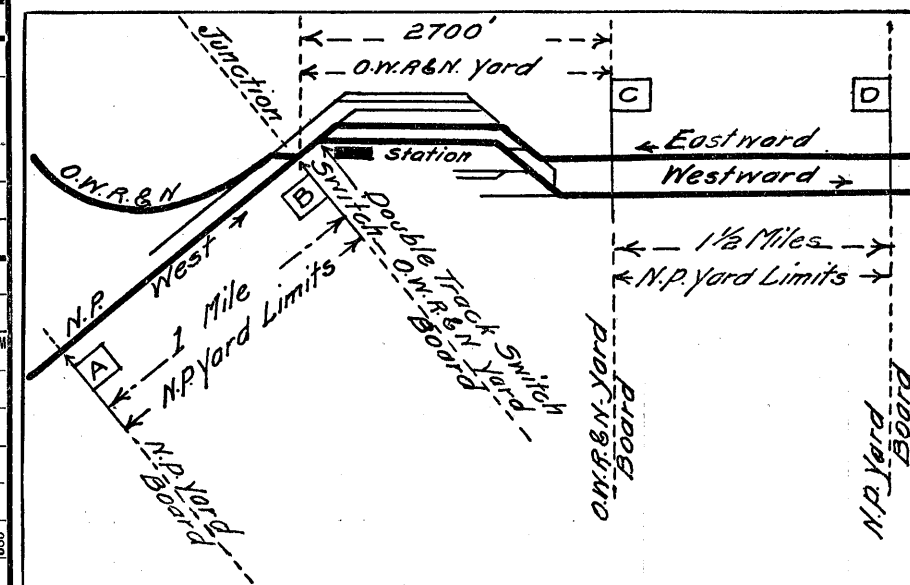
STATIONS	Distance from Mo clips	FIRST CLASS								SECOND CLASS			THIRD CLASS			
		422	424	466	500	572	578	582	586	584	694	698	968	976	980	984
SR... ST. CLAIR... DN	100.5	Nor. Pac. Passenger See page 3	Nor. Pac. Passenger See page 3	Nor. Pac. Passenger See page 3	C.M. & St. P. Passenger 118	O.W.R. & N. Passenger 42	O-W R. & N. Passenger 44	Nor. Pac. Passenger	Nor. Pac. Passenger	Tuesday & Fri. Mixed	Ex. Sun. Freight	Ex. Sun. C.M. & St. P. Freight 162	Ex. Mon. Nor. Pac. Way Frt.	Ex. Sun. O-W.R. & N. Way Frt. 52	Ex. Sun. C.M. & St. P. Way Frt. 194	Ex. Sun. Nor. Pac. Way Frt.
UNION MILL... P	97.6	7.30	3.15	11.20												
LACEY... P	96.1	7.25	3.10	11.15												
OLYMPIA... D	91.1	7.10	2.55	11.00												
TUMWATER SPUR CROS.	90.5	7.05	2.50	10.55												
BELMORE... P	85.8	6.55	2.39	10.40												
LITTLE ROCK... D	79.2	6.41	2.29	10.28												
BORDEAUX JUNCTION... P	78.0	6.38	2.26	10.24												
MIMA... P	76.1	6.34	2.24	10.21												
GATE... DN	71.9	6.25	2.15	10.18												
OAKVILLE... D	67.0	6.20	2.10	10.08												
LYTLE... P	60.1	5.55	1.52	9.44												
PORTER... P	59.1	5.52	1.50	9.41												
MALONE... D	57.5	5.48	1.47	9.38												
ELMA... DN	52.5	5.37	1.37	9.28												
MACK... D	50.0	5.30	1.29	9.18												
SATSOP... D	48.8	5.27	1.26	9.15												
BRADY... D	46.9	5.23	1.23	9.10												
MONTESANO... DN	42.8	5.15	1.15	9.00												
ABERDEEN JCT... D	18.3							8.30AM		No. 583 has right over No. 584 Cosmopolis to Bay City						
JUNCTION CITY... D	17.4							8.25								
COSMOPOLIS JCT... D	16.8							8.20								
COSMOPOLIS... D	18.2							8.15AM								
COSMOPOLIS JCT... D	16.8															
O-W. R. & N. Co. Crossing Track Connection	15.9															
SOUTH ABERDEEN... D	10.7															
MARKHAM... D	5.2															
OCOSTA... P	2.7															
BAY CITY... D	0.0															
ABERDEEN JCT... D	34.7	4.55	12.55	8.40				9.10PM								
SA. ABERDEEN... D	31.6	4.45	12.40	8.30	1.45PM	9.15AM	10.45PM	9.00								
HO. HOQUIAM... D	28.0	4.30PM	12.25PM	8.15	1.30PM	9.00AM	10.30PM	4.15								
GRAYS HARBOR CITY... D	24.5			7.55				4.00								
GRAY GABLES... D	20.1			7.41				3.47								
CHENOIS CREEK... D	18.5			7.37				3.43								
BURROWS... D	16.5			7.32				3.37								
TULIPS... P	15.3			7.28				3.34								
WILDERNESS... D	14.6			7.25				3.31								
COPALIS... D	12.1			7.18				3.25								
CARLISLE... D	8.9			7.10				3.16								
ONSLow... D	7.9			7.06				3.13								
STEARNSVILLE... D	6.0			7.01				3.08								
ALOHA... D	4.1			6.56				3.03								
PACIFIC... D	2.4			6.52				2.58								
SUNSET BEACH... D	1.0			6.48				2.53								
MOCLIPS... D	0.0			6.45AM				2.50PM								
Time Over Subdivision		2.48	2.43	4.25	.15	.15	.15	.15	1.40	1.10	2.30	.20	3.45	.20	.20	3.19
Average Speed Per Hour		25.9	26.7	23.2	14.4	14.4	14.4	11.6	20.8	15.6	17.5	10.8	11.0	10.8	10.8	8.4

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

SPECIAL RULES FOR MOVEMENTS OF TRAINS BETWEEN CENTRALIA AND BLAKESLEE JUNCTION AS PER DIAGRAM FOLLOWING



- Northern Pacific track will be known as "Route No. 2." O-W. R. R. & N. track will be known as "Route No. 1," as per illustration hereon. Both routes are included in the Centralia Yard Limits.
- All trains and engines using either of the routes will do so under control. Under control means to be able to stop within the distance track is seen to be clear.
- All eastward movements will be made over Route No. 2.
- All westward movements will be made over Route No. 1.
- Crossing and switches at Blakeslee Junction will be governed by interlocking signals.
- Westward trains will indicate to towerman route wanted by following whistle signals:
Northern Pacific, one long, one short, one long, thus
O-W. R. R. & N., one long, two short, one long, thus



ABERDEEN YARD LIMITS

- Northern Pacific Yard Limit Rules govern between Northern Pacific Yard Limit Board located at "A" and O-W. R. R. & N. Yard Limit Board located at "B."
- O-W. R. R. & N. Special Yard Limit Rule reading "ALL TRAINS, yard engines and light engines must move under control" governs all tracks between O-W. R. R. & N. Yard Limit boards at "B" and "C."
- Northern Pacific Yard Limit Rules govern all tracks between O-W. R. R. & N. Yard Limit board located at "C" and Northern Pacific Yard Limit board located at "D."

WESTWARD.

FOURTH SUBDIVISION.
(PRAIRIE LINE)

EASTWARD.

THIRD CLASS		FIRST CLASS							Water, Fuel, Scales, Turn Tables and Ways	Station Number	Distance from Tacoma	Time Table No. 42 Succeeding No. 41-O August 19, 1917		Distance from Tenino Junction	Car Capacity of Sidings	FIRST CLASS							THIRD CLASS					
997	963	465	459	457	455	413	407	401				STATIONS				402	408	424	434	456	458	460	998					
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Telegraph Offices and Calls				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Ex. Sun.		
Gt. Nor. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Grays Harbor Passenger	Great Northern	Great Northern	Great Northern	Nor. Pac. Portland Special	Nor. Pac. Portland Passenger	Nor. Pac. Portland Express								Nor. Pac. Seattle Express	Nor. Pac. Seattle Passenger	Nor. Pac. Grays Harbor Express	Nor. Pac. Evergreen State Limited	Great Northern	Great Northern	Great Northern	Gt. Nor. Way Freight					
L 7.35AM	L 7.00AM	L 2.00PM	L 5.05PM	L 12.45PM	L 12.10AM	L 5.45PM	L 9.35AM	L 1.40AM	1977	0.0	Q.....TACOMA.....DN 4.6	39.2			A 5.00AM	A 12.45PM	A 4.30PM	A 9.30PM	A 9.55PM	A 2.55PM	A 6.00AM	A 2.10PM						
BETWEEN TACOMA AND SOUTH TACOMA TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS.																												
L 8.00AM	L 7.45AM	L 2.15PM	L 5.19PM	L 1.00PM	L 12.25AM	L 6.00PM	L 9.50AM	L 1.55AM	W O T	1981	4.6	SU...SOUTH TACOMA....D 3.6	34.6	70	A 4.42AM	A 12.27PM	A 4.15PM	A 9.13PM	A 9.40PM	A 2.40PM	A 5.45AM	A 1.45PM						
f 8.15	f 8.00	A 2.23PM 458	f 5.25	f 1.07	f 12.33	A f 6.07PM	A f 9.56AM	2.02		1985	8.2	VA.....LAKEVIEW.....D 5.0	31.0	60	4.35	L 12.20PM f	L 4.05PM	L f 9.06PM	9.33	2.32 465	f 5.37	f 1.30						
f 8.35	f 8.15	See page 10	5.31	f 1.15 998	f 12.42	See page 10	See Page 10	f 2.10		1990	13.2	HILLHURST..... 6.0	26.0	60	f 4.25	See Page 10	See page 10	See page 10	f 9.25	2.23	f 5.27	f 1.15 457						
f 8.55 963	f 8.35 9.00 997		s 5.42	s 1.28	f 12.55			s 2.22	W	1996	19.2	RY.....ROY.....D 5.5	20.0	E 68 W 70	s 4.12				s 9.15	f 2.13	f 5.15	s 12.45						
s 9.15	s 9.20		f 5.52	f 1.40	f 1.05			s 2.32		2002	24.7	YA.....YELM.....D 5.5	14.5	70	s 4.00				f 9.02	f 2.03	f 5.04	s 12.25						
s 9.40	s 10.00		f 6.02	f 1.53 458	f 1.15			s 2.42		2007	30.2	RA.....RAINIER.....D 4.2	9.0	E 65 W 73	s 3.48				f 8.53	f 1.53 457	f 4.53	s 12.05PM						
f 9.50	f 10.10		f 6.08	f 2.01	f 1.23			f 2.50		2011	34.4	McINTOSH.....P 4.6	4.8	70	f 3.38				f 8.45	f 1.45	f 4.45	f 11.45AM						
*10.20 10.35 998	*10.30 10.58 998		s 6.16	s 2.10	f 1.33			s 3.00		2015	39.0	TN....WEST TENINO....D 0.2	0.2	30	s 3.28				s 8.35	s 1.32	s 4.37	s 11.25 10.35 963 997						
A 10.36AM	A 11.00AM		A 6.17PM	A 2.12PM	A 1.34AM			A 3.05AM 402	W		39.2	TENINO JUNCTION.....	0.0	E 115 W 75	L 3.25AM 401				L 8.34PM	L 1.30PM	L 4.35AM	L 10.34AM						
See page 2	See page 2		See page 1	See page 1	See Page 1			See page 1							See page 3				See page 3	See page 3	See page 3	See page 4						
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.						
2.21	2.24	.08	.58	1.12	1.09	.07	.06	1.10							1.17	.07	.10	.07	1.06	1.10	1.10	2.21						
14.7	14.4	27.0	35.7	28.8	30.0	30.9	36.0	29.6							27.0	30.9	21.4	30.9	31.4	29.6	29.6	14.7						
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																												

1. At Tenino Junction westward trains passing from Fourth Subdivision must stop clear of signal No. 40.1 and before proceeding, switch indicators must be pushed and switch leading to eastward main track and both cross-over switches must be opened and if block is clear signal No. 40.1 will go to caution position, otherwise crossover movement must be made under flag protection.

2. Normal position of double track switch at South Tacoma for eastward track.
2a. Trains 455, 457, 458 and 460 will stop on flag at Nisqually River bridge between Roy and Yelm to let off or pick up U. S. A. officers in uniform.
2b. AT LAKEVIEW—EASTWARD TRAINS WILL COME TO FULL STOP BEFORE REACHING JUNCTION SWITCH OF THE THIRD SUBDIVISION, EXPECTING TO FIND MAIN TRACK OCCUPIED BY TRAINS FROM THIRD SUBDIVISION.

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

WESTWARD.

SIXTH SUBDIVISION.
(GATE LINE)

EASTWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS						Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Centralia	Time Table No. 42 Succeeding No. 41-O August 19, 1917		Distance from Gate	Car Capacity of Sidings	FIRST CLASS						SECOND CLASS		THIRD CLASS						
975	967		693		577	571	507	505	503				501	STATIONS				502	504	506	508	572	578	694		968			976		
Ex. Sun.	Ex. Sun.		Ex. Sun.		Daily	Daily	Daily	Daily	Daily				Daily	Telegraph Offices and Calls				Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.		Ex. Mon.			Ex. Sun.		
O-W.R.&N Way Frt. 51	Nor. Pac. Way Frt.		Nor. Pac. Freight		O-W.R.&N Passenger 43	O-W.R.&N Passenger 41	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger				Nor. Pac. Passenger					Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger 42	O-W.R.&N Passenger 44	Nor. Pac. Freight		Nor. Pac. Way Frt. 52			O-W.R.&N Way Frt. 52		
L 12.40PM 571	L 7.30AM		L 2.30AM		L 3.00AM	L 12.30PM 975	L 7.40PM	L 3.30PM	L 11.00AM 502	L 9.25AM	WC YO	2027	0.0	CN.....CENTRALIA.....DN 2.2	13.6	500	A 10.43AM 503	A 2.50PM	A 7.05PM	A 8.55PM	A 11.40AM	A 2.00AM	A 9.10PM		A 2.30PM	A 10.15AM					
A 12.50PM	7.40		2.40		A 3.07AM	A 12.38PM	7.46	3.35	11.04	9.32			2.2	BLAKESLEE JUNCTION. O.-W. R. & N. Co. Crossing Trk Connection P. S. & W. H. R. R. CRSG. 0.1	11.4		10.34	2.43	6.54	8.45	L 11.30AM	L 1.45AM	8.58		2.21	L 10.05AM					
	7.42		2.41				7.47	3.36	11.05	9.33			2.3	BLAKESLEE..... 4.1	11.3		10.33	2.42	6.53	8.44			8.55		s 2.20						
	s 8.05		2.52				s 7.53	s 3.45	s 11.13	f 9.42	CK 51	6.4	GRAND MOUND....P 4.6	7.2	90	s 10.27	s 2.32	s 6.45	f 8.35			8.45		s 2.05							
	s 8.30		3.05				s 8.00	s 3.54	s 11.21	f 9.50	CK 47	11.0	RH...ROCHESTER....D P	2.6	75	s 10.19	s 2.22	s 6.35	s 8.25			8.35		s 1.45							
													11.0	C. M. & St. P. CROSSING.. No Track Connection 2.6	2.6																
	A 8.45AM		A 3.15AM				A 8.10PM	A 4.00PM	A 11.27AM	A 10.05AM 502	WY	CK 44	13.6	HK.....GATE.....D	0.0	50	L 10.13AM 501	L 2.15PM	L 6.25PM	L 8.15PM 507 508 694			L 8.25PM 507 508		L 1.30PM						
Ex. Sun.	Ex. Sun.		Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.		Ex. Mon.	Ex. Sun.					
.10	1.15		.45		.7	.08	.30	.30	.27	.40							.30	.35	.40	.40	.10	.15	.45		1.00	.10					
13.2	10.8		18.1		18.8	16.5	27.2	27.2	30.3	20.4							27.2	23.3	20.4	20.4	13.2	8.8	18.1		13.6	13.2					
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																															

3. No. 501 has right over No. 502, Centralia to Gate.
4. No. 503 has right over No. 504, Centralia to Gate.
5. No. 505 has right over No. 506, Centralia to Gate.
6. No. 507 has right over No. 508, Centralia to Gate.

7. Road crossing opposite the State Training School at Grand Mound will be a flag stop for all regular passenger trains; also to unload express.
8. Operators Centralia and Rochester will block between Blakeslee Junction and Rochester. Conductors on eastward trains will report in person at telegraph office Centralia as soon as possible after arrival in order to clear block for following trains. All trains will register by ticket at Blakeslee Junction.

SEE SPECIAL RULES, PAGES 6, 11, 12, 13 AND 14.

YACOLT BRANCH																									
2d Class		1st Class		Water, Fuel, Scales, Turn Tables and Wyes		Station Numbers		Distance from Yacolt		Time Table No. 42				Distance from Vancouver Jct.		Car Capacity of Sidings		1st Class		2d Class					
589	587	Succeeding No. 41-O August 19, 1917								1st Class		2d Class													
Ex. Sun.	Ex. Sun.	STATIONS												Ex. Sun.	Ex. Sun.										
Mixed	Passenger	Telegraph Offices and Calls												Passenger	Mixed										
L 12.30 PM	L 6.00 AM	W Y	C Y 27	0.0	YC.....YACOLT.....D	26.9	35	A 6.40 PM	A 11.00 AM																
f 1.00	f 6.14		C Y 20	6.6	WALL.....	20.3	No Siding	f 6.18	f 10.30																
s 1.20	s 6.19		C Y 19	8.1	HEISON.....	18.8	25	s 6.13	s 10.20																
s 1.40	s 6.24		C Y 17	9.9	CRAWFORD.....	17.0	Spur 5	s 6.06	s 9.50																
s 2.10	s 6.35	W	C Y 14	12.8	BA...BATTLE GROUND...D	14.1	20	s 5.56	s 9.30																
s 2.40	s 6.50		C Y 10	17.0	BRUSH PRAIRIE.....	9.9	25	s 5.46	s 8.50																
f 2.45	f 6.54		C Y 8	18.7	LAURIN.....	8.2	No Siding	f 5.40	f 8.43																
f 2.50	f 6.57		C Y 7	20.1	HOMAN.....	6.8	Spur 4	f 5.36	f 8.40																
f 3.00	f 7.00		C Y 6	21.2	BARBERTON.....	5.7	Spur 4	f 5.30	f 8.38																
f 3.20	f 7.05		C Y 3	23.5	HIDDEN.....	3.4	Spur 4	f 5.22	f 8.33																
A s 3.35 PM	A s 7.10 AM	Y	C X 25	26.9	VJ...VANCOUVER JCT.....D	0.0	No Siding	L s 5.10 PM	L s 8.23 AM																
Ex. Sun.	Ex. Sun.													Ex. Sun.	Ex. Sun.										
3.05	1.10													1.30	2.37										
8.7	23.0													17.9	10.2										
Time Over Subdivision																									
Average Speed Per Hour																									

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

WESTWARD.						NINTH SUBDIVISION. ELMA BRANCH							EASTWARD.			
SECOND CLASS							Time Table No. 42 Succeeding No. 41-O August 19, 1917						SECOND CLASS			
			551	Water, Fuel, Seals, Turn- Tables and Wyes	Station Numbers	Distance from Stimson	STATIONS			Distance from Elma	Car Capacity of Sidings		552			
			Ex. Sun. Mixed				Telegraph Offices and Calls						Ex. Sun. Mixed			
					CH 10	0.0	STIMSON..... 0.9			10.1	Spur 7					
						0.9	MILLPORT..... 1.4			9.0						
					C H 7½	2.3	HILLGROVE..... 0.2			7.8	Spur 4					
					CH 7	2.5	McCLEARY JUNCTION.... 0.8			7.6						
			L 3.15PM	T	CH 8	3.3	McCLEARY..... 0.8			8.4	Spur 15	A 1.00PM				
			3.18		CH 7	2.5	McCLEARY JUNCTION.... 2.6			7.6		12.55				
			s 3.25		CH 5	5.1	RAYVILLE..... 0.7			5.0	Spur 4	s 12.48				
							WHITE LUMBER Co. R. R. Cr. 0.2									
			s 3.45	W	CH 4	6.0	WHITE..... 4.1			4.1	Spur 5	s 12.45				
			As 4.00PM	T	C M 19	10.1	EF.....ELMA.....D			0.0	60	L 12.20PM				
			Ex. Sun. .45									Ex. Sun. .40				
			11.2				Time Over Subdivision Average Speed Per Hour					12.6				

12. **NORTHERN PACIFIC ENGINES WILL NOT GO EAST OF MILLPORT.**

5a. Low platform at end of Siler-Willapa Lumber Co.'s spur at Raymond will not clear foot board and pilot of engine.

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

WESTWARD.

TENTH SUBDIVISION.
(BUCKLEY LINE—BURNETT AND WILKESON BRANCHES)

EASTWARD.

THIRD CLASS			SECOND CLASS				FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Kanaskat	Time Table No. 42 Succeeding No. 41-O August 19, 1917		Distance from Tacoma	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS				THIRD CLASS			
981	971		531	525	523	521	597	595				STATIONS				596	598		522	524	526	532		972	982	
Ex. Sun.	Ex. Mon.		Daily	Daily	Daily	Daily	Daily	Daily				Telegraph Offices and Calls				Daily	Daily		Daily	Daily	Daily	Daily		Ex. Sun.	Ex. Sun.	
Way Frt.	Way Frt.		Mixed	Mixed	Mixed	Mixed	Passenger	Passenger								Passenger	Passenger		Mixed	Mixed	Mixed	Mixed		Way Frt.	Way Frt.	
	L 6.30AM						L 3.15PM	L 8.50AM		A 1	0.0	GV .....KANASKAT .....DN 1.2	44.6	140	A 9.45AM	A 7.00PM					A 1.05PM					

BETWEEN PALMER JCT. AND KANASKAT TRAINS WILL BE GOVERNED BY SEATTLE DIVISION TIME TABLE RULES AND REGULATIONS

		L 6.35AM									L 3.20PM	L 8.55AM		1932	1.2	JC.....PALMER JCT.....D	43.4	70	A 9.40AM	A 6.55PM							A 1.00PM	
		f 6.50									s 3.22	s 8.57	W	1933	2.1	PALMER.....	42.5	30	f 9.38	s 6.53							f 12.45	
		f 7.00									s 3.25	s 9.00		1934	3.4	BAYNE.....	41.2	Spur	f 9.35	s 6.50							f 12.30	
		f 7.05									f 3.28	s 9.03		1936	4.7	CUMBERLAND.....	39.9	No Siding	f 9.32	s 6.46							f 12.01PM	
		f 7.15									f 3.30	f 9.05		1937	5.5	NACO.....	39.1	60	f 9.30	s 6.43							f 11.50AM	
		7.30									f 3.35	f 9.10		1939	7.5	VEAZIE.....	37.1	Spur 10	9.26	f 6.38							11.25	
		s 7.40									s 3.47	s 9.19		1942	10.9	CW.....ENUMCLAW.....D	33.7	105	s 9.19	s 6.30							s 11.00	
		s 8.25									s 3.57	s 9.31		1945	14.3	BK.....BUCKLEY.....D	30.3	100	s 9.09	s 6.20							s 9.31	
		9.27									4.07	9.41		1949	18.6	CASCADE JCT.....	26.0	No Siding	8.56	6.07							8.30	
														CC 4	0.0	MORRISTOWN.....	3.4	45										
														CC 2	2.0	BN.....BURNETT.....D	1.4	45										
														1949	3.4	CASCADE JCT.....	0.0	No Siding										
														CB 15	0.0	FX.....FAIRFAX.....D	14.8	30										
														CB 13	2.0	MELMONT.....	12.8	Spur 5										
															6.1	CARBON COAL CO. Crossing	0.9											
														CB 8	7.0	CB.....CARBONADO.....D	7.8	5										
														CB 5	10.4	WX.....WILKESON.....D	4.4	90										
														1949	14.8	CASCADE JCT.....	0.0	No Siding										
														1950	19.7	SO.....SOUTH PRAIRIE..D	24.9	135										
														1955	24.2	CROCKER.....P	20.4	100										
														1958	26.9	OG.....ORTING.....D	17.7	200										
														1961	30.3	MCMILLIN.....P	14.3	Spur 8										
														1963	32.4	ALDERTON.....	12.2	25										
														1966	34.8	MEEKER.....	9.8	70										

BETWEEN MEEKER AND TACOMA, TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS

		A 1.00PM							A 5.15PM	A 10.50AM			1976	44.6	Q.....TACOMA.....DN	0.0		L 8.00AM	L 5.00PM									L 3.00AM		
	Ex. Sun.	Ex. Mon.		Daily	Daily	Daily	Daily		Daily	Daily								Daily	Daily		Daily	Daily	Daily	Daily			Ex. Sun.	Ex. Sun.		
	.35	3.21		.20	0.13	1.15	1.10		1.27	1.32								1.21	1.32		1.05	1.08	0.12	.17			6.30	.35		
	9.4	9.9		10.2	20.8	12.6	12.6		23.1	21.9								24.8	21.9		14.7	13.0	17.0	15.8			5.1	9.4		

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

- No. 598 will connect with Puget Sound Division No. 413 at Puyallup.
- No. 596 will connect with Puget Sound Division No. 403 at Puyallup with No. 521 at Cascade Jct. and with Seattle Division No. 4 at Kanaskat.
- No. 595 will connect with Seattle Division No. 3 at Kanaskat with No. 522 at Cascade Junction.
- 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.
- Trains between Fairfax and Montezuma will look out for engine and motor car operated by Manley-Moore Lumber Company in this location.

- Gates are installed at the crossing of private railroad over Northern Pacific tracks of Carbon Hill Coal Co. 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 this crossing 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.
- Engines must not go beyond deraill on Fleet Coal spur.
- At Enumclaw on west end of siding at gravel bunkers. Engines must not run over hopper pit.
- Trains Nos. 595, 597 and 598 will stop on flag at Broomfield.
- Restricted clearance at Hyde Coal Co.'s mine just west of bunkers.

WESTWARD.			ELEVENTH SUBDIVISION. (GREEN RIVER BRANCH)						EASTWARD.			
FIRST CLASS			Water, Fuel, Stages, Turn Tables and Wyes	Station Numbers	Distance from Kerriston	Time Table No. 42 Succeeding No. 41-O August 19, 1917		Distance from Kanaskat	Car Capacity of Sidings	FIRST CLASS		
595	575	573				STATIONS				574	576	598
Daily	Mon, Wed. Fri. only	Ex. Sun.								Ex. Sun.	Mon, Wed. Fri. only	Daily
Passenger	Passenger	Passenger				Telegraph Offices and Calls				Passenger	Passenger	Passenger
	L 1.45PM			C J 15	0.0	KERRISTON..... 1.6	14.7				A 11.10AM	
	s 1.50		Y		1.6	HALMAR..... 5.9	13.1	40			s 11.05	
7.40AM	A 2.15PM	L 2.15PM	W	C J 7	7.5	HEMLOCK..... 0.8	7.2	10	A 10.40AM	L 10.40AM	A 7.55PM	
s 7.45		s 2.20		C J 6	8.3	BARNESTON..... 3.4	6.4	Spur 30	s 10.35		f 7.45	
					11.7	Pac. States. Lbr. Co. Ry. Cross. 0.7	3.0					
s 8.05		s 2.40			12.4	KANGLEY JCT..... 1.6	2.3	15	s 10.15		s 7.26	
s 8.12		s 2.48		C J 4	14.0	SELLECK..... 0.1	3.9		s 10.08		s 7.16	
					13.9	C. M. & St. P. R. R. Crossing No Track Connection 1.5	3.8					
s 8.20		s 2.55		C J 2	12.4	KANGLEY JCT..... 0.3	2.3		s 10.03		s 7.07	
					12.7	HIAWATHA..... .06	2.0	Spur				
s 8.23		s 2.58		C J 1	13.3	DURHAM..... 1.4	1.4	30	s 10.00		s 7.04	
A 8.30AM		A 3.03PM	W Y O	A 1	14.7	GV.....KANASKAT.....DN	0.0	75	L 9.55AM		L 7.01PM	
Daily	Mon, Wed. Fri only.	Ex. Sun.								Ex. Sun.	Mon, Wed. Fri only.	Daily
.50	.30	.48				Time Over Subdivision			.45	.30	.54	
12.5	15.0	13.0				Average Speed Per Hour			13.9	15.0	11.6	

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

- 1. REGULAR TRAINS LOOK OUT FOR LOGGING TRAINS BETWEEN HALMAR AND KERRISTON. EX-
TRA TRAINS PROTECT BY FLAG AGAINST LOGGING TRAINS BETWEEN HALMAR AND KER-
RISTON. WHISTLE MUST BE SOUNDED APPROACHING ALL CURVES BETWEEN HALMAR AND
KERRISTON; SPEED OF 10 MILES PER HOUR MUST NOT BE EXCEEDED.**
- 2. Crossing gates have been installed at the crossing of Pacific States Lumber Company's logging road and
Northern Pacific Main track 0.7 mile east of Kangley Junction.
Normal position of gates will be set and locked against logging road and when train of logging Company de-
sire to use crossing gates will be set against Northern Pacific track. All trains approach this crossing
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 the gates at night.
Trains will run under full control between a point 1000 feet west of siding at Selleck and the Pacific States
Lumber Company's office looking out for engines of Pacific States Lumber Company, operating within
these limits.**

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

[illegible]

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
3. RESTRICTED CLEARANCE—Wingate, Coke and Coal Bunkers, side and over-head.
SEE SPECIAL RULES PAGES 11, 12, 13 AND 14.

WESTWARD					THIRD SUBDIVISION. (AMERICAN LAKE LINE)										EASTWARD				
FIRST CLASS					Water, Fuel, Seals, Turbitables and Wyes	Station Numbers	Distance from Lakeview	Time Table No. 42 Succeeding No. 41-O August 19, 1917			Distance from Nisqually	Car Capacity of Sidings	FIRST CLASS						
519	517	465	413	407				408	424	434			518	520					
O.-W. R. R. & N. Passenger	O.-W. R. R. & N. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger				Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger			O.-W. R. R. & N. Passenger	O.-W. R. R. & N. Passenger					
Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily			Daily	Daily					
		Ls 2:23PM	Lf 6:07PM	Lf 9:56AM		1985	0.0	VA.....LAKEVIEW.....D 2.5	11.6	100	A12:20PM f	A 4:05PM s	Af 9:06PM						
		f 2:27	6:11	10:00		CK 2	2.5	COUNTRY CLUB..... 0.5	9.1	Spur	12:16	f 4:00	9:02						
		f 2:28	6:12	10:01		CK 3	3.0	TILLCUM..... 1.5	8.6	40	12:15	f 3:59	9:01						
		s 2:33	s 6:15	s10:03		CK 5	4.5	CG..... MURRAY.....D 3.2	7.1	35	s12:12	s 3:55	s 8:58						
A 1:30PM 520	L12:15PM 408	s 2:40	s 6:22	s10:10	OY	CK 7	7.7	D...AMERICAN LAKE ....D 3.9	3.9	200	s12:04PM 517	s 3:45	s 8:50	A11:40AM					
Ls 1:45PM	A12:30PM	s 2:49PM	As 6:30PM	A10:18AM		CS 24	11.6	NU.....NISQUALLY.....DN	0.0		L11:52AM s	L 3:32PM s	Ls 8:38PM	L11:30AM					
See Page 1		See page 1	See page 1	See page 1															
Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily					
.15	.15	.26	.23	.22							.28	.33	.28	.10					
15.6	15.6	26.8	30.2	31.7				Time Over Subdivision			24.9	21.4	24.9	23.4					
								Average Speed Per Hour						15.6					

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

4. **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. Third Subdivision trains must procure block clearance before entering First Subdivision.
5. Gate has been placed across Dupont Powder Co. spur near Cap Magazine. Same protected by stop board located 200 feet from gate.
- 5a. **AT LAKEVIEW—EASTWARD TRAINS WILL COME TO FULL STOP BEFORE REACHING THE JUNCTION SWITCH OF THE FOURTH SUBDIVISION EXPECTING TO FIND MAIN TRACK OCCUPIED BY TRAIN FROM FOURTH SUBDIVISION.**

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

WESTWARD.				TWELFTH SUBDIVISION. (ORTING BRANCH)				EASTWARD.				
Staff Operation—See Page 14				Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from End of track	Time Table No. 42		Distance from Orting	Car Capacity of Sidings	Staff Operation—See Page 14	
							Succeeding No. 41-O					
							August 19, 1917					
							STATIONS					
							Telegraph Offices and Calls					
			0.0	END OF TRACK..... (St. P. & T. Lbr. Co. Camp No. 1)		10.0						
			1.3									
			1.3	TACOMA & EASTERN Cross'g		8.7						
			1.0									
	C E 8	2.3	PUYALLUP RIVER.....		7.7	10						
			7.7									
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

6. 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.

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

AUTHORIZED SURGEONS, N. P. RY. CO.

AUTHORIZED SURGEONS, N. P. RY. CO.										Location of Stretchers (S).	
Dr. S. W. Mowers, Chief Surgeon, Western Div., Tacoma.	Dr. W. M. Karshner, Puyallup.	Head-of-Bay Yard Office (S).	Dr. F. W. Wichman, Tenino.	Dr. E. P. French, Elma.	Dr. W. Anderson, So. Bend (S).	Dr. Andrew C. Smith, Portland (S).					
Dr. J. H. Sheets, Buckley (S).	Dr. Wm. Douglas, Wilkeson, Wn. Puyallup (S).	Tacoma Baggage Room (S).	Dr. G. W. Kennicott, Chehalis.	Dr. F. L. Carr, Montesano.	Dr. N. C. McLafferty, Winlock.	Dr. P. B. Wing, Oculist, Tacoma.					
Dr. F. G. Ullman, Enumclaw.	Tacoma Wharf (S).	Tacoma (Toolcar) (S).	Dr. J. W. Mowell, Olympia (S).	Dr. H. C. Watkins, Hoquiam.	Dr. R. H. Campbell, Vader.	Dr. W. G. Cameron, Specialist, Tacoma.					
P. B. Sweet, Kangley, Wn.	Tacoma Hospital (S).	Dr. P. B. Swearingen, So. Tacoma (S).	Dr. J. H. Dumon, Centralia (S).	Dr. H. C. Randolph, Aberdeen (S).	Dr. O. K. Wolf, Castle Rock.	Dr. J. F. Dickson, Oculist, Portland.					
Dr. Runnals, Orting (S).	Tacoma Round House (S).	Dr. E. L. Carlsen, So. Tacoma (S).	Dr. H. Y. Beil, Centralia (S).	Dr. E. W. Stevens, Dryad.	Dr. C. W. Bales, Kelso.	Dr. A. M. Stevenson, Yacolt (S).					
	Tacoma Moon Yard Office (S).		Dr. J. C. Van Winkle, Oakville	Dr. A. B. MacLean, Pe Ell.	Dr. J. T. Guerier, Vancouver (S).	Dr. A. C. Steckle, Battle Ground.					
					Dr. C. E. Staffin, Kalama (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 ar-

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

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

AUTHORIZED SURGEONS, G. N. RY. CO.

Dr. J. A. La Gasa, Tacoma

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

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE													
			Class W		Class Y-2		Class F-1		Class S		Class P		Class D-3 Class E-3 Class E-4		Class X	
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
First Westward	Tacoma to Chehalis.....	0.30	3500	99	.....	99	.....	80	.....	80	.....	50	.....	40	.....	.....
	Chehalis to Napavine.....	1.12	1250	70	1000	70	900	60	850	60	750	60	550	18	.....	.....
	Napavine to Portland.....	0.00	.....	99	.....	99	1500	60	2000	60	1400	47	1200	40	.....	.....
First Eastward	Portland to Vader.....	0.50	2500	99	2000	99	1800	80	1800	80	1250	60	1050	35	.....	.....
	Vader to Napavine.....	0.90	1500	.....	1150	.....	1100	.....	960	32	860	29	660	22	.....	.....
	Napavine to Tacoma.....	0.30	3500	99	.....	99	.....	80	.....	80	.....	50	.....	40	.....	.....
Second Westward	St. Clair to Lacey.....	1.60	.....	.....	.....	.....	800	40	800	40	.....	.....	.....	.....	.....	.....
	Lacey to Olympia.....	0.70	.....	.....	.....	.....	.....	70	.....	70	.....	.....	.....	.....	.....	.....
	Olympia to Belmore.....	1.80	.....	.....	.....	.....	600	35	600	35	.....	.....	.....	.....	.....	.....
	Belmore to Gate.....	0.88	.....	.....	.....	.....	1200	40	1200	40	.....	.....	.....	.....	.....	.....
	Gate to Elma.....	0.50	.....	.....	.....	.....	2200	70	2200	70	.....	.....	.....	.....	.....	.....
	Elma to Moclips.....	0.40	.....	.....	.....	.....	2500	70	2500	70	.....	.....	.....	.....	.....	.....
Second Eastward	Moclips to Gate.....	0.50	.....	.....	.....	.....	2000	70	2000	70	.....	.....	.....	.....	.....	.....
	Gate to Olympia.....	0.87	.....	.....	.....	.....	1500	50	1500	50	.....	.....	.....	.....	.....	.....
	Olympia to Lacey.....	1.61	.....	.....	.....	.....	550	30	550	30	.....	.....	.....	.....	.....	.....
	Lacey to St. Clair.....	1.20	.....	.....	.....	.....	1050	40	1050	40	.....	.....	.....	.....	.....	.....
Third Westward	Lakeview to Nisqually.....	1.00	2500	99	2300	99	2000	80	2000	80	.....	.....	.....	.....	.....	.....
Third Eastward	Nisqually to American Lake.....	1.60	1000	50	800	40	550	30	550	30	.....	.....	.....	.....	.....	.....
	American Lake to Murray.....	1.00	2000	.....	1800	.....	1500	.....	1500	.....	.....	.....	.....	.....	.....	.....
	Murray to Lakeview.....	0.66	2500	.....	2300	.....	2000	.....	2000	.....	.....	.....	.....	.....	.....	.....
Fourth Westward	South Tacoma to Rainier.....	0.70	1800	99	1350	70	1200	60	1150	60	1050	60	850	28	.....	.....
	Rainier to West Tenino.....	0.35	3200	99	.....	99	.....	60	.....	60	.....	60	.....	60	.....	.....
Fourth Eastward	West Tenino to Rainier.....	0.90	1500	.....	1250	.....	1100	.....	1050	35	950	31	750	25	.....	.....
	Rainier to Tacoma.....	0.50	2500	99	2100	99	1800	80	1800	75	1500	50	1300	43	.....	.....
Sixth Westward	Centralia to Gate.....	0.50	.....	.....	.....	.....	2200	70	2200	70	.....	.....	.....	.....	.....	.....
Sixth Eastward	Gate to Centralia.....	0.50	.....	.....	.....	.....	2000	70	2000	70	.....	.....	.....	.....	.....	.....
Seventh Westward	Chehalis Jct. to Adna.....	0.50	.....	.....	.....	.....	1800	60	1800	60	.....	.....	.....	.....	2000	80
	Adna to Pe Ell.....	0.66	.....	.....	.....	.....	1500	50	1400	50	.....	.....	.....	.....	1600	60
	Pe Ell to McCormick.....	0.80	.....	.....	.....	.....	800	30	800	30	.....	.....	.....	.....	1000	40
	McCormick to Pluvius.....	1.60	.....	.....	.....	.....	550	30	550	30	.....	.....	.....	.....	750	40
	Pluvius to South Bend.....	0.53	.....	.....	.....	.....	.....	70	.....	70	.....	.....	.....	.....	.....	80
Seventh Eastward	South Bend to Frances.....	0.60	.....	.....	.....	.....	1800	60	1800	60	.....	.....	.....	.....	2000	80
	Frances to Pluvius.....	1.90	.....	.....	.....	.....	500	25	500	25	.....	.....	.....	.....	700	35
	Pluvius to Chehalis Jct.....	0.40	.....	.....	.....	.....	.....	70	.....	70	.....	.....	.....	.....	.....	80
Eighth Westward	Yacolt to Van Jet.....	0.58	.....	.....	.....	.....	1800	45	1800	45	.....	.....	.....	.....	.....	.....
Eighth Eastward	Van Jet. to Homan.....	1.60	.....	.....	.....	.....	550	35	550	35	.....	.....	.....	.....	.....	.....
	Homan to Yacolt.....	1.66	.....	.....	.....	.....	800	45	800	45	.....	.....	.....	.....	.....	.....
Ninth Westward	Stimson to Elma.....	1.00	.....	.....	.....	.....	.....	70	.....	70	.....	.....	.....	.....	.....	.....
Ninth Eastward	Elma to Stimson.....	1.00	.....	.....	.....	.....	1000	70	1000	70	.....	.....	.....	.....	.....	.....
Tenth Westward	Palmer Jct. to Tacoma.....	0.00	.....	99	.....	99	.....	80	.....	80	.....	.....	.....	60	.....	.....
	Fairfax to South Prairie.....	0.00	.....	99	.....	99	2000	45	2000	45	.....	.....	.....	.....	.....	.....
Tenth Eastward	Tacoma to Orting.....	0.56	2500	99	2250	99	1800	80	1800	80	.....	.....	1200	60	.....	.....
	Orting to South Prairie.....	1.00	1200	80	1000	60	900	60	800	60	.....	.....	500	17	.....	.....
	South Prairie to Buckley.....	1.70	600	20	500	17	450	15	400	14	.....	.....	250	9	.....	.....
	Buckley to Palmer Jct.....	1.25	1200	80	1000	60	900	60	800	60	.....	.....	500	17	.....	.....
	South Prairie to Morristown.....	1.45	.....	.....	.....	.....	500	28	500	28	.....	.....	.....	.....	.....	.....
	South Prairie to Wilkeson.....	2.20	.....	.....	.....	.....	400	25	400	25	.....	.....	.....	.....	.....	.....
	Wilkeson to Carbonado.....	2.20	.....	.....	.....	.....	400	25	400	25	.....	.....	.....	.....	.....	.....
	Carbonado to Fairfax.....	1.70	.....	.....	.....	.....	500	30	500	30	.....	.....	.....	.....	.....	.....

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

The speed of Class S engines from S to S-4 inclusive 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.

Nor. Pac. engines heavier than 86,000 lbs. on drivers cannot go in on Hercules Sandstone Company's Quarry No. 1 at Tenino. Engines heavier than 210,000 lbs. on drivers cannot go on Kalama Lumber and Shingle Co.'s spur.

Second Subdivision, St. Clair to Hoquiam.—No engine heavier than 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. Engines heavier than class D-3 must not operate over the trestle and bridge leading to the plant of the Northwest Fruit Products Co. (formerly the Olympia Brewing Co.) at Olympia.

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.

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 double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Third Subdivision.—All classes, except that engines heavier than S-4 must not go on Dupont Powder Co.'s spur.

Fourth Subdivision.—All classes.

Fifth 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.

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-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.

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, Kanaskat to Meeker.—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.

Morristown to Cascade Junction.—No engine heavier than Class S-4.

Fairfax to Cascade Junction.—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.

Eleventh Subdivision.—No engine heavier than 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.

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

Centralia Eastern Ry.—No engines heavier than D-4.

COMMERCIAL SPURS.

First Subdivision DISTANCE FROM TACOMA.	Seventh Subdivision DISTANCE FROM CHEHALIS JC.
Pioneer Sand & Gravel Co..... 20.0	Ashlock..... 28.2
Olegard..... 26.1	Custer..... 34.2
Chain Hill Lumber Co..... 41.2	Guerrier..... 35.0
Polehn..... 44.7	Forrest..... 36.3
Veness..... 73.2	Star Timber Co..... 38.7
Hermione..... 110.1	Green Creek..... 43.7
	Mayfair..... 55.6
Second Subdivision DISTANCE FROM ST. CLAIR	Eighth Subdivision DISTANCE FROM YACOLT.
Black Lake..... 13.2	Moulton..... 2.2
Smith & Prosser..... 31.1	Crusher..... 3.7
Blagen..... 55.6	Bouton Perkins..... 4.8
Weatherwax..... 58.6	Lucia..... 5.0
Stockwell..... 59.4	Smith..... 10.9
Wynooche..... 60.4	
Joe Creek..... 97.4	
Third Subdivision DISTANCE FROM LAKEVIEW	Ninth Subdivision DISTANCE FROM ELMA.
Washington Paving Co..... 7.0	Kraft..... 2.3
Military Spur..... 7.2	
Paver..... 9.0	
Fourth Subdivision DISTANCE FROM TACOMA.	Tenth Subdivision DISTANCE FROM PALMER JCT.
Scholz..... 15.4	Big 6..... 1.7
Johnson Creek..... 32.9	Occidental..... 2.0
Bordeaux Shingle Co..... 37.1	Fleet..... 3.2
Scheel..... 37.2	Hyde..... 3.9
Mutual..... 37.6	Birch..... 7.9
	Blackburn..... 11.5
	Webstone..... 12.5
	Valley Mill..... 14.1
	Broomfield..... 19.6
	Moneko..... 31.8
Sixth Subdivision DISTANCE FROM CENTRALIA.	Eleventh Subdivision DISTANCE FROM ORTING.
Foran..... 2.9	Electron Rock Crusher..... 8.6
	Dempsey..... 8.4

DERAIL SWITCHES

DERAILING SWITCHES MUST BE LEFT SET IN DERAIL POSITION WHETHER THERE ARE CARS ON THE TRACK OR NOT.

FIRST SUBDIVISION	
Olegard.....	East end spur.
Nisqually.....	Train track.
Plumb.....	Spur track.
Chain Hill Lumber Co.....	Spur track.
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. House track 110 feet west of switch connection with passing track.
Evaline.....	West end spur.
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.
Knapp.....	House track.
Vancouver.....	On Wood Spur and Cannery Spur both on switching lead to wharf freight house. East end of lead to No. 1 track on N. P. side.
SECOND SUBDIVISION	
Union Mills.....	West end of rollway spur.
Belmore.....	White's Log Spur.
Bordeaux Junction.....	Mason County Log Spur.
Gate.....	Coal track and west end of passing track.
Smith and Prosser.....	East end of spur.
Lytle.....	West end siding.
Malone.....	East end spur track, west end mill track.
Elma.....	East end horn track.
Mack.....	Log spur.
Satson.....	East end siding.
Brady.....	West end siding and Hayes spur.
Blagea.....	Log spur.
Montezano.....	Switch leading to industry spur west end of team track to be left set for spur to act as derail for team track.
Wynooche.....	West end of spur.
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	
Military Spur.....	456 feet from main line switch.
American Lake.....	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	
Crocker.....	In main track east end of yard.
Wingate.....	West end siding; and 600 feet east of depot at west end of coal bunkers.
SIXTH SUBDIVISION	
Blakeslee.....	William's Mill spur.
Foran.....	Coal spur.
SEVENTH SUBDIVISION	
Littell.....	East and west end Chester-Snow Mill spur.
Bunker.....	East and west end interchange track.
Meskill.....	East end quarry track.
May.....	Mill spur.
Doty.....	150 feet from main track switch.
McCormick Junction.....	200 feet from main track switch.
Walville.....	Mill spur.
Ashlock.....	Log spur.
Fluvius.....	East and west end siding.
Custer.....	Log spur.
Lebam.....	Mill spur.
Malpee.....	Log spur.
Green Creek.....	Log spur.

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

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

TENTH SUBDIVISION	
Palmer Junction.....	Rose-Marshall Coal Company's spur.
Big Six.....	300 feet east of main line switch; on same track 300 feet west of coal bunkers and on Clay Company's track 250 feet from connection with Big Six spur.
Occidental.....	Coal track 300 feet west of bunkers.
Bayne.....	Coal spur.
Fleet.....	Fleet Coal Company's track.
Hyde.....	Hyde Coal Co. spur first derail 190 feet from main line; second derail 920 feet from main line; derail on siding 609 feet from west switch.
Naco.....	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.
Broomfield.....	255 feet from main line head block.
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.
Wilkeson.....	One in scale on passing track opposite the station.
	One in main track just west of crossover switch opposite coal bunker.
	One in the lead track 200 feet west of coal bunker.
Burnett.....	West end siding; Black Carbon Coal Company's spur.
Morristown.....	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.
Melmont.....	West end coal track.
Fairfax.....	On Montezuma line 200 feet east of depot.

ELEVENTH SUBDIVISION	
Durham.....	East end coal track 250 feet from main track, and west end coal track.
Hiawatha.....	East end.
Selleck (½ mile west).....	On Kangley Line.
Hemlock.....	West end siding.
Halmar.....	In main track, 60 feet from west wye switch; also 550 feet from wye switch on Northwest Lumber Company's spur. This spur forms tail end of wye at Halmar; this switch much be left in derail position.

TWELFTH SUBDIVISION	
Orting.....	600 feet east junction switch.

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

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.

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.

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.

CLEARANCES

		LIMIT OF LOAD—MEASUREMENT																		Max. Height	Max. Width
		HEIGHT ABOVE TOP OF RAIL																			
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide				
1st Subdivision....	Main Line (Tacoma to Tenino).....	17' 2"	17' 2"	17' 2"	17' 2"	17' 2"	17' 2"	17' 0"	16' 9"	16' 6"	16' 4"	16' 2"	16' 0"	15' 9"	15' 7"	15' 5"	15' 2"		17' 2"	11' 6"	
1st Subdivision....	Main Line (Tenino to Vancouver).....	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	18' 7"	18' 1"	17' 10"	17' 4"	17' 1"	16' 9"	16' 4"	15' 11"	15' 5"	15' 0"	14' 6"		19' 0"	11' 6"	
2nd Subdivision....	Grays Harbor Line (St. Clair-Gate).....	17' 7"	17' 7"	17' 6"	17' 5"	17' 5"	17' 4"	17' 4"	17' 3"	17' 3"	17' 2"	17' 2"	17' 1"	17' 0"	16' 11"	16' 10"	16' 9"		17' 7"	11' 6"	
2nd Subdivision....	Grays Harbor Line (Gate-Aberdeen Jct.).....	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"		19' 2"	11' 6"	
2nd Subdivision....	Grays Harbor Line (Aberdeen Jct.-Moclips).....	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 8"	18' 7"		18' 9"	11' 6"	
2nd Subdivision....	Tumwater Spur.....	16' 11"	16' 9"	16' 7"	16' 6"	16' 3"	16' 1"	15' 10"	15' 9"	15' 7"	15' 5"	15' 3"	15' 1"	15' 0"	14' 10"	14' 8"	14' 4"		16' 11"	11' 6"	
2nd Subdivision....	Ocosta Branch.....	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 1"	18' 9"	18' 6"	18' 2"	17' 11"	17' 7"	17' 3"	17' 1"	16' 9"	16' 5"		19' 2"	11' 6"	
3rd Sundivision....	American Lake Line.....	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"		21' 3"	11' 6"	
4th Subdivision....	Prairie Line (Tacoma-Tenino).....	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 1"	20' 11"	20' 8"	20' 6"	20' 4"	20' 2"	20' 0"	19' 10"	19' 8"		21' 4"	11' 6"	
5th Subdivision....	Crocker Branch.....	17' 7"	17' 7"	17' 7"	17' 5"	17' 3"	16' 11"	16' 9"	16' 8"	16' 6"	16' 4"	16' 2"	16' 0"	15' 11"	15' 8"	15' 5"	15' 2"		17' 7"	11' 6"	
6th Subdivision....	Gate Line (Gate-Centralia).....	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"		19' 1"	11' 6"	
7th Subdivision....	Willapa Harbor Line.....	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"		19' 0"	11' 6"	
8th Subdivision....	Yacolt Branch.....	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"		19' 3"	11' 6"	
9th Subdivision....	Elma Branch.....	No obstructions on this Branch.																			
10th Subdivision....	Buckley Line.....	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"		21' 8"	11' 6"	
10th Subdivision....	Burnett Branch.....	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"		19' 0"	11' 6"	
10th Subdivision....	Wilkeson Branch.....	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"		18' 7"	11' 6"	
11th Subdivision....	Green River Branch.....	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"		22' 9"	11' 6"	
12th Subdivision....	Orting Branch.....	18' 9"	18' 9"	18' 9"	18' 8"	18' 6"	18' 3"	18' 1"	17' 11"	17' 10"	17' 9"	17' 8"	17' 7"	17' 6"	17' 5"	17' 4"			18' 9"	11' 6"	
SPECIAL RULES																					

SPECIAL RULES

First Subdivision (Main Line)

- 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.
- Trains will be governed by rules of Northern Pacific Terminal Co. while in Portland Yard.
- Eastward siding at Ridgefield will be used as storage track. Trains using this track be governed accordingly.
- At Hermon 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 while switching on this track. Cars should never be left below derailed 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 safeguarded.
- Junction switch at the east end of Columbia River bridge, Vancouver, will be set and locked for N. P. main line.
- Trains and switch engines using track leading to the wharf at Vancouver, will come to a full stop before crossing S. P. & S. Ry. crossing and will not proceed until a flagman has been sent ahead to flag the crossing.
- At Vancouver, westward trains will stop at passenger station before engine reaches point of clearance between N. P. and S. P. & S. tracks and must be under full control before passing station, expecting to find main line occupied.
- At Kalama when doing switching on Salmon track, enough cars must be used so that engine will not need to go on trestle. Also on Kalama Lumber & Shingle Co. spur engines must move slowly.
- Trains 421, 422 and 423 will stop on flag at Nisqually Gun Club which is located one mile east of Nisqually.
- No. 434 will stop at any station between Tenino and Nisqually to let off passengers from points Tenino and west.
- No. 413 will stop at East St. Johns on flag to let off passengers originating at Kalama and east thereof.
- No. 408 on Sundays will slow up at Vancouver Junction to allow messenger to throw off papers.
- No. 413 and No. 423 will connect at St. Clair.
- No. 408 and No. 466 will connect at Nisqually.
- Nos. 458 and 459 will stop on flag at any station between Tacoma and Portland to receive or discharge passengers holding Great Northern tickets reading "Spokane or points east thereof."
- Trains 407, 408, 434, 455, 457, 458 and 460 will stop on flag at Cowlitz River bridge, west of Oleque, and Lewis River bridge, between Ridgefield and Woodland, to pick up or let off U. S. A. officers in uniforms.
- Trains using Newaukum Valley Railway tracks at Napavine will do so under protection of flag.
- Mail cranes, serving West Tacoma, erected on westward track 2412 feet west of mile post 14 and on eastward track 2542 feet west of mile post 14.
- Normal position of crossing gates over the several industry spurs at Centralia and Chehalis which cross the P. S. & W. H. R. R. main track will be set and locked across the spurs, and when train on spur desires to use crossing, gates will be swung across P. S. & W. H. R. R. main line.
- Telephones are located at Chehalis and Chehalis Junction. Trains from seventh subdivision, before leaving Chehalis Junction will ascertain by telephone position of all main line trains.
- Dispatchers' telephones are located in section house Ketron and Plumb and block telephones are located on depots Ketron, Kyro and Plumb.
- 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.
- At ST. CLAIR—Semaphore on main line side of station governs First Subdivision trains; semaphore on Second Subdivision side of station governs Second Subdivision trains.
- Head lights and tail lights will be used by all trains while passing through Tin Tunnel between McCarver Street and Stadium and Nelson Bennett Tunnel between Ruston and Sixth Avenue.
- Staff operation McCarver Street and Stadium. McCarver Street is not manual block office. Eastward trains will procure staff at McCarver Street authorizing use of track between McCarver Street and Stadium; westward trains will procure staff at Stadium authorizing use of track between Stadium and McCarver Street and also block clearance card governing manual block between McCarver Street and Sixth Avenue.

SPECIAL RULES

Second Subdivision (Grays Harbor Line)

- Second Subdivision trains will approach Gate looking out for trains to and from Sixth Subdivision turning on wye.
- Normal position of crossing gates at Olympia, where Second Subdivision track crosses that of the Tumwater Spur, will be set and locked across the spur, and when train on spur desires to use crossing, gates will be swung across Second Subdivision track. Switch light will be maintained on this gate at night. All Second Subdivision trains will approach this crossing prepared to stop, but full stop will not be required if it is found crossing is clear and gates are in normal position.
- No train either heading or backing over Fourth Street crossing, Olympia, will do so without first having trainman proceed on foot over the crossing and before giving signal to engine crew must know that crossing is clear.
- When No. 424 meets No. 421 at Aberdeen Junction, No. 424 will take siding on west leg of wye.
- The east switch of passing track at Gate connects with the west leg of wye. Normal position is for passing track.
- At Montesano passing track located one-half mile east of depot, is time card station.
- Junction switches, Gate, will be set for line Olympia to Moclips.
- Overton, located 3.6 miles west of Belmore, will be flag stop for trains Nos. 423, 424, 465 and 466.
- No. 422 will stop on flag at Mima Sunday only.
- No. 466 will stop at Wynooche Spur, west of Montesano, when necessary to let off laborers for Wynooche Lumber Co.
- No. 466 will connect with No. 582 and No. 423 with No. 581 at Aberdeen Junction.
- No. 422 will connect with No. 586 at Hoquiam.
- No. 466 will connect with No. 551 at Elma.
- Golf Links, 3 miles east of Aberdeen Junction, is flag stop for Nos. 465 and 423.
- 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.
- 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.
- 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.
- At ST. CLAIR—Semaphore on main line side of station governs First Subdivision trains; semaphore on Second Subdivision side of station governs Second Subdivision trains. Trains from Second Subdivision must procure block clearance before entering First Subdivision block at St. Clair.
- 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.
- 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.
- 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 passing 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 engine men 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 passing 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 engine men 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.
- 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.
- 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.
- DRAWBRIDGES—All trains will stop 400 feet from and will not proceed until following drawbridges are known to be closed: Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns River ½ mile west of Markham; Hoquiam River drawbridge on Hoquiam River spur at Hoquiam.
- Trains and yard engines will stop before passing over grade crossing of O.-W. R. R. & N. Co. at industry track in South Aberdeen and Cosmopolis.
- Junction switches will be set for line Junction City to Bay City.
- At Olympia and Cosmopolis Northern Pacific crews entering main line of the O.-W. R. R. & N. Co. will protect themselves by flag.

STANDARD CLOCKS

Tacoma	Centralia	Vancouver	Portland	Hoquiam
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WATCH INSPECTORS

R. Vaeth, 924 Pacific Ave., Tacoma.	Fred Straub, Hoquiam.
Ben Salick, Centralia.	Talcott Bros., Olympia.
Coovert & Carter, Vancouver.	H. Holte, South Bend.
Field & Son, 254 Alder St., Portland.	

BULLETIN STATIONS

Tacoma: Tel. Office, Passenger Station.	Vancouver: Telegraph Office
Round House	Round House
Yard Office	Yard Office
Centralia: Telegraph Office	Portland: Telegraph Office
Round House	South Prairie
Yard Office	Hoquiam
	Elma
	South Bend

REGISTERING STATIONS

Tacoma	Moclips	Puyallup	Lakeview
Olympia	South Prairie	Vancouver Jct.	West Tenino
Hoquiam	Yacolt	South Tacoma	St. Clair
Kanaskat	McCleary	Portland	Aberdeen
Cascade Jct.	Vancouver	Aberdeen Jct.	Chehalis
South Bend	Elma	Wabash	Fairfax
Centralia	Cosmopolis	Palmer Jct.	Nisqually
Gate	Blakeslee Jct.		

TRAIN REGISTER EXCEPTIONS

1. At CHEHALIS—Seventh Subdivision trains only will register.
2. At WABASH—Trains using third main track between Centralia and Wabash only will register.
3. At VANCOUVER JUNCTION—First Subdivision trains will not register.
4. At NISQUALLY—First Subdivision trains will not register. Third Subdivision trains will register by ticket, Form 608.
5. AT LAKEVIEW—Fourth Subdivision trains will not register. Third Subdivision trains will register by ticket, Form 608.
6. At ST. CLAIR—First Subdivision trains will not register. Second Subdivision trains will register by ticket, Form 608.
- 6a. At ABERDEEN JUNCTION—Second Subdivision trains will register by ticket Form 608, except when office is closed.
7. At SOUTH TACOMA—First class trains will register by ticket, Form 608, except when office is closed.
8. At WEST TENINO—First class trains will register by ticket, Form 608, except when office is closed.
9. At CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.
10. At PALMER JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.
- 10a. At BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.
- 10b. ENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule 83a.

CLEARANCE EXCEPTIONS

11. At LAKEVIEW—Third and Fourth Subdivision trains will not require clearance unless train order signal at caution or stop.
12. At NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal at caution or stop.
13. At ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.
- 13a. At ABERDEEN JUNCTION—Second Subdivision trains will not require clearance unless train order signal is at caution or stop.
14. At SOUTH TACOMA—Trains will not require clearance unless train order signal is at caution or stop.
15. At WEST TENINO—Trains will not require clearance unless train order signal is at caution or stop.
16. At PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal at caution or stop.
17. At OLYMPIA—Second Subdivision trains will not require clearance unless train order signal is at caution or stop.
18. At GATE—Second Subdivision trains will not require clearance unless train order signal is at caution or stop.
19. At ELMA—Second Subdivision trains will not require clearance unless train order signal is at caution or stop.

INTERLOCKING PLANTS

Chambers Creek drawbridge, 1.4 miles east of Stellacoom.
Lewis River drawbridge, 2.5 miles west of Woodland.
Wishkah River drawbridge, Aberdeen.
Hoquiam River drawbridge, Hoquiam.
P. S. & W. H. R. R. crossing, 1 mile west of Chehalis Junction.
P. S. & W. H. R. R. crossing, ½ mile west of Dryad.
Blakeslee Junction.

SPEED RESTRICTIONS

20. Maximum speed passenger trains First Subdivision is one minute per mile or 60 miles per hour. This limit must not be exceeded.
21. Through crossovers and entering siding, 15 miles per hour.
22. Maximum speed of passenger trains between St. Clair and Hoquiam 50 miles per hour. Between Hoquiam and Copalis passenger trains 35 miles per hour and freight trains 25 miles per hour. Between Copalis and Moclips passenger trains 25 miles per hour and freight trains 15 miles per hour.
23. Maximum speed of trains between Aberdeen Junction and Bay City, 20 miles per hour.
24. Maximum speed of trains Third Subdivision, 50 miles per hour.
25. Maximum speed of passenger trains between Yelm and Lakeview, 60 miles per hour and between Yelm and West Tenino, 50 miles per hour.
26. Maximum speed of trains Fifth Subdivision, 20 miles per hour.
27. Maximum speed passenger trains Sixth Subdivision, 45 miles per hour.
28. Maximum speed of passenger trains Seventh Subdivision, 45 miles per hour, except between Frances and Pe Ell, 30 miles per hour.
29. Maximum speed of passenger and mixed trains Eighth Subdivision, 30 miles per hour and freight trains 20 miles per hour.
30. Maximum speed of passenger trains Ninth Subdivision, 25 miles per hour, and freight trains 15 miles per hour.
31. Maximum speed of passenger trains between Palmer Junction and Meeker, 50 miles per hour.
32. Maximum speed of passenger trains between Cascade Junction and Spiketon and between Cascade Junction and Fairfax, 25 miles per hour, and freight trains 15 miles per hour. Passenger trains backing up between these points must not exceed 20 miles per hour and freight trains 10 miles per hour.
33. Maximum speed of passenger trains Eleventh Subdivision, 20 miles per hour and freight trains 15 miles per hour.
34. Maximum speed of trains Twelfth Subdivision, 20 miles per hour.
- 34a. Between the hours of 7 a. m. and 7 p. m., approach first road crossing about one-half mile west of Ridgefield, and private crossing just east of mile post 110, between Martin's Bluff and Kalama, prepared to stop, account teams hauling logs across tracks.
35. Eastward trains entering double track at South Tacoma, 15 miles per hour.
36. On Big Six and Hyde Coal Company spurs, Tenth Subdivision, 10 miles per hour.
37. Through subway at Olympia and around curve at east end of subway, 15 miles per hour.
38. Around high bluffs at Grays Harbor City, 15 miles per hour.
39. Trains handling logs will not exceed 5 miles per hour between west end of Hoquiam River drawbridge and street crossing west of passenger station at Hoquiam.
40. Over the P. S. & W. H. R. R. crossing at Blakeslee Junction, 15 miles per hour.
41. Over Johns River drawbridge west of Markham, 4 miles per hour.
42. Trains handling logs approaching and passing through tunnel west of Yacolt, 10 miles per hour.
43. Class W or other freight engines weighing 201,500 pounds or over, on drivers limited to speed of 30 miles per hour.
44. Engines with drivers of 48-inch diameter or less, 35 miles per hour.
45. All trains approach Cascade Junction under full control looking out for branch line trains.
46. Over P. S. & W. H. R. R. crossings, Seventh Subdivision, 30 miles per hour.
47. Over Chambers Creek drawbridge and Lewis River drawbridge, 25 miles per hour.
48. City or village ordinance restrict speed of trains over highway crossings within corporate limits as follows:
Roy, Bucoda, Centralia, Chehalis, Winlock, Orting, Buckley, Enumclaw, Burnett, 10 miles per hour. Ridgefield, 15 miles per hour. Vader, 12 miles per hour.
49. Over road crossings at Sixth Avenue and Day Island which are within corporate limits of Tacoma, 25 miles per hour. Trains running against current of traffic over these crossings must not exceed six miles per hour account of crossing bells not ringing for trains running against the current of traffic.
50. Over Ontario Street crossing, ¼ mile east of Hoquiam River drawbridge, 10 miles per hour.
- 50a. All trains reduce speed to 10 miles per hour over street crossings between Aberdeen passenger station and one mile west, looking out for teams hauling long timbers across the track.
51. At Raymond over Seventh Street crossing, 10 miles per hour.
52. At Napavine over street crossing just east of depot, 15 miles per hour.
53. At Kelso, over Allen street crossing which leads to bridge over Cowlitz River, just east of freight house, 15 miles per hour.

YARD LIMITS

Tacoma	Vancouver	St. Clair (On 2d Sub. Div.)	Cosmopolis
McCarver St.	Meeker	Olympia	South Aberdeen
South Tacoma	South Prairie	Gate	Aberdeen
West Tenino	Pe Ell	Elma	Hoquiam
Centralia	Raymond	Aberdeen Junction	Moclips
Chehalis	South Bend	American Lake	

SWITCHING LIMITS

Territory indicated by signs within which switching will be performed by Yard Crews.

HELPER DISTRICTS

54. Between Centralia and Vader.
55. Between Rainier and West Tenino.
56. Between Frances and Pe Ell.
57. Between South Prairie and Buckley.
58. Between South Prairie and Carbonado.

LAP SIDINGS

- | | |
|-----|---------|
| Roy | Rainier |
|-----|---------|
59. Trains taking siding must head in at lap.

MAXIMUM GRADES

60. St. Clair to 1½ miles west on Second Subdivision.
61. Nisqually to 2½ miles east on Third Subdivision.
62. Olympia, 3 miles east to 2 miles west on Second Subdivision.
63. Between Frances and Pe Ell.
64. Between Cascade Junction and Buckley.
65. Between Kanaskat and Kerriston.
66. Cascade Junction to 1 mile east of Carbonado.
67. Crocker to Wingate.
68. On St. Paul and Tacoma Lumber Co.'s track east of Puyallup River.

USE OF STAFF ON SUBDIVISIONS AND SPURS

69. Dupont Powder Co. Spur on Third Subdivision at American Lake.
70. Hoquiam River spur on Second Subdivision at Hoquiam.
71. Centralia Eastern Ry. at Wabash.
72. Orting Branch, Twelfth Subdivision.
73. Crocker Branch, Fifth Subdivision.
74. 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 furnished by conductor.
If there is no operator at junction point, information will be telegraphed from first open telegraph station.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK

75. 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.
76. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
77. 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.
78. 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.
79. 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.
80. Trains 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.
81. Cars containing logs will not be handled through the Nelson Bennett tunnel between Ruston and Sixth Avenue. Logs destined to Tacoma in eastward trains must be set out at St. Clair to be handled via American Lake Line. Rock loaded on flat cars must not be handled through Nelson Bennett tunnel unless secured on cars with side boards.
82. 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.
83. Trains running against the current of traffic will approach Chambers Creek and Lewis River drawbridges under control and be governed by position of dwarf signals before crossing.

IN THE STATE OF WASHINGTON, CONDUCTORS OF PASSENGER TRAINS CONSISTING OF FOUR OR MORE CARS, AND FREIGHT TRAINS CONSISTING OF 25 OR MORE CARS, MUST KNOW THAT BRAKEMEN HAS HAD ONE YEAR'S EXPERIENCE IN TRAIN SERVICE BEFORE ASSIGNING THEM TO FLAGGING DUTIES.

J. S. DEAN,
Assistant Superintendent, Tacoma

J. F. ALSIP,
Train Master, Tacoma

C. W. FEE
Train Master, Tacoma

J. F. COLEMAN,
Chief Dispatcher, Tacoma

