

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 42B TABLE

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

SUNDAY, OCTOBER 14, 1917.

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 12, 13, 14, 15 AND 16

**TIKSI SUBSTANTIVE
MAIN LINE.**

FIRST CLASS

[illegible]

		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily
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Nor. Pac.	Nor. Pac.	Nor. Pac.	Nor. Pac. C.	Nor. Pac. C.		Nor. Pac.	CHEPMAN	CHEPMAN	CHEPMAN		Nor. Pac.	Nor. Pac.
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1

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.																			
WCOT	2121	VC	PORTLAND	DN	146.4	A 7.00M	A 2.40P	A 10.30P											
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily		
			Time Over Subdivision			3.12	3.38	3.10	.48	.41	3.31	2.58	3.05	.7	3.56	.25	4.52	4.17	.08
			Average Speed Per Hour			29.0	30.8	35.4	31.8	37.1	26.4	31.3	30.3	32.6	34.0	25.2	27.4	31.2	23.3

SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16

Form 567

Northern Pacific Railway Company

Office of Superintendent Tacoma DivisionNovember 6th 1917

WESTWARD.

Water, Fuel, Scales, Turn Tables and Wyes		Station Numbers	Time Table No. 42B Succeeding No. 42A October 14, 1917		Distance from Tacoma	401 Daily Nor. Pa. Portland Express
			STATIONS			
			Telegraph Offices and Calls			
WCOT	1977	Q.....	TACOMA.....	DN	0.0	
			2.8			
BETWEEN TACOMA AND MCCARVER STREET T						
	CS 3	.....	MCCARVER STREET.DN		2.8	
	CS 5	.....	RUSTON.....		5.4	
	CS 10	SX.....	SIXTH AVENUE.....DN		9.7	
	CS 16	UO.....	STEILACOOM.....DN		15.7	
W	CS 18	.....	KETRON.....P		17.7	
	CS 24	NU.....	NISQUALLY.....DN		24.4	
	CS 28	SR.....	ST. CLAIR.....DN		28.2	
W	CS 30	.....	KYRO.....P		29.8	
	CS 35	MA.....	CHAMBERS PRAIRIE.DN		34.9	
	CS 37	.....	PLUMB.....P		37.6	
	20 15	NO.....	TENINO.....DN		43.0	
W		.....	TENINO JCT.....		43.5	L 3.00
	2020	BU.....	BUCODA.....D		46.7	f 3.1
	2025	.....	WABASH.....P		51.8	
WCOY	2027	CN.....	CENTRALIA.....DN		54.0	s 3.2
W	2031	CH.....	CHEHALIS.....D		57.7	s 3.28
Y	2032	.....	CHEHALIS JCT.....P		58.6	s 3.38
	2038	NA.....	NAPAVINE.....DP		65.1	s 3.5
	2040	.....	EVALINE.....		68.2	3.58
	2044	WI.....	WINLOCK.....D		71.3	s 4.0
W	2050	PN.....	VADER.....DN		77.8	f 4.1
	2053	.....	OLEQUA.....		80.5	f 4.15
W	2060	CA.....	CASTLE ROCK.....D		87.4	s 4.3
	2066	.....	OSTRANDER.....		93.7	f 4.4
	2071	KS.....	KELSO.....D		97.3	s 4.5
	2077	.....	CARROLLS.....		103.0	f 5.0
W	2081	KA.....	KALAMA.....DN		107.5	s 5.1
	CX 4	.....	MARTINS BLUFF.....		111.8	5.2
	CX 9	WD.....	WOODLAND.....D		116.6	s 5.3
W	CX15	RG.....	RIDGEFIELD.....D		122.0	s 5.5
	CX21	.....	KNAPP.....		127.2	s 6.0
W	CX23	.....	FELIDA.....P		130.5	s 6.1
Y	CX25	.....	VANCOUVER JCT.....P		133.3	6.17
WTCY	CX29	MX.....	VANCOUVER.....DN		136.4	A 6.22
			10.0			
BETWEEN VANCOUVER AND PORTLAND						
WCOT	2121	VC.....	PORTLAND.....	DN	146.4	A 7.00
						Daily
			Time Over Subdivision			3.1
			Average Speed Per Hour			29.0

96

Bulletin No.

All Concerned:

this date
Effective during the
42 B
continuance of Time Table No.

flag stops for N. 413 at Kyro, Plumb
and Bucoda will be discontinued.

W.C. ALLEN: SUPERINTENDENT

Superintendent.

McCARVER STREET AND STADIUM.

STATIONS.

EASTWARD.

FIRST SUBDIVISION.
MAIN LINE.

Distance from Portland	Time Table No. 42B Succeeding No. 42A October 14, 1917 STATIONS Telegraph Offices and Calls		Car Capacity of Siding	FIRST CLASS																					
				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	Ex. Sun.	Daily	Daily						
				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 Tacoma 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						
146.4	Q.....TACOMA.....DN	2.8			A 8.40PM							A 12.55PM	A 6.40PM		A 1.50PM	A 4.40AM									
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.																									
143.6McCARVER STREET.....DN	2.6	MANUAL BLOCK	VIA PRAIRIE LINE See Page 8	VIA AMERICAN LAKE LINE See Page 7	A 8.32PM	VIA AMERICAN LAKE LINE See Page 7	VIA PRAIRIE LINE See Page 8	VIA PRAIRIE LINE See Page 8	VIA PRAIRIE LINE See Page 8	A 12.45PM	A 6.30PM		A 1.40PM	A 4.28AM										
141.0RUSTON.....	4.3																							
136.7	SX.....SIXTH AVENUE.....DN	6.0				f 8.14							f 12.32	6.15			f 1.27	f 4.11							
130.7	UO.....STEILACOOM.....DN	2.0				f 8.03							f 12.19	6.06			f 1.16	f 3.59							
128.7KETRON.....P	6.7				f 7.58							f 12.15	6.02	See Page 7		f 1.13	f 3.54							
122.0	NU.....NISQUALLY.....DN	3.8				A 12.03PM					s 7.45	A 3.32PM	A 8.38PM												
118.2	SR.....ST. CLAIR.....DN	1.6				f 11.55AM					Ls 7.38PM	Ls 3.23PM	8.30												
116.6KYRO.....P	5.1				f 11.52					See page 6	See page 6	8.27												
111.5	MA.....CHAMBERS PRAIRIE.....DN	2.6				s 11.44							f 8.19												
108.9PLUMB.....P	5.5				f 11.39							8.14												
103.4	NO.....TENINO.....DN	0.5	s 11.30			s 8.05																			
102.9TENINO JCT.....	3.2	E 115 W 75	A 3.25AM	11.28		8.03	A 4.27PM	A 1.30PM	A 4.35AM		5.21		12.22	2.56										
99.7	BU.....BUCODA.....D	5.1	65	f 3.19	s 11.22		s 7.57	4.22	1.23	f 4.29		5.17		s 12.16	f 2.50										
94.6WABASH.....P	2.2																							
92.4	CN.....CENTRALIA.....DN	3.7	500	s 3.05	11.10		s 7.45	s 4.10	s 1.10	s 4.15				12.04PM	2.35	A 10.30AM	A 7.25PM								
88.7	CH.....CHEHALIS.....D	0.9	E 50 W 40	s 2.51	s 10.55		s 7.33	s 4.00	s 1.00	s 4.00		s 6.07		s 11.59AM	s 2.25	s 10.20	s 7.15								
87.8	.....CHEHALIS JCT.....P	6.5	Y				s 7.25	s 4.00	s 1.00	s 4.00		s 4.57		s 11.50	s 2.15	L 10.10AM	L 7.05PM							
81.3	NA.....NAPAVINE.....DP	3.1	E 85 W 85	s 2.36	s 10.40		s 7.08	f 3.48	f 12.45	f 3.43		4.45		s 11.36	s 2.00	See page 10	See page 10								
78.2	.....EVALINE.....	3.1	Spur	2.28	s 10.34		7.00	3.42	f 12.39	3.36		4.38		f 11.29	1.53									
75.1	WI.....WINLOCK.....D	6.5	70	f 2.21	s 10.28		s 6.53	s 3.36	s 12.33	s 3.28		4.30		s 11.22	f 1.45										
68.6	PN.....VADER.....DN	2.7	E 49 W 65	f 2.06	s 10.15		s 6.40	s 3.23	s 12.20	f 3.13		f 4.15		s 11.09	f 1.30										
65.9	.....OLEQUA.....	6.9	Spur	f 2.00	f 10.09		f 6.33	f 3.18	12.14	f 3.06		4.10		f 11.03	f 1.23									
59.0	CA.....CASTLE ROCK.....D	6.3	E 80 W 81	s 1.45	s 9.58		s 6.21	s 3.06	s 12.02PM	s 2.50		3.59		s 10.48	s 1.10										
52.7	.....OSTRANDER.....	3.6	Spur	f 1.30	f 9.46		f 6.08	f 2.54	11.50AM	f 2.36		3.47		f 10.34	f 12.55									
49.1	KS.....KELSO.....D	5.7	70	s 1.22	s 9.38		s 6.01	s 2.47	s 11.42	s 2.28		f 3.42		s 10.27	s 12.45										
43.4	.....CARROLLS.....	4.5	Spur	f 1.09	s 9.26		f 5.49	f 2.35	f 11.32	f 2.15		3.33		f 10.16	f 12.35									
38.9	KA.....KALAMA.....DN	4.8	E 60 W 60	s 12.59	s 9.19		s 5.40	s 2.27	s 11.25	s 2.05		f 3.26		s 10.07	s 12.26										
34.6	.....MARTINS BLUFF.....	4.9	No Siding	12.49	f 9.09		6.26	2.17	11.15	1.55		3.19		f 9.57	f 12.15									
29.8	WD.....WOODLAND.....D	5.4	Spur	s 12.39	s 9.02		s 5.18	s 2.10	s 11.05	f 1.45		3.11		s 9.48	s 12.05AM										
24.4	RG.....RIDGEFIELD.....D	5.2	E 130 W 106	s 12.28	s 8.52		s 5.06	f 2.00	s 10.55	s 1.33		3.00		s 9.36	s 11.53PM										
19.2	.....KNAPP.....	3.3	Spur	f 12.18	f 8.41		4.55	f 1.51	10.45	f 1.22		2.51		f 9.26	f 11.41									
15.9	.....FELIDA.....P	2.8	Spur	f 12.12	s 8.35		4.50	f 1.45	10.40	f 1.14		2.46		f 9.21	f 11.36	See page 10								
13.1	.....VANCOUVER JCT.....P	3.1		12.06AM	8.30		4.45	1.40	10.35	1.07		2.41		9.15	11.31	A 5.10PM								
10.0	MX.....VANCOUVER.....DN	10.0	1000	L 11.59PM	L 8.25AM		L 4.40PM	L 1.35PM	L 10.30AM	L 1.00AM		L 2.36PM		L 9.11AM	L 11.26PM	L 5.00PM									
BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE RULES AND REGULATIONS.																									
0.0	VC.....PORTLAND.....DN	1000		L 11.30PM	L 7.50AM		L 4.10PM																		
Time over Subdivision				3.21	3.29	.54	.09	3.46	2.52	3.00	3.30	.55	3.54	.25	4.24	4.52	.10	.20	.20						
Average Speed Per Hour				27.7	32.1	28.2	25.3	29.7	32.6	30.9	26.5	26.8	34.2	25.2	30.4	27.4	18.6	13.8	13.8						

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

SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16

FIRST SUBDIVISION.
MAIN LINE

[illegible]

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

SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16

WESTWARD.

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

Water, Fuel, Scale, Turn Tables and Wyes	Station Numbers	Distance from St. Clair	Time Table No. 42B Succeeding No. 42A October 14, 1917 STATIONS Telegraph Offices and Calls		Car Capacity of Sidings	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. 61	C.M. & St. P. Way Frt. 193	Nor. Pac. Way Frt.											
	CS 28	0.0	SR.....ST. CLAIR.....DN	2.9	50	L 9.55AM	L 6.40PM	L 2.56PM																							
	CK 18	2.9	.....UNION MILL.....P	1.6	Spur	L 10.02	L 6.47	L 3.04																							
	CK 20	4.4	.....LACEY.....P	5.0	40	L 10.05	L 6.51	L 3.10																							
WT	CK 25	9.4	OY.....OLYMPIA.....D	0.6	110	L 10.15	L 7.05	L 3.20																							
		10.0	TUMWATER SPUR CROS.	4.7		L 10.25	L 7.15	L 3.25																							
	CK 34	14.7	.....BELMORE.....P	6.6	40	L 10.48	L 7.30	L 3.37																							
	CK 37	21.3	RK.....LITTLE ROCK.....D	1.2	43	L 11.13	L 7.47	L 3.51																							
	CK 37 1/2	22.5	.....BORDEAUX JCT.....P	1.9	Spur 50	L 11.18	L 7.51	L 3.54																							
	CK 40	24.4	.....MIMA.....P	4.2	13	L 11.23	L 7.56	L 3.58																							
WY	CK 44	28.6	HK.....GATE.....DN	4.9	50	L 11.35	L 8.10	L 4.06																							
	CM 5	33.5	OX.....OAKVILLE.....D	6.9	90	L 11.53AM	L 8.25	L 4.20																							
	CM 12	40.4	.....LYTLE.....P	1.0	80	L 12.05PM	L 8.38	L 4.35																							
W	CM 13	41.4	.....PORTER.....P	1.6	20	L 12.07	L 8.42	L 4.37																							
	CM 15	43.0	MN.....MALONE.....D	5.0	Spur 10	L 12.10	L 8.45	L 4.41																							
	CM 19	48.0	EF.....ELMA.....DN	2.5	120	L 12.20	L 8.58	L 4.54																							
	CM 22	50.5	.....MACK.....P	1.2	Spur 50	L 12.24	L 9.02	L 4.58																							
	CM 23	51.7	SP.....SATSOP.....D	1.9	37	L 12.27	L 9.05	L 5.01																							
	CM 25	53.6	.....BRADY.....P	4.1	Spur	L 12.31	L 9.09	L 5.05																							
W	CM 29	57.7	MO.....MONTESANO.....DN	8.1	70	L 12.38	L 9.17	L 5.15																							
Y	CM 37	0.0	AJ.....ABERDEEN JCT.....D	0.9	90							L 9.35PM																			
		0.9	.....JUNCTION CITY.....	0.6								L 9.40																			
	CR 1	1.5	.....COSMOPOLIS JCT.....	1.4	No Siding							L 9.47																			
W	CG 2	2.9	MP.....COSMOPOLIS.....D	1.4	30							L 10.00PM																			
	CR 1	1.5	.....COSMOPOLIS JCT.....	0.9	No Siding																										
	CR 3	2.4	O-W. R. & N. Co. Crossing Track Connection.....SOUTH ABERDEEN.....	10.7	90																										
	CR 13	13.1	.....MARKHAM.....	2.6	10																										
T	CR 15	15.6	.....OCOSTA.....P	2.7	10																										
	CR 19	18.3	.....BAY CITY.....		Spur																										
CY	CM 37	65.8	.....ABERDEEN JCT.....D	3.1	90	L 12.55	L 9.35	L 5.35																							
O	CM 40	68.9	SA.....ABERDEEN.....DN	3.8	50	L 1.05	L 9.45	L 5.45																							
WCY	CM 44	72.5	HO.....HOQUIAM.....DN	3.5	200	L 1.15	L 9.55	L 5.50																							
W	CM 47	76.0	.....GRAYS HARBOR CITY.....	4.4	No Siding	L 1.25PM	L 10.05PM	L 6.10PM																							
	CM 52	80.4	.....GRAY GABLES.....	1.6	No Siding																										
	CM 54	82.0	.....CHENOIS CREEK.....	2.0	No Siding																										
		84.0	.....BURROWS.....	1.2	No Siding																										
	CM 56	85.2	.....TULIPS.....P	0.7	40																										
		85.9	.....WILDERNESS.....	2.5	No Siding																										
	CM 61	88.4	.....COPALIS.....	3.2	Spur																										
	CM 63	91.6	CR.....CARLISLE.....D	1.0	20																										
	CM 64	92.6	.....ONSLow.....	1.9	30																										
	CM 66	94.5	.....STEARNSVILLE.....	1.0	Spur																										
	CM 68	96.4	.....ALOHA.....	1.7	Spur 12																										
W	CM 69	98.1	.....PACIFIC.....	1.4	Spur 7																										
	CM 71	99.5	.....SUNSET BEACH.....	1.0	No Siding																										
Y	CM 72	100.5	MC.....MOCLIPS.....D		40																										
						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	4.18	.25	.15	2.34											
			Average Speed Per Hour			24.1	24.2	24.0	10.8	14.4	14.4	8.0	20.8	14.5	13.8	10.8	10.2	8.0	14.4	10.9											

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

SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16.

EASTWARD.

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

Time Table No. 42B

Succeeding No. 42A
October 14, 1917

STATIONS

Telegraph Offices and Calls

SR... ST. CLAIR... DN

UNION MILL... P

LACEY... P

OY... OLYMPIA... D

TUMWATER SPUR CROS... P

BELMORE... P

RK... LITTLE ROCK... D

BORDEAUX JUNCTION... P

MIMA... P

HK... GATE... DN

OX... OAKVILLE... D

LYTLE... P

PORTER... P

MN... MALONE... D

EF... ELMA... DN

MACK... D

SP... SATSOP... D

BRADY... P

MO... MONTESANO... DN

AJ... ABERDEEN JCT... D

JUNCTION CITY... D

COSMOPOLIS JCT... D

MP... COSMOPOLIS... D

COSMOPOLIS JCT... D

O-W. R. & N. Co. Crossing

SOUTH ABERDEEN... D

MARKHAM... D

OCOSTA... P

BAY CITY... D

ABERDEEN JCT... D

SA... ABERDEEN... D

HO... HOQUIAM... D

GRAYS HARBOR CITY... D

GRAY GABLES... D

CHENOIS CREEK... D

BURROWS... D

TULIPS... P

WILDERNESS... D

COPALIS... D

CR... CARLISLE... D

ONSLow... D

STEARNSVILLE... D

ALOHA... D

PACIFIC... D

SUNSET BEACH... D

MC... MOCLIPS... D

Time Over Subdivision

Average Speed Per Hour

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

SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16

FIRST CLASS

SECOND CLASS

THIRD CLASS

422 424 466 500 572 578 582 586

584 694 698 968 976 980 984

Daily Daily Daily Daily Daily Daily Daily

Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Passenger

Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Passenger

Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Passenger

Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Passenger

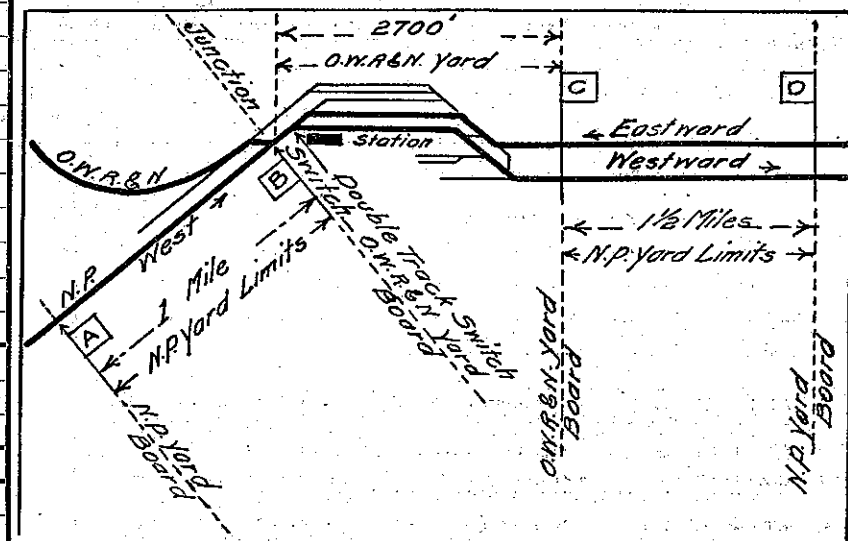
Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Passenger

Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Passenger

Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Passenger

Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Passenger

Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Passenger



ABERDEEN YARD LIMITS

1. 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."
2. 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."
3. 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

THIRD SUBDIVISION.
(AMERICAN LAKE LINE)

EASTWARD

FIRST CLASS											Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Lakeview	Time Table No. 42B		Distance from Nisqually	Car Capacity of Sidings	FIRST CLASS										
541	539	537	535	533	519	517	465	413	407	Succeeding No. 42A October 14, 1917				408	424			434	518	520	534	536	538	540	542			
Great Nor. Passenger	Great Nor. Passenger	Great Nor. Passenger	Great Nor. Passenger	O. W. R. R. & N. Passenger	O. W. R. R. & N. Passenger	O. W. R. R. & N. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	STATIONS				Nor. Pac. Passenger	Nor. Pac. Passenger			Nor. Pac. Passenger	O. W. R. R. & N. Passenger	O. W. R. R. & N. Passenger	O. W. R. R. & N. Passenger	Great Nor. Passenger	Great Nor. Passenger	Great Nor. Passenger	Great Nor. Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Telegraph Offices and Calls				Daily See page 8	Daily See page 8			Daily See page 8	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily See page 8		
L 5.30PM 540	L 2.40PM	L 1.10PM 536	L 9.20AM				Ls 2.23PM 538	Lt 6.07PM	Lt 9.56AM	1985	0.0	VA.....LAKEVIEW...DN 2.5	11.6	100	A 12.35PM 517	A 4.05PM	A 9.06PM			A 12.55PM 537	A 2.20PM 465	A 5.15PM 541	A 6.23PM					
f 5.34	f 2.44	f 1.14	f 9.24				f 2.27	6.11	10.00	CK 2	2.5	.....COUNTRY CLUB... 0.5	9.1		12.31	f 4.00	9.02			f 12.51	f 2.16	f 5.11	f 6.19				
5.35	2.45	1.15	9.25				f 2.28	6.12	10.01	CK 3	3.0	.....TILLCUM..... 1.5	8.6	40	12.30	f 3.59	9.01			12.50	2.15	5.10	6.18				
s 5.38	s 2.48	s 1.18	s 9.28				s 2.33	s 6.15 542	s 10.03	CK 5	4.5	CG.....MURRAY...DN 3.2	7.1	35	s 12.27	s 3.55	s 8.58			s 12.47	s 2.12	s 5.07	s 6.15 413					
A 5.45PM	A 2.55PM	A 1.25PM	A 9.35AM	L 6.40PM	L 5.05PM	L 12.30PM 408	s 2.40	s 6.22	s 10.10	OY	CK 7	7.7	D. AMERICAN LAKE. DN 3.9	3.9	200	s 12.19PM 517	s 3.45	s 8.50	A 11.40AM	A 1.15PM	A 6.05PM	L 12.40PM	L 2.05PM	L 5.00PM	L 6.08PM			
				A 6.50PM	A 5.15PM	A 12.40PM	A 2.49PM	A 6.30PM	A 10.18AM 5	CS 24	11.6	NU.....NISQUALLY..DN	0.0	20	L 12.03PM 5	L 3.32PM 5	Ls 8.38PM 5	L 11.30AM 5	L 1.05PM	L 5.55PM								
				See Page 1			See page 1	See page 1	See page 1																			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
.15	.15	.15	.15	.10	.10	.10	.26	.23	.22			Time Over Subdivision			.32	.33	.28	.10	.10	.10	.15	.15	.15	.15				
30.8	30.8	30.8	30.8	23.4	23.4	23.4	26.8	30.2	31.7			Average Speed Per Hour			21.7	21.4	24.9	23.4	23.4	23.4	30.8	30.8	30.8	30.8				

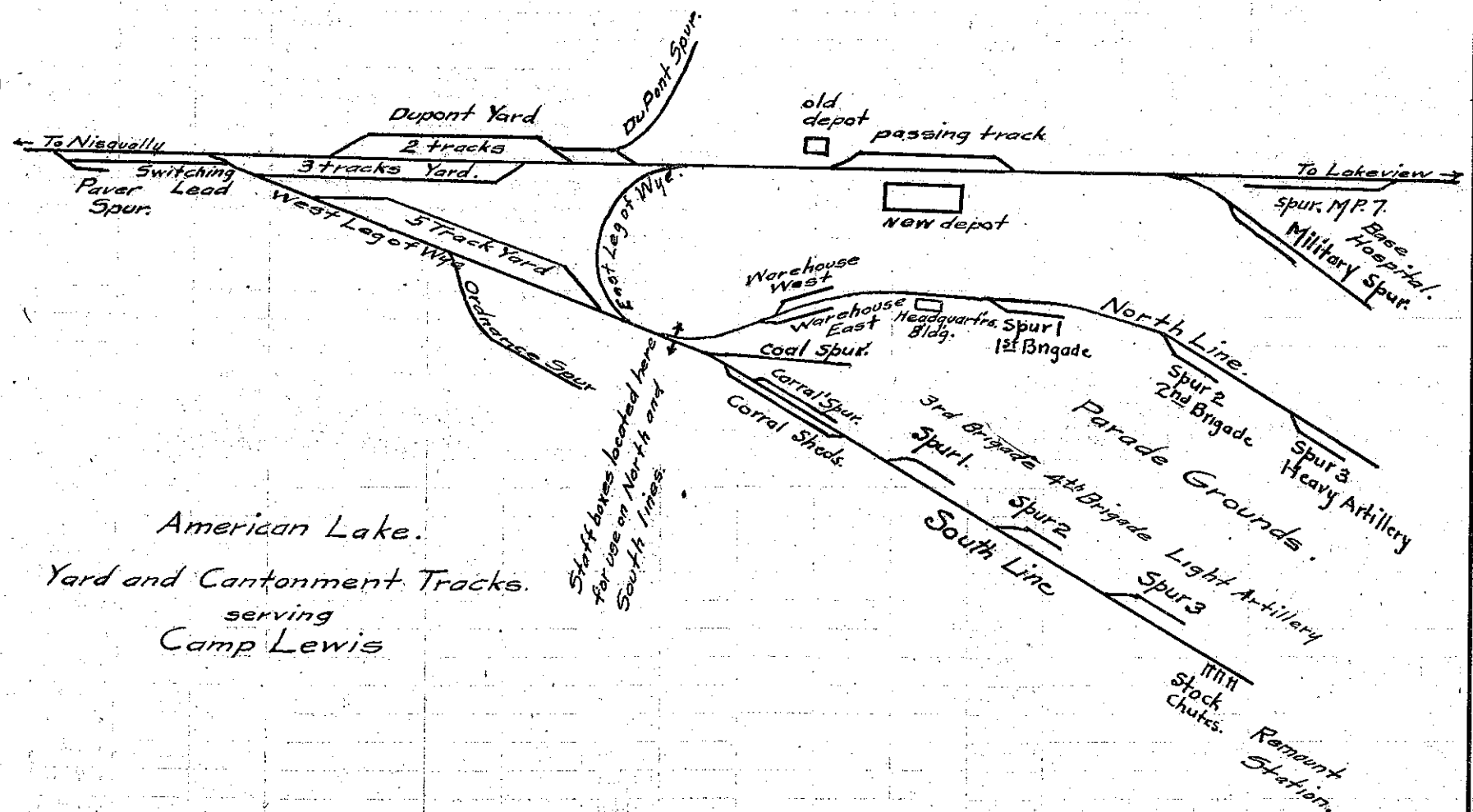
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

1. 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.
2. Gate has been placed across Dupont Powder Co. spur near Cap Magazine. Same protected by stop board located 200 feet from Gate.
3. 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.

RULES GOVERNING OPERATION CANTONMENT TRACKS AT
AMERICAN LAKE

4. North and South lines, Cantonment tracks, American Lake, operated under staff system. Staff for North Line and staff for South Line will be located in separate boxes so marked at Junction Switch. See diagram, page 7.
5. Speed 15 miles per hour using Cantonment tracks, American Lake, must never be exceeded.
6. Switches west end yard will be set for west leg of wye. Wye switch and junction switch to North Line Cantonment track will be set for east leg of wye and North Line targets and lights to show clear.
7. Inside switches, yard tracks—switch lights red and yellow. Switches on North and South Cantonment lines—switch lights red and green.
8. When backing or pushing cars ahead of engine over street crossings Cantonment tracks, American Lake, train must stop and flagman protect crossing. All movements passing over Pacific Highway must be protected by flagman.
9. Toilets must be kept locked and refuse must not be thrown from trains on Cantonment tracks, Camp Lewis.

SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16



SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16

WESTWARD.

SIXTH SUBDIVISION.
(GATE LINE)

EASTWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS						Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from Centralia	Time Table No. 42B Succeeding No. 42A October 14, 1917		Distance from Gate	Car Capacity of Subdiv.	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				Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	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.	O-W.R.&N Way Frt. 52					
L 12.40 PM 571	L 7.30 AM		L 2.30 AM		L 3.00 AM	L 12.30 PM 975	L 7.40 PM	L 3.30 PM	L 11.10 AM	L 9.25 AM	WC 50	2027	0.0	CN.....CENTRALIA.....DN 2.2	13.6	500	A 10.43 AM	A 2.50 PM	A 7.05 PM	A 8.55 PM	A 11.40 AM	A 2.00 AM		A 9.10 PM		A 2.30 PM	A 10.15 AM						
A 12.50 PM	7.40		2.40		A 3.07 AM	A 12.38 PM	7.46	3.35	11.14	9.32			2.2	BLAKESLEE JUNCTION. O-W.R. & N. Co. Crossing Trk Connection P. S. & W. H. R. R. CRSG. 0.1.....BLAKESLEE..... 4.1	11.4		10.34	2.43	6.54	8.45	11.30 AM	L 1.45 AM		8.58		2.21	L 10.05 AM						
	7.42		2.41				7.47	3.36	11.15	9.33			2.3	.....BLAKESLEE..... 4.1	11.3		10.33	2.42	6.53	8.44				8.55		2.20						
	8.05		2.52				7.53	3.45	11.23	9.42	CK 51	6.4	.....GRAND MOUND....P 4.6	7.2	90		10.27	2.32	6.45	8.35				8.45		2.05						
	8.30		3.05				8.00	3.54	11.31	9.50	CK 47	11.0	RH...ROCHESTER....D P	2.6	75		10.19	2.22	6.35	8.25				8.35		1.45							
													11.0	C. M. & St. P. CROSSING.. No Track Connection 2.6	2.6																		
	A 8.45 AM		A 3.15 AM				A 8.10 PM 508-594	A 4.00 PM	A 11.37 AM	A 10.05 AM 502	WY	CK 44	13.6	HK.....GATE.....D	0.0	50	L 10.13 AM 501	L 2.15 PM	L 6.25 PM	L 8.15 PM 507 504				L 8.25 PM 507 508		L 1.30 PM							
Ex. Sun.	Ex. Sun. see page 5		Ex. Sun. see page 5		Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sun. see page 5		Ex. Mon. see page 5	Ex. Sun.						
.10	1.15		.45		.7	.08	.30	.30	.27	.40				Time Over Subdivision			.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				Average Speed Per Hour			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.

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

5. Road crossing opposite the State Training School at Grand Mound will be a flag stop for all regular passenger trains; also to unload express.
6. 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 12, 13, 14, 15 AND 16

WESTWARD.

FIFTH SUBDIVISION.
(CROCKER BRANCH)

EASTWARD.

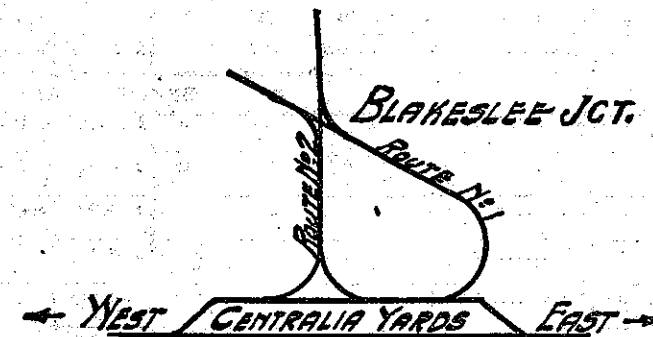
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EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

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

SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16

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



7. 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.
8. 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.
9. All eastward movements will be made over Route No. 2.
10. All westward movements will be made over Route No. 1.
11. Crossing and switches at Blakeslee Junction will be governed by interlocking signals.
12. 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

WESTWARD.

SEVENTH SUBDIVISION.
(WILLAPA HARBOR LINE)

EASTWARD.

THIRD CLASS			FIRST CLASS			Water, Fuel, Scales, Turn Tables and Wyse	Station Numbers	Distance from Chehalis Junction	Time Table No. 42B Succeeding No. 42A October 14, 1917			Distance from South Bend	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
969	593	591	592	594	970												
Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.												
See page 2	See page 1	See page 1	See page 3	See page 3	See page 4												
Way Freight	Passenger	Passenger	Passenger	Passenger	Way Freight	STATIONS											
L 6.45AM	L 8.20PM	L 11.48AM				Telegraph Offices and Calls											
						.....CHEHALIS JCT.....P	1.0	56.6	Y	A 10.10AM	A 7.05PM	A 3.35PM				
						1.0 P. S. & W. H. R. R. CROSSING	2.4	55.6									
						No Track Connection											
\$ 7.05	\$ 8.30	\$ 11.58AM		CW 2	3.4	A.....LITTELL.....D	1.3	53.1	20	\$ 10.00	\$ 6.54	\$ 3.10					
\$ 7.15	\$ 8.34	\$ 12.03PM		CW 5	4.7	X.....ADNA.....D	2.5	51.8	37	\$ 9.55	\$ 6.49	\$ 2.25					
f 7.25	f 8.40	f 12.10		CW 8	7.2	.....BUNKER.....	2.9	49.3	Spur	f 9.49	f 6.42	f 2.05				
\$ 7.55	f 8.48	\$ 12.18	W 2.4 m West	CW 10	10.1	.....CERES.....	2.5	46.4	35	\$ 9.42	f 6.35	\$ 1.40				
\$ 8.20	f 8.54	f 12.24		CW 12	12.6	.....MESKILL.....	0.5	43.9	Spur	f 9.35	f 6.28	\$ 1.20				
\$ 8.30	f 8.56	f 12.26		CW 13	13.1	.....MAY.....	3.1	43.4	Spur	f 9.33	f 6.26	\$ 1.10				
					16.2	LUEDINGHAUS R. R. Crossing	0.1	40.3									
\$ 9.24	\$ 9.04	\$ 12.35		CW 16	16.3	DR.....DRYAD.....D	0.5	40.2	35	\$ 9.24	\$ 6.17	\$ 12.50					
592		970								969		12.30					
					16.8	P. S. & W. H. R. R. CROSSING	0.8	39.7									
						No Track Connection											
\$ 9.40	\$ 9.08	\$ 12.40		CW 17	17.6	DO.....DOTY.....D	4.7	38.9	Spur 35	\$ 9.20	\$ 6.12	\$ 12.20PM					
\$ 10.00	\$ 9.21	\$ 12.57	W	CW 22	22.3	PL.....PELL.....D	1.3	34.2	50	\$ 9.10	\$ 6.01	\$ 11.55AM					
11.30AM												11.30					
					23.6	MCCORMICK R. R. CROSSING	0.6	32.9									
						Track Connection											
\$ 12.05PM	\$ 9.27	f 1.04	W	CW 24	24.2	.....McCORMICK.....	1.9	32.3	Spur 15	f 9.08	\$ 5.53	\$ 11.10				
\$ 12.30	\$ 9.34	f 1.11		CW 26	26.1	.....WALVILLE.....	2.8	30.4	Spur 15	f 8.58	\$ 5.47	\$ 10.40				
f 12.50	f 9.44	f 1.20	T	CW 29	28.9	.....PLUVIUS.....P	5.4	27.6	36	f 8.48	f 5.40	f 10.10				
\$ 1.20	\$ 10.00	\$ 1.40	W	CW 35	35.3	FR.....FRANCES.....DP	1.4	21.2	50	\$ 8.26	\$ 5.15	\$ 9.30					
1.45	\$ 10.05	\$ 1.44		CW 37	36.7	.....GLOBE.....	1.3	19.8	Spur 15	f 8.21	f 5.10	\$ 8.40				
f 1.55				CW 38	38.0	BM.....LEBAM.....D	3.2	18.6	14	\$ 8.17	\$ 5.06	\$ 8.30					
\$ 2.05	\$ 10.08	\$ 1.48		CW 41	41.2	.....NALLPEE.....	1.1	15.3	Spur	f 8.08	f 4.58	\$ 8.13				
f 2.15	\$ 10.15	f 1.55		CW 42	42.3	.....HOLCOMB.....	4.2	14.2	30	\$ 8.05	\$ 4.55	f 8.08				
f 2.25	\$ 10.18	\$ 1.58		CW 46	46.5	.....MENLO.....P	4.0	10.0	9	\$ 7.55	\$ 4.45	f 7.55				
f 2.40	\$ 10.26	\$ 2.08		CW 50	50.5	.....WILLAPA.....	2.6	6.0	16	\$ 7.45	\$ 4.35	f 7.45				
f 3.00	\$ 10.35	\$ 2.15		CW 53	53.1	ND.....RAYMOND.....D	3.4	3.4	40	\$ 7.37	\$ 4.30	\$ 7.42					
\$ 3.30	\$ 10.45	\$ 2.25		CW 57	56.5	SB.....SOUTH BEND.....D		0.0	150	L 7.25AM	L 4.20PM	L 7.00AM					
A 3.46PM	A 10.56PM	A 2.35PM	WCT														
Ex. Sun.	Daily	Daily								Daily	Daily	Ex. Sun.					
7.05	2.35	2.47								2.45	2.45	7.23					
7.9	21.8	20.5								20.5	20.5	7.6					
Time Over Subdivision																	
Average Speed Per Hour																	

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

- Gates are installed at the crossings of private railroads over Northern Pacific tracks as follows:
Dryad, Leudinghaus Lumber Co. crossing; East of McCormick, McCormick Lumber Co. Crossing.
Normal position of gates is closed across the logging road. When crossing is being used by private companies' trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach these crossings under control, prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.
- At Dryad, crossing gates have been installed across spur track leading to Leudinghaus Mill and the main line of the P. S. & W. H. R. R. Normal position of gates will be set and locked against spur track. When train on spur desires to use crossing, the gates will be swung across the main line of P. S. & W. H. R. R. Lights will be maintained on gates at night.
- Trains will stop 400 feet from draw span over South Fork of Willapa River, at Raymond. Will not proceed until draw is known to be closed.
- No. 581, No. 592, No. 593 and No. 594 will stop on flag at Ashlock.
- Log train between Raymond and Frances may handle adult male passengers when provided with proper transportation.
- Telephones at Pluvius, Frances and Menlo.
- 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 12, 13, 14, 15 AND 16

WESTWARD.

EIGHTH SUBDIVISION.
YACOLT BRANCH

EASTWARD.

2d Class		1st Class		Water, Fuel, Scales, Turn Tables and Wyse	Station Numbers	Distance from Yacolt	Time Table No. 42B Succeeding No. 42A October 14, 1917		Distance from Vancouver Jct.	Car Capacity of Sidings	1st Class		2d Class		
589	587	STATIONS					590	588							
Ex. Sun.	Ex. Sun.	Telegraph Offices and Calls					Ex. Sun.	Ex. Sun.							
Mixed	Passenger						Passenger	Mixed							
L 12.30PM	L 6.00AM	W Y	CY 27	0.0	YC.....	YACOLT.....	D	28.9	35	A 6.40PM	A 11.00AM				
f 1.00	f 6.14		CY 20	8.6	.....	WALL.....		20.8	No Siding	f 6.18	f 10.30			
s 1.20	s 6.19		CY 19	8.1	.....	HEISON.....		18.8	25	s 6.13	s 10.20			
s 1.40	s 6.24		CY 17	9.9	.....	CRAWFORD.....		17.0	Spur 5	s 6.06	s 10.00			
s 2.10	s 6.35	W	CY 14	12.8	BA....	BATTLE GROUND....	D	14.1	20	s 5.56	s 9.50				
s 2.40	s 6.50		CY 10	17.0	.....	BRUSH PRAIRIE.....		9.9	25	s 5.46	s 9.20			
f 2.45	f 6.54		CY 8	18.7	.....	LAURIN.....		8.2	No Siding	f 5.40	f 9.06			
f 2.50	f 6.57		CY 7	20.1	.....	HOMAN.....		6.8	Spur 4	f 5.36	f 9.03			
f 3.00	f 7.00		CY 6	21.2	.....	BARBERTON.....		5.7	Spur 4	f 5.30	f 9.00			
f 3.20	f 7.05		CY 3	23.5	.....	HIDDEN.....		3.4	Spur 4	f 5.22	f 8.52			
A 3.35PM	A 7.10AM	Y	CX 25	26.9	VJ...VANCOUVER JCT.....	D	P	0.0	No Siding	L 5.10PM	L 8.40AM				
Ex. Sun.	Ex. Sun.									Ex. Sun.	Ex. Sun.				
3.05	1.10									1.30	2.20				
8.7	23.0									17.9	11.5				
Time Over Subdivision															
Average Speed Per Hour															

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

- No. 587, 588, 589 and 590 will stop on flag at Lucia, Moulton and Crusher for passengers.
- Trains from Eighth Subdivision will ascertain position of First Subdivision trains before occupying main track at Vancouver Junction.

SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16

WESTWARD.

NINTH SUBDIVISION.
ELMA BRANCH

EASTWARD.

SECOND CLASS										SECOND CLASS									
			551	Water, Fuel, Scales, Turn Tables and Wyse	Station Numbers	Distance from Stimson	Time Table No. 42B Succeeding No. 42A October 14, 1917				Distance from Elma	Car Capacity of Sidings	552						
			Ex. Sun.				STATIONS						Ex. Sun.						
			Mixed				Telegraph Offices and Calls							Mixed					
					CH 10	0.0	.....STIMSON.....				10.1	Spur 7						
						0.9	.....MILLPORT.....				9.0							
					CH 7 1/2	2.3	.....HILLGROVE.....				7.8	Spur 4						
					CH 7	2.5	.....McCLEARY JUNCTION....				7.6							
						0.8													
			L 3.15PM	T	CH 8	3.3	.....McCLEARY.....				8.4	Spur 15	A 1.05PM					
						0.8													
			3.18		CH 7	2.6	.....McCLEARY JUNCTION....				7.6		1.00					
						2.6													
			s 3.25		CH 5	6.1	.....RAYVILLE.....				6.0	Spur 4	s12.53					
						0.7													
						0.2	WHITE LUMBER Co. R. R. Cr.												
						0.2													
			s 3.45	W	CH 4	6.0	.....WHITE.....				4.1	Spur 5	s12.50					
						4.1													
			A s 4.00PM	T	CM 19	10.1	EF.....ELMA.....D				0.0	60	L12.25PM						
			Ex. Sun.				Time Over Subdivision						Ex. Sun.						
			.45				Average Speed Per Hour						.40						
			11.2										12.6						

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

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

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

- SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16**

WESTWARD.

ELEVENTH SUBDIVISION.
(GREEN RIVER BRANCH)

EASTWARD.

FIRST CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Kerriston	Time Table No. 42B Succeeding No. 42A October 14, 1917			Distance from Rapidan	Car Capacity of Siding	FIRST CLASS				
595	575	573				STATIONS					574	576	598		
Daily	Mon, Wed. Fri. only	Ex. Sun.				Telegraph Offices and Calls					Ex. Sun.	Mon, Wed. Fri. only	Daily		
Passenger	Passenger	Passenger									Passenger	Passenger	Passenger		
	L 1.45PM			CJ 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		
L 7.40AM	A 2.15PM	L 2.15PM	W	CJ 7	7.5	.....HEMLOCK.....	0.8		7.2	10	A 10.40AM	L 10.40AM	A 7.55PM	
s 7.45		s 2.20		CJ 6	8.3	.....BARNESTON.....	3.4	Spur 30	6.4		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		CJ 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	1.6		3.8						
s 8.20		s 2.55		CJ 2	12.4	.....KANGLEY JCT.....	0.3		2.3		s 10.03		s 7.07	
					12.7	.....HIAWATHA.....	.08	Spur	2.0					
s 8.23		s 2.58		CJ 1	13.3	.....DURHAM.....	1.4		30		s 10.00		s 7.04	
A 8.30AM		A 3.03PM	WY O	A 1	14.7	GV.....KANASKAT.....DN	0.0		75		L 9.55AM		L 7.01PM		
Daily	Mon, Wed. Fri. only.	Ex. Sun.				Time Over Subdivision						Ex. Sun.	Mon, Wed. Fri. only.	Daily	
.50	.30	.48				Average Speed Per Hour						.45	.30	.54	
12.5	15.0	13.0										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. EXTRA TRAINS PROTECT BY FLAG AGAINST LOGGING TRAINS BETWEEN HALMAR AND KERRISTON. 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 desire 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 12, 13, 14, 15 AND 16

WESTWARD.

TWELFTH SUBDIVISION.
(ORTING BRANCH)

EASTWARD.

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

3. Junction switch, one mile east of Ortting 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 12, 13, 14, 15 AND 16

WESTWARD

THIRTEENTH SUBDIVISION
(MENDOTA BRANCH)

EASTWARD

SECOND - CLASS										SECOND - CLASS																										
Staff Operation—See Page 16										513		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Mendota	Time Table No. 42B Succeeding No 42A October 14, 1917				Distance from Wabash	Car Capacity of Siding	514		Staff Operation—See Page 16													
										Ex. Sun.											Ex. Sun.															
										Mixed											Mixed															
															STATIONS																					
															Telegraph Offices and Calls																					
										L 1.15PM					CO 9	0.0 MENDOTA P 2.9				8.6	40											A 12.55PM			
										f 1.25					CO 6	2.9 PACKWOOD 5.7				5.7	Spur											f 12.45			
										A 1.55PM					2025	8.6 WABASH P				0.0												L 12.15PM			
										Ex. Sun.																							Ex. Sun.			
										.40											Time over Subdivision												.40			
12.9						Average Speed per Hour				12.9																										

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

SEE SPECIAL RULES, PAGES 12, 13, 14, 15 AND 16

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.

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.

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.

AUTHORIZED SURGEONS, N. P. RY. CO.

Dr. S. W. Mowers, Chief Surgeon, Western Div., Tacoma.
Dr. J. H. Sheets, Buckley (S).
Dr. F. G. Ullman, Enumclaw.
P. B. Sweet, Kangley, Wn.
Dr. Runnals, Orting (S).

Dr. W. M. Karshner, Puyallup.
Dr. Wm. Douglas, Wilkeson, Wn. 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. H. W. Quaife, Tenino.
Dr. G. W. Kennicott, Chehalis.
Dr. J. W. Mowell, Olympia (S).
Dr. J. H. Dumon, Centralia (S).
Dr. Rush Banks, Centralia (S).
Dr. J. C. Van Winkle, Oakville.

Dr. E. P. French, Elma.
Dr. F. L. Carr, Montesano.
Dr. H. C. Watkins, Hoquiam.
Dr. H. C. Randolph, Aberdeen (S).
Dr. E. W. Stevens, Dryad.
Dr. A. B. MacLean, Pe Ell.

Location of Stretchers (S).

Dr. W. Anderson, So. Bend (S).
Dr. N. C. McLafferty, Winlock.
Dr. R. H. Campbell, Vader.
Dr. O. K. Wolf, Castle Rock.
Dr. C. W. Bales, Kelso.
Dr. J. T. Guerin, Vancouver (S).
Dr. C. E. Staflin, Kalama (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. A. M. Stevenson, Yacolt (S).
Dr. A. C. Steckle, Battle Ground.

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

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

Note.

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						
Second Eastward	Elma to Moclips.....	0.40					2500	70	2500	70						
	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 Jet. 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 Jet.....	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 Jet. 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 Jet.....	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.

Thirteenth Subdivision.—No engines heavier than D-4.

COMMERCIAL SPURS.

First Subdivision DISTANCE FROM TACOMA.		Seventh Subdivision DISTANCE FROM CHEHALIS JCT.	
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
Wynouche.....	60.4		
Joe Creek.....	97.4	Ninth Subdivision DISTANCE FROM ELMA.	
		Kraft.....	2.3
Third Subdivision DISTANCE FROM LAKEVIEW		Tenth Subdivision DISTANCE FROM PALMER JCT.	
Washington Paving Co.....	7.0	Big 6.....	1.7
Military Spur.....	7.2	Occidental.....	2.0
Paver.....	9.0	Fleet.....	3.2
		Hyde.....	3.9
Fourth Subdivision DISTANCE FROM TACOMA.		Birch.....	7.9
Scholz.....	15.4	Blackburn.....	11.5
Johnson Creek.....	32.9	Webstone.....	12.5
Bordeaux Shingle Co.....	37.1	Valley Mill.....	14.1
Scheel.....	37.2	Broomfield.....	19.6
Mutual.....	37.6	Moneko.....	31.8
Sixth Subdivision DISTANCE FROM CENTRALIA.		Eleventh Subdivision DISTANCE FROM KANASKAT	
Foran.....	2.9	Yandell.....	2.9
		Twelfth Subdivision DISTANCE FROM ORTING.	
		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.
 Olegua 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.
 Gata 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.
 Satsop East end siding.
 Brady West end siding and Hayes spur.
 Blagen Log spur.
 Montesano Switch leading to industry spur west end of team track to be left set for spur to act as derail for team track.
 Wynouche West end of spur.
 Aberdeen Junction Coal bunker track.
 Copalls 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 Penino 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.
 Maskill East end quarry track.
 May Mill spur.
 Doty 150 feet from main track switch.
 McCormick Junction 300 feet from main track switch.
 Walville Mill spur.
 Ashlock Log spur.
 Pluvius 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.
 Veazle 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.
 Burnett One in main track just west of crossover switch opposite coal bunker.
 Morrastown One in the lead track 200 feet west of coal bunker.
 Burnett West end siding; Black Carbon Coal Company's spur.
 Morrastown 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.
 Yandell West end.
 Selleck (1/2 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 Halmer; this switch must be left in derail position.

TWELFTH SUBDIVISION

Orting 600 feet east junction switch.

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 Subdivision....	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' 9"	17' 8"	17' 7"	17' 6"	17' 5"	17' 4"		18' 9"	11' 6"	
13th Subdivision....	Mendota Branch.....	No obstructions on this Branch.																			

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 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 while switching on this track. Cars should never be left below derailed 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 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 foot west of mile post 14 and on eastward track 2542 foot 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.
- At Montesano passing track located one-half mile east of depot, is time card station.
- AT GATE—Junction switch will be set for line Olympia to Moclips. Normal position of switch connecting west leg of wye and passing track will be for passing track.
- 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 Wynoochee Spur, west of Montesano, when necessary to let off laborers for Wynoochee 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. 465 will connect with No. 581 at Elma.
- Golf Links, 3 miles east of Aberdeen Junction, is flag stop for Nos. 421, 422, 423, 424, 465 and 466.
- 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.
- 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 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 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 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.
- DOUBLE TRACK—Between Aberdeen and Hoquiam, except single track between the passenger station at Hoquiam, and the double track switch located just east of Hoquiam River draw bridge, three-quarters (%) of a mile east of 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
WATCH INSPECTORS				
R. Vaeth, 924 Pacific Ave., Tacoma.	Fred Straub, Hoquiam.			
Ben Salick, Centralia.	Talcott Bros., Olympia.			
Covert & 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	Portland: Telegraph Office
Centralia: Telegraph Office	South Prairie
Round House	Hoquiam
Yard Office	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.	American Lake	

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—Third and Fourth Subdivision trains will register by ticket Form 608. When operator is not on duty leave register ticket in way bill box located near freight house door.
6. AT ST. CLAIR—First Subdivision trains will not register. Second Subdivision trains will register by ticket, Form 608.
7. AT ABERDEEN JUNCTION—Second Subdivision trains will register by ticket, Form 608, except when office is closed.
8. AT SOUTH TACOMA
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.
11. AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.
12. AT AMERICAN LAKE—Trains not originating or terminating will register by ticket, Form 608, except when office is closed.
13. ENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule No. 83a.

CLEARANCE EXCEPTIONS

14. AT SOUTH TACOMA
WEST TENINO
LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.
15. AT ELMA
GATE
OLYMPIA
ABERDEEN JUNCTION—Second Subdivision trains will not require clearance unless train order signal is at caution or stop.
16. AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.
17. AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.
18. AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.
19. AT AMERICAN LAKE—Trains, other than originating 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

- Maximum Speeds—
20. First Subdivision, maximum speed of passenger trains one minute per mile or 60 miles per hour. This limit must not be exceeded.
 21. Second Subdivision, maximum speed, between St. Clair and Hoquiam, passenger trains 50 miles per hour. Between Hoquiam and Copalis, passenger trains 35 miles per hour, freight trains 25 miles per hour. Between Copalis and Moclips, passenger trains 25 miles per hour, freight trains 15 miles per hour. Between Aberdeen Junction and Bay City, 20 miles per hour.
 22. Third Subdivision, maximum speed 50 miles per hour.
 23. Fourth Subdivision, maximum speed of passenger trains between Lakeview and eYlm, 60 miles per hour; between Yelm and West Tenino, 50 miles per hour.
 24. Fifth Subdivision, maximum speed 20 miles per hour.
 25. Sixth Subdivision, maximum speed of passenger trains 45 miles per hour.
 26. Seventh Subdivision, maximum speed of passenger trains 45 miles per hour, except between Pe Ell and Frances 30 miles per hour.
 27. Eighth Subdivision, maximum speed of passenger trains 30 miles per hour, freight trains 20 miles per hour.
 28. Ninth Subdivision, maximum speed of passenger trains 25 miles per hour, freight trains 15 miles per hour.
 29. Tenth Subdivision, maximum speed between Palmer Junction and Meeker, passenger trains 50 miles per hour. Between Cascade Junction and Morristown and between Cascade Junction and Fairfax, passenger trains 25 miles per hour, freight trains 15 miles per hour. Backing up between these points passenger trains must not exceed 20 miles per hour, freight trains 10 miles per hour.
 30. Eleventh Subdivision, maximum speed of passenger trains 20 miles per hour, freight trains 15 miles per hour.
 31. Twelfth Subdivision, maximum speed 20 miles per hour.
 32. Thirteenth Subdivision, maximum speed 20 miles per hour.

Special Restrictions—

33. Through crossovers and entering sidings, 15 miles per hour.
34. 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 Martins 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. 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

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. At American Lake—On Dupont Powder Co. spur and on Cantonment tracks. See sketch, page 7.
70. Hoquiam River spur on Second Subdivision at Hoquiam.
71. Mendota Branch, Thirteenth Subdivision.
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,

Train Master, Tacoma

J. F. THOMAS,

Chief Dispatcher, Tacoma

