

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 420 TABLE

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

SUNDAY, NOVEMBER 18, 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.

FIRST SUBDIVISION. MAIN LINE.

WESTWARD.

FIRST CLASS

Table with columns for Station Numbers, Time Table No. 42C, Succeeding No. 42B, November 18, 1917, STATIONS, Telegraph Offices and Calls, Distance from Tacoma, and train numbers 401, 407, 413, 421, 423, 455, 457, 459, 465, 511, 533, 563, 569, 587, 591, 593.

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.

Main table listing stations from McCARVER STREET DN to VANCOUVER DN with departure and arrival times for various train services like American Lake, Prairie Line, etc.

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

Summary table for VANCOUVER PORTLAND TRAINS with columns for Station Numbers (2121), Time Over Subdivision, Average Speed Per Hour, and various train numbers.

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

WESTWARD.

FIRST SUBDIVISION. MAIN LINE.

Station Numbers	Time Table No. 42C Succeeding No. 42B November 18, 1917	Distance from Tacoma	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.								
1977	Q.....TACOMA.....DN 2.8	0.0				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.

Station Numbers	Stations	Distance from Tacoma	513	515	589	679	691	963	969	973	977	997
CS 3	.....McCARVER STREET DN 2.8	2.8				L 11.31 PM	L 9.46 PM					
CS 5	.....RUSTON..... 4.3	5.4										
CS 10	SX.....SIXTH AVENUE.....DN 6.0	9.7				11.47	10.07					
CS 16	UO.....STEILACOOM.....DN 2.0	15.7				11.57 PM	10.22					
W CS 18	.....KETRON.....P 6.7	17.7				12.02 AM	10.28					
CS 24	NU.....NISQUALLY.....DN 3.8	24.4				12.17	10.48					
CS 28	SR.....ST. CLAIR.....DN 1.8	28.2				12.27	11.00					
W CS 30	.....KYRO.....P 5.1	29.8				12.31	11.05					
CS 35	MA.CHAMBERS PRAIRIE DN 2.6	34.9				12.43	11.23					
CS 37	.....PLUMB.....P 5.5	37.5				12.50	11.30					
2015	NO.....TENINO.....DN 0.5	43.0				1.02	11.45					
W	.....TENINO JCT..... 3.2	43.5				1.03	11.46	L 11.01 AM				L 10.56 AM
2020	BU.....BUCODA.....D 5.1	46.7				1.10	11.54 PM	* 11.20				* 11.05
2025	.....WABASH.....P 2.2	51.8	L 1.55 PM	L 2.25 PM								
W C Y O	CN.....CENTRALIA.....DN 3.7	54.0	A 2.05 PM	A 2.35 PM		1.30 2.15 ⁵⁰	12.15 AM 12.45	A 11.50 AM	L 6.00 AM	L 5.30 AM	L 5.00 AM	* 11.25 AM 11.55 AM
W	CH.....CHEHALIS.....D 0.9	57.7				2.25	1.00		6.40	* 6.00	* 5.30	* 12.20 PM 12.40 ⁵¹¹
Y	.....CHEHALIS JCT.....P 6.5	58.6						A 6.45 AM				
2038	NA.....NAPAVINE.....DP 3.1	65.1				2.55	1.30	See page 10	* 7.00	* 6.10	* 1.05	
2040	.....EVALINE..... 3.1	68.2				3.02	1.40		f 7.10	f 6.20	f 1.15	
2044	WI.....WINLOCK.....D 6.5	71.3				3.09	1.50		* 8.00	* 6.40	* 1.35	
W	PN.....VADER.....DN 2.7	77.8				3.22	2.10		* 8.30	* 7.20	* 1.55	
2053	.....OLEQUA..... 6.9	80.5				3.28	2.18		f 9.00	f 7.35	f 2.03	
W	CA...CASTLE ROCK...D 6.3	87.4				3.43	2.37		* 10.15	* 8.10	* 2.28	
2066	.....OSTRANDER..... 3.6	93.7				3.56	2.55		f 10.35	f 8.30	f 2.45	
2071	KS.....KELSO.....D 5.7	97.3				4.04	3.05		* 11.30	* 9.20	* 3.00	
2077	.....CARROLLS..... 4.5	103.0				4.18	3.20		f 11.45	f 9.45	f 3.17	
W	KA.....KALAMA.....DN 4.3	107.5				4.28	3.32		11.55 AM 12.45 PM	f 10.55	* 3.35 AM 4.00 ⁵²	
CX 4	.....MARTINS BLUFF..... 4.8	111.8				4.38	3.45		f 1.00	f 11.10	f 4.10	
CX 9	WD.....WOODLAND.....D 5.4	116.6				4.48	4.00		* 1.15 AM 1.35 ⁴⁰	* 11.45 AM	* 4.20	
W	CX15 RG.....RIDGEFIELD.....D 5.2	122.0				5.00	4.15		* 1.55	12.01 PM 1.00	* 4.38 AM 5.25 ⁴⁵⁷	
CX21	.....KNAPP..... 3.3	127.2				5.12	4.30		f 2.10	f 1.15	f 5.42	
W	CX23.....FELIDA.....P 2.8	130.5			See page 10	5.19	4.38		f 2.25	f 1.25	f 5.55	
W Y	CX25.....VANCOUVER JCT.....P 3.1	133.3			L 3.35 PM	5.25	4.45		2.35	1.35	6.05	
TCY	CX29 MX.....VANCOUVER.....DN 10.0	136.4			A 3.50 PM	A 5.35 AM	A 5.00 AM		A 2.50 PM 511	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.

Station Numbers	Stations	Distance from Tacoma	513	515	589	679	691	963	969	973	977	997
W C T O	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	5.19	6.44	.49	.45	8.10	7.56	5.32
	Average Speed Per Hour		13.2	13.2	12.4	25.1	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 12, 13, 14, 15 AND 16

EASTWARD.

FIRST SUBDIVISION. MAIN LINE.

Time Table No. 42C Succeeding No. 42B November 18, 1917

STATIONS

Telegraph Offices and Calls

FIRST CLASS

Table with columns for train numbers (402, 408, 422, 424, 434, 456, 458, 460, 466, 512, 518, 562, 564, 590, 592, 594) and their respective service types (Daily, Ex. Sun., etc.) and express types (Nor. Pac. Seattle Express, etc.).

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.

Main schedule table with columns for distance from Portland, station names (e.g., McCARVER STREET, RUSTON, SIXTH AVENUE, STEILACOOM, KETRON, NISQUALLY, ST. CLAIR, KYRO, CHAMBERS PRAIRIE, PLUMB, TENINO, BUCODA, WABASH, CENTRALIA, CHEHALIS, NAPAVINE, EVALINE, WINLOCK, VADER, OLEQUA, CASTLE ROCK, OSTRANDER, KELSO, CARROLLS, KALAMA, MARTINS BLUFF, WOODLAND, RIDGEFIELD, KNAPP, FELIDA, VANCOUVER JCT, VANCOUVER), and arrival/departure times for various train classes.

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

Summary table for Vancouver and Portland trains, including columns for distance from Portland, station names, and time/average speed data.

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.

FIRST SUBDIVISION. MAIN LINE

Time Table No. 42C Succeeding No. 42B November 18, 1917

STATIONS

Telegraph Offices and Calls

Car Capacity of Sidings

Table with columns for Second Class (514, 516, 588, 680, 692) and Third Class (964, 970, 974, 978, 998) with sub-columns for Ex. Sun., Ex. Mon., and Ex. Sun. and descriptions like Nor. Pac. Mixed, O-W.R.&N Mixed, etc.

Table with columns for Third Class (964, 970, 974, 978, 998) with sub-columns for Ex. Mon., Ex. Sun., Ex. Mon., Ex. Sun., and Ex. Sun. and descriptions like Nor. Pac. Way Freight, Gt. Nor. Way Freight, etc.

Table with columns for Distance from Portland (146.4) and Station (Q.....TACOMA.....DN 2.8)

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.

Main schedule table with columns for Station (e.g., McCARVER STREET, RUSTON, SIXTH AVENUE, STEILACOOM, KETRON, NISQUALLY, ST. CLAIR, KYRO, CHAMBERS PRAIRIE, PLUMB, TENINO, TENINO JCT, BUCODA, WABASH, CENTRALIA, CHEHALIS, CHEHALIS JCT, NAPAVINE, EVALINE, WINLOCK, VADER, OLEQUA, CASTLE ROCK, OSTRANDER, KELSO, CARROLLS, KALAMA, MARTINS BLUFF, WOODLAND, RIDGEFIELD, KNAPP, FELIDA, VANCOUVER JCT, VANCOUVER), Car Capacity, and various train classes and times.

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

Table with columns for Station (VC.....PORTLAND.....DN 1000), Car Capacity, and various train classes and times.

Summary table with columns for Time over Subdivision and Average Speed Per Hour for various train classes.

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)

Table with columns for Station Numbers, Distance from St. Clair, Time Table No. 42C, STATIONS, Telegraph Offices and Calls, Car Capacity of Sidings, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with various train numbers and times.

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. 42C
Succeeding No. 42B
November 18, 1917

STATIONS
Telegraph Offices and Calls

STATIONS	Distance from Moclips	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	Daily	Tuesday & Fri.	Ex. Sun.	Ex. Sun.	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.
AR... ST. CLAIR ... DN	100.5	See page 3	See page 3	See page 3												
UNION MILL ... P	97.6	\$ 7.31	\$ 3.15	\$11.20												
LACEY ... P	96.1	\$ 7.27	\$ 3.10	\$11.16												
OLYMPIA ... D	91.1	\$ 7.15	\$ 2.55	\$11.02												
TUMWATER SPUR CROS.	90.5	\$ 7.05	\$ 2.50	\$10.57												
BELMORE ... P	85.8	\$ 6.55	\$ 2.39	\$10.45												
LITTLE ROCK ... D	79.2	\$ 6.41	\$ 2.29	\$10.32												
BORDEAUX JUNCTION P	78.0	\$ 6.38	\$ 2.26	\$10.27												
MIMA ... P	78.1	\$ 6.34	\$ 2.24	\$10.23					See page 9		See page 9					
GATE ... DN	71.9	\$ 6.25	\$ 2.15	\$10.18					A 8.05 PM		A 1.30 PM					
OAKVILLE ... D	67.0	\$ 6.20	\$ 2.10	\$10.08					7.50		\$ 1.15					
LYTLE ... P	60.1	\$ 5.55	\$ 1.52	\$ 9.44					7.30		\$12.45					
PORTER ... P	59.1	\$ 5.52	\$ 1.50	\$ 9.41					7.25		\$12.40					
MALONE ... D	57.5	\$ 5.48	\$ 1.47	\$ 9.38					7.20		\$12.35					
ELMA ... DN	52.5	\$ 5.37	\$ 1.37	\$ 9.28					7.05		\$12.20					
MACK ... P	50.0	\$ 5.30	\$ 1.29	\$ 9.18					6.45		\$10.20					
SATSOP ... D	48.8	\$ 5.27	\$ 1.26	\$ 9.15					6.40		\$10.15					
BRADY ... P	46.9	\$ 5.23	\$ 1.23	\$ 9.10					6.35		\$ 9.55					
MONTESANO ... DN	42.8	\$ 5.15	\$ 1.15	\$ 9.00					6.25		\$ 9.40					
ABERDEEN JCT. ... D	18.3							A 8.30 AM	No. 583 has right over No. 584 Cosmopolis to Bay City							
JUNCTION CITY ... P	17.4							\$ 8.25								
COSMOPOLIS JCT. ... P	16.8							\$ 8.20								
COSMOPOLIS ... D	18.2							L 8.15 AM		A 3.05 PM						
COSMOPOLIS JCT. ... P	16.8									3.00						
O.W.R. & N. Co. Crossing	15.9															
SOUTH ABERDEEN ... P	10.7									\$ 2.55						
MARKHAM ... P	5.2									\$ 2.30						
OCOSTA ... P	2.7									\$ 2.10						
BAY CITY ... P	0.0									L 1.55 PM						
ABERDEEN JCT. ... D	34.7	\$ 4.55	\$12.55	\$ 8.40				A 9.20 PM		6.05		\$ 9.00				
SA. ABERDEEN ... D	31.6	\$ 4.45	\$12.40	\$ 8.30	A 1.45 PM	A 9.15 AM	A10.45 PM	\$ 9.10			A 6.20 PM	\$ 7.45	A 6.35 AM	A 7.20 AM		
HO. HOQUIAM ... D	28.0	\$ 4.40	\$12.35	\$ 8.25	L 1.30 PM	L 9.00 AM	L10.30 PM	\$ 4.15			L 6.00 PM	L 7.15 AM	L 6.15 AM	L 7.00 AM	A10.55 AM	
GRAYS HARBOR CITY ... P	24.5			\$ 7.55				\$ 4.10								\$10.30
GRAY GABLES ... P	20.1			\$ 7.41				\$ 4.00								\$10.05
CHENOIS CREEK ... P	18.5			\$ 7.37				\$ 3.47								\$10.00
BURROWS ... P	16.5			\$ 7.32				\$ 3.43								\$ 9.50
TULIPS ... P	15.3			\$ 7.28				\$ 3.37								\$ 9.41
WILDERNESS ... P	14.6			\$ 7.25				\$ 3.34								\$ 9.05
COPALIS ... P	12.1			\$ 7.18				\$ 3.31								\$ 8.55
CARLISLE ... D	8.9			\$ 7.10				\$ 3.25								\$ 8.50
ONSLow ... P	7.9			\$ 7.06				\$ 3.16								\$ 8.25
STEARNSVILLE ... P	6.0			\$ 7.01				\$ 3.13								\$ 7.55
ALOHA ... P	4.1			\$ 6.58				\$ 3.08								\$ 7.50
PACIFIC ... P	2.4			\$ 6.52				\$ 3.03								\$ 7.40
SUNSET BEACH ... P	1.0			\$ 6.48				\$ 2.68								\$ 7.10
MOCLIPS ... D	0.0			\$ 6.45				\$ 2.53								\$ 7.05
								L 2.50 PM								\$ 7.00
Time Over Subdivision		2.43	2.43	4.16	.15	.15	.15	.15	1.40	1.10	2.30	.20	3.40	.20	10.8	3.19
Average Speed or Hour		26.0	26.7	23.1	14.4	14.4	14.4	11.6	20.8	15.6	17.5	10.8	11.9	10.8	10.8	8.4

Aberdeen Map and Special Rules cut from original. See Timetable 42D

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

WESTWARD.

FOURTH SUBDIVISION. (PRAIRIE LINE)

Table with columns for Station Number, Distance from Tacoma, Time Table No. 42-C, STATIONS, Telegraph Offices and Calls, Car Capacity of Sidings, and train classes (FIRST CLASS and THIRD CLASS) with specific train numbers and times.

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

Detailed schedule table for Westward trains between Tacoma and South Tacoma, listing train numbers (e.g., 1981, 1985, 1990), station names (e.g., SU SOUTH TACOMA, VA LAKEVIEW), and arrival/departure times.

EASTWARD.

FOURTH SUBDIVISION (PRAIRIE LINE)

Table with columns for Station Number, Distance from Tenino Junction, Time Table No. 42-C, STATIONS, Telegraph Offices and Calls, Car Capacity of Sidings, and train classes (FIRST CLASS and THIRD CLASS) with specific train numbers and times.

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

Detailed schedule table for Eastward trains between Tacoma and South Tacoma, listing train numbers (e.g., 1981, 1985, 1990), station names (e.g., SU SOUTH TACOMA, VA LAKEVIEW), and arrival/departure times.

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

- 1. At Tenino Junction westward trains passing from Fourth Subdivision to First 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 crossover 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.
3. 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.

WESTWARD.

SIXTH SUBDIVISION. (GATE LINE)

Table with columns for Third Class, Second Class, First Class, and Third Class. Includes train numbers (975, 967, 693, 577, 571, 507, 505, 503, 501, 502, 504, 506, 508, 572, 578, 694, 968, 976) and times for various stations like Centralia, Blakeslee Junction, Grand Mound, Rochester, and Gate.

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;

- 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.
6a. Telegraph service at Centralia yard office between the hours of 8:30 p. m. and 4:30 a. m. During these hours westward trains using track between Blakeslee Junction and Gate will obtain manual block rights at this office instead of Depot telegraph office and must also obtain clearance.

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

WESTWARD.

FIFTH SUBDIVISION. (CROCKER BRANCH)

EASTWARD.

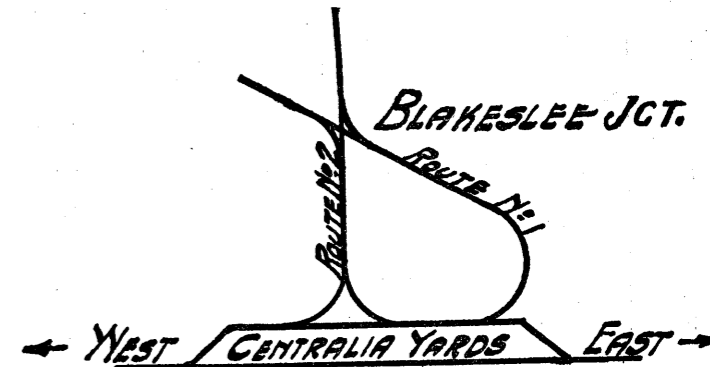
Table with columns for Third Class, Second Class, First Class, and Third Class. Includes train numbers and times for stations Wingate and Crocker.

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

14. 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
13. Should it be necessary to temporarily abandon the use of track on either route No. 1 or route No. 2 and operate either one of these routes as single track between Centralia and Blakeslee Junction, transportation rules for the movement of trains on single track will govern.

WESTWARD.

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

EASTWARD.

Table with columns for Third Class, Second Class, First Class, and Time Table No. 42C. Includes train numbers 981, 971, 531, 525, 523, 521, 597, 595, 596, 598, 522, 524, 526, 532, 972, 982.

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

Main time table grid with columns for station names (e.g., PALMER JCT, PALMER, BAYNE, CUMBERLAND, NACO, VEAZIE, ENUMCLAW, BUCKLEY, CASCADE JCT, MORRISTOWN, BURNETT, FAIRFAX, MELMONT, CARBON COAL CO. Crossing, CARBONADO, WILKESON, CASCADE JCT, SOUTH PRAIRIE, CROCKER, ORTING, MCMILLIN, ALDERTON, MEEKER) and arrival/departure times.

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

Summary table for Meeker and Tacoma section with columns for Ex. Sun., Ex. Mon., Daily, and Average Speed Per Hour.

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

- 1. No. 598 will connect with Puget Sound Division No. 423 at Puyallup.
2. 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.
3. No. 595 will connect with Seattle Division No. 3 at Kanaskat with No. 522 at Cascade Junction.
4. 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.
5. Trains between Fairfax and Montezuma will look out for engine and motor car operated by Manley-Moore Lumber Company in this location.
6. Gates are installed at the crossing of private railroad over Northern Pacific tracks of Carbon Hill Coal Co. just east of Carbonado.
7. Engines must not go beyond deraill on Fleet Coal spur.
8. At Enumclaw on west end of siding at gravel bunkers. Engines must not run over hopper pit.
9. Trains Nos. 595, 597 and 598 will stop on flag at Broomfield.
10. Restricted clearance at Hyde Coal Co.'s mine just west of bunkers, and engines will not use crossover west of the bunkers.

WESTWARD.			ELEVENTH SUBDIVISION. (GREEN RIVER BRANCH)			EASTWARD.				
FIRST CLASS			Station Numbers	Distance from Kerriston	Time Table No. 42C Succeeding No. 42B November 18, 1917	Distance from Kanaskat	Car Capacity of Sidings	FIRST CLASS		
595	575	573						574	576	598
Daily	Mon, Wed. Fri. only	Ex. Sun.						Ex. Sun.	Mon, Wed. Fri. only	Daily
Passenger	Passenger	Passenger			STATIONS			Passenger	Passenger	Passenger
	L 1.45PM		CJ 15	0.0	.....KERRISTON.....	14.7			A 11.10AM	
	s 1.50		Y	1.6	.....HALMAR.....	13.1	40		s 11.05	
L 7.40AM	A 2.15PM	L 2.15PM	W	CJ 7	.....HEMLOCK.....	7.2	10	A 10.40AM	L 10.40AM	A 7.55PM
s 7.45	s 2.20	s 2.20		CJ 6	.....BARNESTON.....	6.4	Spur 30	s 10.35	f 7.45	
					11.7 Pac. States. Lbr. Co. Ry. Cross.	3.0				
s 8.05	s 2.40				.....KANGLEY JCT.....	2.3	15	s 10.15	s 7.26	
s 8.12	s 2.48			CJ 4	.....SELLECK.....	3.9		s 10.08	s 7.16	
					13.9 C. M. & St. P. R. R. Crossing No Track Connection	3.8				
s 8.20	s 2.55			CJ 2	.....KANGLEY JCT.....	2.3		s 10.03	s 7.07	
					12.7 .....HIAWATHA.....	2.0	Spur			
s 8.23	s 2.58			CJ 1	.....DURHAM.....	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.			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

- 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.
 - 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.				
FIRST CLASS			Station Numbers	Distance from End of track	Time Table No. 42C Succeeding No. 42B November 18, 1917	Distance from Orting	Car Capacity of Sidings	FIRST CLASS		
574	576	598								
Ex. Sun.	Mon, Wed. Fri. only	Daily			STATIONS			Ex. Sun.	Mon, Wed. Fri. only	Daily
Passenger	Passenger	Passenger			Telegraph Offices and Calls			Passenger	Passenger	Passenger
					0.0 END OF TRACK (St. P. & T. Lbr. Co. Camp No. 1)	10.0				
					1.3 TACOMA & EASTERN Cross'g	8.7				
				CE 8	2.3 .....PUYALLUP RIVER.....	7.7	10			
			WT	1958	10.0 .....ORTING.....	0.0	200			

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

- 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 12, 13, 14, 15 AND 16

WESTWARD			THIRTEENTH SUBDIVISION (MENDOTA BRANCH)			EASTWARD				
SECOND - CLASS			Station Numbers	Distance from Mendota	Time Table No. 42C Succeeding No 42B November 18, 1917	Distance from Wabash	Car Capacity of Sidings	SECOND - CLASS		
513	514	514								
Ex. Sun.	Mixed	Mixed			STATIONS			Ex. Sun.	Mixed	Mixed
					Telegraph Offices and Calls					
L 1.15PM	f 1.25	A 1.55PM	CO 9	0.0	.....MENDOTA.....P	8.6	40	A 12.55PM		
			CO 6	2.9	.....PACKWOOD.....	5.7	Spur	f 12.45		
			2025	8.6	.....WABASH.....P	0.0		L 12.15PM		
Ex. Sun.					Time over Subdivision			Ex. Sun.		
.40					Average Speed per Hour			.40		
12.9								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 G. 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.

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. Staffin, Kalama (S).

Location of Stretchers (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 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-

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 charge of duty.

AUTHORIZED SURGEONS, G. N. RY. CO.

Dr. J. A. La Gasa, Tacoma

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

Table with columns: SUB-DIVISION, DISTRICT, Ruling Grade %, and 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). Rows list various districts like Tacoma to Chehalis, Chehalis to Napavine, etc.

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 Skookumehuk 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 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	Ninth Subdivision DISTANCE FROM ELMA.	
Joe Creek.....	97.4	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
		Birch.....	7.9
		Blackburn.....	11.5
		Webstone.....	12.5
		Valley Mill.....	14.1
		Broomfield.....	19.6
		Moneko.....	31.8
Fourth Subdivision DISTANCE FROM TACOMA.		Eleventh Subdivision DISTANCE FROM KANASKAT	
Scholz.....	15.4	Yandell.....	2.9
Johnson Creek.....	32.9		
Bordeaux Shingle Co.....	37.1	Twelfth Subdivision DISTANCE FROM ORTING.	
Scheel.....	37.2	Electron Rock Crusher.....	8.6
Mutual.....	37.6	Dempsey.....	8.4
Sixth Subdivision DISTANCE FROM CENTRALIA.			
Foran.....	2.9		

DERAIL SWITCHES

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

FIRST SUBDIVISION		EIGHTH SUBDIVISION	
Olegard.....	East end spur.	Vancouver Junction.....	East leg wye 135 feet from Yacolt end of wye switch.
Nisqually.....	Train track.	Brush Prairie.....	East end passing track.
Flumb.....	Spur track.	Crusher.....	Spur track.
Chain Hill Lumber Co.....	Spur track.	Smith.....	Spur track.
Polehn.....	250 feet from main track.	Yacolt.....	North leg wye switch normal position this switch for north leg wye.
Wabash.....	Interlocking derail on O.-W. R. & N. connection.		
Chehalis.....	On Coal Creek Lumber Co.'s track about 250 feet from passing track switch.	NINTH SUBDIVISION	
Napavine.....	On Somervilles' and Emory Nelson spur tracks. House track 110 feet west of switch connection with passing track.	Elma.....	Standard Oil spur.
Evaline.....	West end spur.	Kraft.....	Spur track.
Winlock.....	West end passing track.	McCleary.....	East end interchange track.
Veness.....	500 feet from main line switch.	Hillgrove.....	800 feet west.
Olequa.....	House track.	TENTH SUBDIVISION	
Castle Rock.....	150 feet from main track on Silver Lake Log R. R.	Falmer Junction.....	Rose-Marshall Coal Company's spur.
Carrolls.....	House track.	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.
Hermione.....	250 feet from main track; 66 feet east of Powder magazine also safety switch same track about 900 feet east of magazine.	Occidental.....	Coal track 300 feet west of bunkers.
Knapp.....	House track.	Bayne.....	Coal spur.
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.	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.
SECOND SUBDIVISION		Naco.....	West end Naval Coal Company's track, west end Sunset Coal Company's track.
Union Mills.....	West end of rollway spur.	Veazie.....	West end spur.
Belmore.....	White's Log Spur.	Webstone.....	Spur track.
Bordeaux Junction.....	Mason County Log Spur.	Buckley.....	McDougal Log track, Valley Mill spur track and on west end Standard Oil spur.
Gate.....	Coal track and west end of passing track.	South Prairie.....	West end passing track, west end house track, west end coal spur.
Smith and Prosser.....	East end of spur.	Broomfield.....	255 feet from main line head block.
Lytles.....	West end siding.	Crocker.....	West end passing track.
Malone.....	East end spur track, west end mill track.	Orting.....	West end house track, west end westward passing track, west end Orting Branch track 300 feet east of station.
Elma.....	East end horn track.	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.
Mack.....	Log spur.	Burnett.....	West end siding; Black Carbon Coal Company's spur.
Satsop.....	East end siding.	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.
Brady.....	West end siding and Hayes spur.	Melmont.....	West end coal track.
Blagen.....	Log spur.	Fairfax.....	On Montezuma line 200 feet east of depot.
Montesano.....	Switch leading to industry spur west end of team track to be left set for spur to act as derail for team track.	ELEVENTH SUBDIVISION	
Wynooche.....	West end of spur.	Durham.....	East end coal track 250 feet from main track, and west end coal track.
Aberdeen Junction.....	Coal bunker track.	Hiawatha.....	East end.
Copalis.....	Log spur 500 feet west of station.	Yandell.....	West end.
Carlisle.....	East end siding.	Selleck (1/2 mile west).....	On Kangley Line.
Joe Creek.....	Log spur just west of Aloha.	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.
THIRD SUBDIVISION		TWELFTH SUBDIVISION	
Military Spur.....	456 feet from main line switch.	Orting.....	600 feet east junction 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.		
Bainier.....	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.		
Nalpee.....	Log spur.		
Green Creek.....	Log spur.		

CLEARANCES

Table with columns for Subdivision, Line Name, and Clearance dimensions (1 ft. Wide to 11 ft. 6 in. Wide) and Max. Height/Width. Includes lines like Main Line (Tacoma to Tenino), Grays Harbor Line, Tumwater Spur, etc.

SPECIAL RULES

First Subdivision (Main Line)

- 1. 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.
2. Trains will be governed by rules of Northern Pacific Terminal Co. while in Portland Yard.
...
21. 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)

- 22. Second Subdivision trains will approach Gate looking out for trains to and from Sixth Subdivision turning on wye.
23. 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.
...
46. At Olympia and Cosmopolis Northern Pacific crews entering main line of the O-W. R. R. & N. Co. will protect themselves by flag.

Tacoma	Centralia	Vancouver	Portland	Hoquiam
STANDARD CLOCKS				
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. Round House Yard Office	Vancouver: Telegraph Office Round House
Centralia: Telegraph Office Round House Yard Office	Portland: Telegraph Office South Prairie Elma Hoquiam 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
Centralia Yard Gate	Blakeslee Jct.	American Lake	

- TRAIN REGISTER EXCEPTIONS**
- AT CHEHALIS—Seventh Subdivision trains only will register.
 - AT CENTRALIA YARD OFFICE—First Subdivision trains will not register except third class and extra freight trains which start and terminate at Centralia. Sixth Subdivision first class trains will register by ticket. Office open from 8:30 p. m. until 4:30 a. m.
 - AT WABASH—Trains using third main track between Centralia and Wabash only will register.
 - AT VANCOUVER JUNCTION—First Subdivision trains will not register.
 - AT NISQUALLY—First Subdivision trains will not register. Third Subdivision trains will register by ticket, Form 608.
 - 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.
 - AT ST. CLAIR—First Subdivision trains will not register. Second Subdivision trains will register by ticket, Form 608.
 - AT ABERDEEN JUNCTION—Second Subdivision trains will register by ticket, Form 608, except when office is closed.
 - AT SOUTH TACOMA
WEST TENINO—First Class trains will register by ticket, Form 608, except when office is closed.
 - AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.
 - AT PALMER JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.
 - AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.
 - AT AMERICAN LAKE—Trains not originating or terminating will register by ticket, Form 608, except when office is closed.
 - ENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule No. 83a.

- CLEARANCE EXCEPTIONS**
- AT SOUTH TACOMA
WEST TENINO
LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.
 - AT ELMA
GATE
OLYMPIA
ABERDEEN JUNCTION—Second Subdivision trains will not require clearance unless train order signal is at caution or stop.
 - AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.
 - AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.
 - AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.
 - 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—**
- First Subdivision, maximum speed of passenger trains one minute per mile or 60 miles per hour. This limit must not be exceeded.
 - 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.
 - Third Subdivision, maximum speed 50 miles per hour.
 - Fourth Subdivision, maximum speed of passenger trains between Lakeview and Yelm, 60 miles per hour; between Yelm and West Tenino, 50 miles per hour.
 - Fifth Subdivision, maximum speed 20 miles per hour.
 - Sixth Subdivision, maximum speed of passenger trains 45 miles per hour.
 - Seventh Subdivision, maximum speed of passenger trains 45 miles per hour, except between Pe Ell and Frances 30 miles per hour.
 - Eighth Subdivision, maximum speed of passenger trains 30 miles per hour, freight trains 20 miles per hour.
 - Ninth Subdivision, maximum speed of passenger trains 25 miles per hour, freight trains 15 miles per hour.
 - 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.
 - Eleventh Subdivision, maximum speed of passenger trains 20 miles per hour, freight trains 15 miles per hour.
 - Twelfth Subdivision, maximum speed 20 miles per hour.
 - Thirteenth Subdivision, maximum speed 20 miles per hour.

- Special Restrictions—**
- Through crossovers and entering sidings, 15 miles per hour.
 - 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.
 - Eastward trains entering double track at South Tacoma, 15 miles per hour.
 - On Big Six and Hyde Coal Company spurs, Tenth Subdivision, 10 miles per hour.
 - Through subway at Olympia and around curve at east end of subway, 15 miles per hour.
 - Around high bluffs at Grays Harbor City, 15 miles per hour.
 - 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.
 - Over the P. S. & W. H. R. R. crossing at Blakeslee Junction, 15 miles per hour.
 - Over Johns River drawbridge west of Markham, 4 miles per hour.
 - Trains handling logs approaching and passing through tunnel west of Yacolt, 10 miles per hour.
 - Class W or other freight engines weighing 201,500 pounds or over, on drivers limited to speed of 30 miles per hour.
 - Engines with drivers of 48-inch diameter or less, 35 miles per hour.
 - All trains approach Cascade Junction under full control looking out for branch line trains.
 - Over P. S. & W. H. R. R. crossings, Seventh Subdivision, 30 miles per hour.
 - Over Chambers Creek drawbridge and Lewis River drawbridge, 25 miles per hour.
 - 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.
 - 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.
 - 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.
 - At Raymond over Seventh Street crossing, 10 miles per hour.
 - At Napavine over street crossing just east of depot, 15 miles per hour.
 - 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**
- Between Centralia and Vader.
 - Between Rainier and West Tenino.
 - Between Frances and Pe Ell.
 - Between South Prairie and Buckley.
 - Between South Prairie and Carbonado.

- LAP SIDINGS**
- Roy Rainier
- Trains taking siding must head in at lap.

- MAXIMUM GRADES**
- St. Clair to 1½ miles west on Second Subdivision.
 - Nisqually to 2½ miles east on Third Subdivision.
 - Olympia, 3 miles east to 2 miles west on Second Subdivision.
 - Between Frances and Pe Ell.
 - Between Cascade Junction and Buckley.
 - Between Kanaskat and Kerriston.
 - Cascade Junction to 1 mile east of Carbonado.
 - Crocker to Wingate.
 - On St. Paul and Tacoma Lumber Co.'s track east of Puyallup River.

- USE OF STAFF ON SUBDIVISIONS AND SPURS**
- At American Lake—On Dupont Powder Co. spur and on Cantonment tracks. See sketch, page 7.
 - Hoquiam River spur on Second Subdivision at Hoquiam.
 - Mendota Branch, Thirteenth Subdivision.
 - Orting Branch, Twelfth Subdivision.
 - Crocker Branch, Fifth Subdivision.
 - 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**
- 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.
 - In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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

J. F. COLEMAN,
Train Master, Tacoma

J. A. CAMPBELL,
Train Master, Tacoma

J. F. THOMAS,
Chief Dispatcher, Tacoma

