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.

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

3.05

30.3

2.58

31.3

.48

3.38

30.8

4.27

30.0

Time Over Subdivision

Average Speed Per Hour

3.19

.8

28.5

3.31

26.4

.7

32.6

3.56

34.0

.25

25.2

4.52

27.4

4.17

31.2

13.8

	WI	ESTW	ARD.								FIR		BDIVI												¥ .	
	T	1	/D: /D-1-1- Nr. 40/0		I		SECOND	CLASS			l	TH	IIRD CL	ASS												
Scales	Sera		Time Table No. 42C Succeeding No. 42B		513	515	589	679	691		963	969	973	977	997	1										
uel, bles	lum!		November 18, 1917	fron	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily		Ex. Sun.	Ex. Sun.	Ex. Mon.	Ex. Mon.	Ex. Sun.]	_					
ter.	N uoi	1	STATIONS	tance	Nor. Pac.	OW.R.&N Mixed	Nor. Pac.	Nor. Pac.	0-W.R.&N		Nor. Pac. Way Freight	Nor. Pac. Way	Nor. Pac. Way	O-W.R.&N Way	Gt. Nor. Way			>		1 .	4					
TW W	Statio		Telegraph Offices and Calls	Tag	Mixed	Wixed					Way Freight	Way Freight	Freight	Way Freight	Freight	-						_	_			
WCO	19	77 Q	TACOMADN 2.8	0.0				L11.15PM	L 9.30P								; ·] :	<u> </u>				
	В	ETWE	EN TACOMA AND McCARVE	R STRE	ET TRA	INS WIL	L BE GO	VERNED	BY PUGE	T SOUN	ID DIVIS	ION TIN	ME TABL	E RULE	S AND R	EGULATIO	DNS.	STAFF	OPERA	TION BE	TWEEN	McCARV	ER STRE	ET AND	STADIUM	Л
¥	CS	3	McCARVER STREET. DN	2.8				L11.31™	L 9.46PM			. 4				- [
1	C8	5	RUSTON	5.4									-		-							_			-	
	CS	10	SXSIXTH AVENUEDN	9.7	VIA THIRD MAIN TRACK WABASH TO CENTRALIA	VIA THIRD MAIN TRACK WABASH TO CENTRALIA		11.47	10.07			-			-		• • • •				-			-	-	
	cs	16	UOSTEILACOOMDN	15.7	TRA	TRA		11.57№	10.22		LINE				LINE											
w	CS	18	KETRONP	17.7	CEN	VEN		12.02AM			IE I	÷			1 E L											
	CS	24	NUNISQUALLYDN	24.4	TO W	TO W		12.17		\ .	PRAIRIE See page 8	1.1			PRAIRIE See Page 8		-									_
	CS	28	SRDN 1.6	28.2	HIR	SH		12.27	11.00															_	_	_
w	C8	30	KYROP	29.8	A T	A T A A BA		12.31		5	۸I۸				1 1 .									_	_	
-	CS		MA.CHAMBERS PRAIRIE.DN 2.6	34.9	5≱	≥≥		12.43			:											_	_	_	_	
	C8		PLUMBP	37.5				12.50		•					_							_	_	_	_	-
	20	15	NO TENINODN 0.5	43.0	١	•		1.02	11.45																	
w		- '	TENINO JCT	43.5				1.03	11.46		L11.01AM	-			L1056A	M	•									
<u> </u>	20	20	BUD	46.7		77		1.10	11.54PM		s11.20		-		\$11.05	-	•							-	-	
	20	25	WABASHP	51.8	L 1.55PM	L 2.25P		•				 -								-	-	-		-	-	
w c	20	27	CNCENTRALIADN	54.0	A 2.05P	A 2.35PM		1.30	12.15AM 12.45		A11.50AM	L 6.00A	L 5.30A	L 5.00A	\$11.25		·			-	-	_	-			
W W		31	CHD	57.7	-			2.15	1.00	1		6.40	s 6.00	s 5.30	\$12.20P	M 511							-		-	
Y	20	32	CHEHALIS JCTP	58.6					-		-	A 6.45M			12.40	-				-	-					
	20	38	NADP	65.1				2.55	1.30			See page 10	5 7 .00	5 6.10	s 1.05		•									
	20	40 1	EVALINE	68.2				3.02	1.40		:	-	f 7.10	f 6.20	f 1.15							,		1		
	20	44 6	WIWINLOCKD	71.3			:	3.09	1.50				s 8.00	s 6.40	s 1.35			:								
w	20	50	PNVADERDN	77.8				3.22	2.10				s 8.30	5 7.20	s 1.55	-										
	20	53	OLEQUA	3			:	3.28	2.18				1 9.00	1 7.35	1 2.03											_
w	20	60	CACASTLE ROCKD	87.4				3.43	2.37				\$10.15									-		_	_	_
	20	66	3.6	93.7				3.56	2.55				110.35												_	_
	20		KSKELSOD	97.3				4.04	3.05				*11.30			_						_	_	_	_	- -
	20		4.5	103.0				4.18	3.20				111.45			_					_		_	_		_
W	20	81	KAKALAMADN 4.3	107.5				4.28	3.32		<u>.</u>		11.55AM 12.45PM	f10.55	4.00	200						-	_	_		_
	CX	4	MARTINS BLUFF	111.8				4.38	3.45				f 1.00	f11.10	f 4.10											
	CX	9	WDWOODLANDD	116.6				4.48	4.00				1.155 1.354	s11.45N	s 4.20		:									
<u>w</u>	CX	15	RGRIDGEFIELDD	122.0				5.00	4.15				s 1.55							1	-	- 	-			-
	CX		5.2	127.2				5.12 •		·			-	\$ 1.00 f 1.15		_					-	-	_	-	-	-
	_		KNAPP													_	•			<u> </u>	-	_	_			-
W	CX	.23	P	180.5			See page 10	5.19	4.38				f 2.25	1 1.25	f 5.55						_	_				
W Y	CX	25	VANCOUVER JCTP	133.3			L 3.35M	- 5.25	4.45		•		2.35	1.35	6.05										,- ta	
TCY	cx	29	MXVANCOUVERDN	136.4			A 3.50PM	A 5.35AM	A 5.00AM				A 2.50P	A 1.55P	A 6.30	PNI				1						
4		<u> </u>	10.0 BETW	EEN VA	NCOUV	ER AND	PORTLA	ND TRAII	NS WILL	BE GOV	ERNED	BY SPO				SEATTLE	RAILWA	Y TIME	TABLE	RULES A	ND REG	ULATION	is.			
WCTC	21	21 VC.	PORTLANDDN			1		A 6.30AM							[i			-		T					:	Ī.
	-			-	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	-										
						F	ASTWAR	D TRAIN	IS ARE SI	JPERIO	R TO TR	AINS O	F THE S	AME CL	ASS IN	THE OPPO	SITE DI	IRECTIO	N.	-						-

EASTW	ARD.								FIRS		DIVIS	ON.												
	Time Table No. 42C								FIRST	CLASS	-											-		
a	Succeeding No. 42B	ty of	402	408		424	434	456	458	460	466				564	590	592	594						\prod
B	November 18, 1917	apaci	Daily	Daily	Nor.Pac.	Daily Nor. Pac.	Daily Nor Pac	Daily	Daily	Daily	Daily Nor Pag	Daily	Daily	Daily	Daily	Ex. Sun.	Daily Nor Pag	Daily Nor. Pac.	·					_
Portland	STATIONS	Car Car Sidings	Nor. Pac. Seattle Express	Nor. Pac. Seattle Passenger	Grays Harbor	Grays Harbor	Nor. Pac. Evergreen State	Great Northern	Great Northern	Great Northern	Nor. Pac. Grays Harbor	O-W.R.&N Shasta Limited	O-W.R.& N Passenger	O-W.R.&N Tacoma- Seattle Express	O-W.R.&N Seattle	Nor. Pac. Passenger	Nor. Pac. Willapa Harbor	Harbor		-				
	Telegraph Offices and CallsTACOMADN	082	A 5.00AM		A 8.40PM	Express	Limited		<u> </u>		Passenger	A 6.40P	-	Express		l 	Passenger	Limited		-		-		_
	2.8 VEEN TACOMA AND McCARVE	D CTD		<u> </u>		EDNED	BY BUOT	T COLIN	D DIVIGI	001 7176			1	<u> </u>				<u> </u>						
- 1		1	1	1				I SUUN	DIAIDI	ON TIME	1	T	1				PERATIO	N BETW	EEN M	CARVE	STREET	AND S	TADIUM,	•
3.6	McCARVER STREETDN		A 4.50M	LAKE 7	A f8.32PM	AKE	LAKE 7	-			A12.20P	A 6.30PM		A 1.40PM	A 4.28AM	•								
3.7	RUSTON4.3 SXSIXTH AVENUEDN	E 74	f 4.35		f 8.14	ANA NE NE	AN Jage				f12.05PM	6.15		t 1.27							-	_	-	
.7	0.0 UOSTEILACOOMDN	W 74	f 4.21	VIA ERICAN LINE See Page	f 8.03	See F	VIA ERICAN LINE See Page	N.	NI,	FINE 8	f11.55A			1.27			LINE			_				_ _
.7	2.0	E 73 W 73	4.16	AME	f 7.58	A W B	AME	re 8	PRAIRIE LINE See Page 8	E 8	f11.50		See Page 7			<u> </u>	IE I			<u> </u>				-
.0	NUNISQUALLYDN		1	1	s 7.45 A	s 3.32PM	'	PRAIRIE 1 See Page 8	AIR e Pa	PRAIRIE See Page	s11.35	<u> </u>	A11.25AM				PRAIRIE See Page 8			_	_		-	-
.2	SRDN	50			Ls 7.38M	I		P. P. P. S.	1	4 A	L11.26A		f11.16		-						_	-		-
.6	KYRO P	W 75	f 3.50	f11.52	See page 6	See page 6	8.27	7	VI V	 	See page 6	5.45	f11.12	f12.48	f 3.24		VIA							-
. 5	MA.CHAMBERS PRAIRIE.DN	E 75 W 75	f 3.40	s11.44	-		f 8.19	•				s 5.36	L11.00AM	s12.38	s 3.12								_	-
.9	PLUMBP		f 3.34	f11.39			8.14					5.32		f12.33	f 3.07							-		-
.4	NOTENINODN		s 3.24	s11.30			8.05				-	f 5.22		s12.23	s 2.57			1						-
.9	TENINO JCT	E 115	3.23	11.28			8.03	A 4970	A 1.30PM	A 4.35M		5.21	<u> </u>	12.22	2.56		A10.56	,						-
.7	3.2 BUBUCODAD	E 115 W 75 65	l	11.22			s 7.57	4.22	i	f 4.29		5.17	i	\$12.16			s10.50	<u> </u>		-				- -
.6	5.1 P										-								<u> </u>			_		- -
.4	CNCENTRALIADN	500	3.05	11:10 s11:01			7.45 7.33			• 4:15 • 4:16	 			12.04M	2.35		s10.35	A 7.25PM						- -
.7 M	3.7 CHD	E 50 W 40	s 3.00 s 2.51						s 1.10 s 1.00		·	s 5.07 s 4.57		12.04PM \$11.59AM \$11.50				s 7.15		_		-		-
.8 S	CHEHALIS JCTP	W 40 Y		<u> </u>							ļ		, -				L10.10A	L 7.05PM						-
.3	6.5 NADP	E 85 W 85	s 2.36	s 1 0.40	-		• 7.08	f 3.48	f12.45	f 3.43	-	4.45		s11.36	s 2.00		See page 10	See page 10		_	1	-		-
.2	EVALINE	Spur	2.28	s10.34			7.00		f12.39	3.36		4.38		111.29	1.53						-	-		-
.1	WIWINLOCKD	70	f 2.21	s10.28			s 6.53	• 3.36	s12.33	■ 3.28		4.30		s11.22	f 1.45							1		-
.6		E 49 W 65		s10.15					\$12.20			f 4.15		s11.09 974	f 1.30									-
9	OLEQUA	Spur		f10.09					12.14			4.10		f11.03					`					
.0	CACASTLE ROCKD	E 80 W 81					I		\$12.02™			3.59		s10.48										
.7	OSTRANDER		f 1.30						11.50M			3.47		f10.34										
.4	KSKELSOD 5.7CARROLLSD		s 1.22 f 1.09						•11.42 •11.32			f 3.42		\$10.27										_
.9	4.5 KAKALAMA DN 4.8	f .			-				\$11.25			3.33 f 3.26		\$10.16 \$10.07								<u> </u>		_ -
								į.																
.6	·	No Siding	12.49				5.26		11.15			3.19		f 9.57	112.15									
.8 .	WDWOODLANDD	Spur	⁵12.3 9	s 9.02		[5.18	■ 2.10	s11.05	f 1.45		3.11		9.48	\$12.05₩									-
.4	RGRIDGEFIELDD	E 130 W 106	s12.28	s 8.52		-	5.06	1 2.00	s10.55	• 1.33		3.00		9.36	s11.53№							-		-
.2	KNAPP	Spur	112.18	f 8.41	-		4.55	1.51	10.45	1 1.22		2.51		1 9.26	111.41							-		-
. 9	3.3 FELIDAP	Spur	f12.12	s 8.35			4.50	1.45	10.40	1.14		2.46		f 9.21	f11.36	See page 10	<u> </u>					-		-
.1	2.8VANCOUVER JCTP		12.06M		-						<u> </u>										-			
	3.1			· .			4.45		10.35			2.41			11.31.									
0	MXDN 10.0		L11.59PM			I			L10.304			Ls 2.36M		Ls 9.11AM	S					,				
0 100					RTLAND 1			GOVER	NED BY	SPOKAN	IE, PORT	LAND A	ND SEAT	TLE RAIL	.WAY TI	ME TABL	E RULE	S AND I	REGULA	TIONS.	,			
0 VC	PORTLANDDN	1000					4.10M																	
	Time over Subdivision		Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sun.	Daily	Daily		-				_
	Average Speed Per Hour		28.0	32.1	28.2	25.3	29.7	32.6	30.9	3.30 26.5	26.8	34.2	25.2	30.4	27.4	18.6	20.8	13.8					_	

EAST	WARD.							FIR		BDIVIS	SION.											
	Time Table No. 42C	1			SECOND	CLASS			TI	HIRD CL	\SS									1		
a	Succeeding No. 42C		514	516	588	680	· 692	964	970	974	978	998		1,	1.						1	
fron	November 18, 1917	Beity	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Mon.	Ex. Sun.	Ex. Mon.	Ex. Sun.	Ex. Sun.						-		-		-
land land	STATIONS	Gap	Nor. Pac.	0-W. R.& N	Nor. Pac.	Nor. Pac.	O-W.R.&N	Nor. Pac.	Nor. Pac.	Nor. Pac.	O-W.R.&N	Gt. Nor.						_				
Distan Portis	Telegraph Offices and Calls	Car Cap	Mixed	Mixed	Nor. Pac. Mixed	Freight	O-W.R.&N Freight	Way Freight	Freight	Nor. Pac. Way Freight	Freight	Way Freight										
46.4	QD					A 3.30AN	A 4.00AM	A 9.50AH						-				_				-
BET	WEEN TACOMA AND McCARV	ER STE	EET TR	AINS W	LL BE GO	VERNÉ	D BY PUGET	SOUND DIVI	SION TI	ME TABI	E RUL	S AND RE	GULATIONS.	STAF	F OPERA	TION B	ETWEEN	McCARV	ER STRE	ET AND	STADIU	JM.
13.6	McCARVER STREETDN]_			1 1 1 1 1 1 1 1 1		A 3.39AH	A 9.30AM						:								
1.0	2.6RUSTON									,		-		ļ ——·	-	-	-			-		_ _
6.7	SXSIXTH AVENUEDN	E 74	⊻=	¥=		2.38	3.16	s 9.00							-	ļ				-	-	
0.7	UOSTEILACOOMDN	W 74	ACI SASI	KAC]		2.18	2.57	s 8.40				LINE -		-	ļ	-	-	-		-	-	-
8.7	2.0 KETRONP	E 73	WAE	WAE		2.10	2.50	s 8.30		·		- E.		<u> </u>	l	-	-		-	-	-	
2.0	NU NISQUALLY DN }	·	NS N	180		1.45	2.29	s 8.10				PRAIRIE See Page 8				-	-	-		-	-	_ -
8.2	SRST. CLAIRDN	40_	D W	Q ^Y	-	1.35	2.19	s 7.53		<u> </u>		See F		-	-	-	-	-	-	-	-	_ -
6.6	1.6 KYROP	50	RAL	RAL		1.28	2.13	s 7.48		-	-	4I		-	-	-		-	- -	-	-	-
1.5	MA.CHAMBERS PRAIRIE DN	W 75 E 75 W 75	VIA THIRD MAIN TRACK CENTRALIA TO WABASH	VIA THIRD MAIN TRACK CENTRALIA TO WABASH		1.08	1.57	s 7.30		-		¸ ⁵		l	-	-	_	-		-	-	_ _
8.9	2.6 PLUMBP		C Z	22		1.00	1.50	s 7.20		-		_		-	-		_	-		<u> </u>		_ _
3.4	5.5 NOTENINODN	4				12.31	1.34	s 7.00									_	_	<u> </u>			- -
	0.5				<u>-</u>	12.30	1.33					110 34"			ļ <u></u>		_	_				_ _
2.9	TENINO JCT	E 115 W 75					.	6.40				A10.34M										
9.7	BU BUCODA D	65				12.05AM	1.10	s 6.30				s10.20										
4.6	WABASHP			A 1.10PM			an 10 1									1						
2.4	CNCENTRALIADN	l	L12.10PM	L 1.00PM		11.40PM 11.05		L 6:05AM	A 4.15PM	A 2.00PM	A11.30M	10.00 9.25										
8.7	CHD	E 50 W 40				10.50	11.55№		4.00	s 1.30	\$11.15	s 9.10										
7.8	HCHEHALIS JCTP	Y							L 3.35PM See page 10													
1.3	NANAPAVINEDP	E 85 W 85				10.27	11.35			\$12.55 12.25	10.45 to	s 8.35	•						, .			
8.2	EVALINE	Spur				10.17	11.22			f12.14PM												
5.1	WIWINLOCKD	70				10.07	11.08			s11.59AM												
8.6	PNVADERDN	E 49 W 65				9.47	10.48			10:14 %	s 8.45	s 7.25										
55.9	OLEQUA	Spur				9.40	10.38			f10.22		1										
9.0	6.9 CACASTLE ROCKD 6.3	E 80 W 81				9.20	10.18		•	\$10.03 to 9.20 S	s 7.55	s 6.40										
2.7	OSTRANDER					9.02	9.58	,	-	f 9.00												
9.1	KSKELSOD	. 1				8.54	9.50				s 7.00					:						
3.4	CARROLLS)				8.41	9.40				f 6.30											
8.9	KAKALAMA DN Q	140				8.32	9.30		•	7.30 6.30	s 6.15	\$ 5.30	-	-				-				
4.6	MARTINS BLUFF	No Siding				8.23	9.23			f 6.15	f 5.45	f 5.10								·		-
9.8	WDWOODLANDD	Spur			-	8.13	9.15			s 6.00	s 5.30	s 5.00					-	-	-			
4.4	RGRIDGEFIELDD	E 120			-	8.01	9.00			s 5.45						ļ		-				_ _
	5.2	E 130 W 106		<u> </u>																		
9.2	KNAPP	Spur				7.50	8.52			f 5.27	f 4.40	f 4.20								-		-
5.9	FELIDAP	Spur			See page 10	7.43	8.46		-	f 5.20	f 4.25	f 4.15										-
3.1	VANCOUVER JCTP		·····		A 8.40AM	7.37	8.39			5.10	4.15	4.10				-		-		-		-
	3.1 MXDN	1000			L 8.30AN									ļ	·		-	-				_ _
0.0	(10.0)	1		1215	408		1				. 000	L 4.00AM		[]	:					
0.0	BETWEEN CD	N VANC	UUVER	AND PO		FRAINS		VERNED BY	SPOKAN	E, PORTI	AND AN	D SEATTL	E RAILWAY T	ME TABL	LE RULE	S AND I	REGULAT	IONS.				
		_	P- 6:	P. C															·			_ _
	Time over Subdivision	-	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily 7.04	Daily 6.34	3.25	.40	Ex. Mon. 5.18	6.52	5.59	•		·				· · · · · · · · · · · · · · · · · · ·			_ _
	Average Speed Per Hour		26.4	13.2	· -	18.8	20.3	14.9	6.9	15.5	12.2	15.5	-								<u> </u>	
					EASTWAR									·			-			<u> </u>	<u> </u>	_1

TACOR		ESTV	VARI).	A A	NAME OF THE OWNER O		100 Sept. 100 Se		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(2)	SEC	OND S	UBDIV	ISION.	DANCH											
							2.17.00		FIRST (~ ACC	(GRAY	'S HARI	SUK LINI	E AND O	OND CL			THIRD	CLASS								
Scales,		Ders	.	Time Table No. 42C	o o		400		1	ï	E70	E01	E05	583	1		967	975	- I	983	1	ĺ			1	.]	
uel, S		Num	fron	Succeeding No. 42B November 18, 1917	acity	421	423	465	571	577	579	581	585	Tuesday						Ex. Sun.							
Water, Fuel, E Turn Tables	8	Station]	Distance St. Clair	STATIONS	Car	Daily	Daily	Daily Non Boo	Daily	Daily	Daily M &St P	Daily Nor Peo	Daily Nor Pac		Ex. Sun.		1	Ex. Sun. O-W. R & N									
T Was	<u> </u>	St	St. Dis	Telegraph Offices and Calls	Sid	Passenger	Nor. Pac. Passenger See page 1	Passenger]	Passenger 41	Passenger 43	Passenger 117	Passenger	Passenger	Nor. Pac. Mixed	Nor. Pac. Freight	Freight 161	Way Frt.	O-W. R & N Way Frt. 51	Way Frt.	Way Frt.							
	c	S 28	0.0	SRST. CLAIRDN	50	L 9.55AM	6.53PM	2.56PM																			*
	C	K 18		UNION MILLP	\ -	1	s 7.00						, .														
	_ c	K 20	1	LACEYP			s 7.04																				
W 7	C	K 25		OYOLYMPIAD O.6 P	110	*10.15 10.25	s 7:15≈ s 7:25≅	3.20 3.25								·											
	_			TUMWATER SPUR CROS. 4.7BELMOREP	40	10.45	f 7.40	1 3 37																			
	!_	K 34 K 37		RKLITTLE ROCKD	43	466 811.13	s 7.57	s 3.51			1																
		K 371/4		1.2 P	1	s11.18	8.01																				
	_	K 40		1.9 P	_ `	11.23	8.06	f 3.58							See page 9		See page 9										
W	Y C	K 44		HKDN	50	\$11.35 11.45	s 8.16* 8.25°	s 4.06			-	-			L 3.30AM		L 9.30AM										
	- c	M 5	3 3. 5	OXOAKVILLED 6.9 P	90	s11.53A	s 8.35	s 4.20							3.42		\$ 9.53 _{\(\pi\)}										
$\parallel -$	- 1	M 12	40.4	LYTLEP	C	12.05 ^{pt}	1	4.35							4.00		\$10.20				-	· .					
∭_₩	C	М 13	41.4		1	f12.07		s 4.37							4.03		\$10.45 \$10.50							-			.
	C	M 15	43.0	MNMALONED 5.0 P			s 8.55	!!!			<u> </u>			ļ	4.08			421									
	_ _	M 19		EFDN 2.5		\$12.20 968-967	\$ 9.08	\$ 4.54 f 4.58			-				4.37		\$ 11.15AM 12.27PM \$12.32	968									
		M 22		1.2		12.24 \$12.27	9.12 s 9.15	1 1							4.41		s12.45							-			
		M 23		SPSATSOPD 1.9 P	Spur	\$12.21 \$12.31	f 9.19	1		-			·	<u> </u>	4.45		s12.50	<u> </u>									
		M 25 M 29	87 7	MOMONTESANODN	1 -		s 9.27	i							5.10		s 1.15	<u> </u>					-	-			
	_ _	M 37		8.1 P AJABERDEEN JCTD	90			422			***	9.45P		No. 583 has right over			- 121	,							S 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
11-				0.9 P			1		-			s 9.50		No. 584 Cosmo-													
-	c	R 1		COSMOPOLIS JCT			-					9.57		polis to Bay City													
∏ - ⊽	v	CG 2	2.9	MPCOSMOPOLIS	.Ď 30				er, er ette en flet en			A10.10P		L12.30PM											,		
		CR 1	1.5	COSMOPOLIS JCT	No Siding			30 10 PB						12.35													
	— c	CR 3		OW. R. & N. Co. Crossi	ng 90									s12.40													
				SOUTH ABERDEEN	1								No. 585 has right					-						-			
	_	CR 13	13.1	2.5								<u> </u>					ļ		ļ	-				-			
1 7		CR 16	18.3	OCOSTA	· L		-					<u></u>) to	s 1.30 A 1.45 ^{PM}	<u> </u>				<u> </u>	ļ		•		-			,
- - -		CR 19	65.8				s 9.45	f 5.35		Special Specia			Moclips L 8.40A 466 968		5.40		s 2.00		And the same of th								7 - 100 11 - 100 100
		C M 40	68.9	SA. ABERDEEN DN	50	1.05	586 9.555 \$10.05	s 5.45	L 7.45%	L 7.00AH	L 9.40P	<u> </u>	s 8.50	ļ	6.20 976	L 5.40A	s 2.30	L 5.20Pl	L 3.30P	i		:					
W	CY C	C M 44	72.5	HO. HOQUIAM . DN	200	A 1.25	810.05 A A10.15PM	5.50g	A 8.00PM	A 7.15AM	A 9.55P		s 9.00 9.05		A 6.404 976 980	A 6.00Al	A 3.00P	A 5.45PM	A 3.45P	L12.01PM			j				
- 11 (ן ט	C M 47	76.0		No Siding	- 500	5/8	f 6.18		- 555			f 9.15							s12.15							
	c	C M 52	80.4	GRAY GABLES	No Siding			f 6.30					f 9.28							\$12.40					_		
		C M 54		CHENOIS CREEK				f 6.34					f 9.32					_		s12.45				_	-	-:	-
			i	BURROWS	picing			f 6.40					f 9.37				ļ	ļ ·	ļ	s12.55 s 1.05				-	-		
		C M 56	i	TULIPS				f 6.44					f 9.41 984	<u> </u>			-	-	ļ	s 1.00				_	-		
			85.9	WILDERNESS	No Siding		_	f 6.46		ļ			f 9.43 s 9.50	ļ		·		_		s 1.15		<u> </u>		_			1
		C M 61	88.4	CRCOPALIS	Spur		_[s 6.52 s 7.00		-			s 9.50 s 9.59				-	-		s 1.40				_			
		C M 63	1	1.0			_	f 7.04				ļ	f10.03				_	-		s 2.00		1		_	<u> </u>	-	*
		C M 66	94.5	ONSLOW 1.9,STEARNSVILLE	Spur	1	-	s 7.08		-			s10.08			 				s 2.05		·	-				
-		C M 68	1	1.9 ALOHA	•		_	f 7.13		- 	-	· ` `	s10·13	1		-	1	-		s 2·15							
	l	C M 69	1	PACIFIC	1		_	s 7.18		-		-	s10·18	1			_			s 2.25							T 90
		C M 71	i	SUNSET · BEACH				f 7.22					s10.22							s 2.30							
	Y	C M 72		MCMOCLIPS				A 7.25PM					A10.254	Tuesday			-		-	A 2.35P	586				-		-
			<u> </u>	Time Over Subdivision		Daily 3.00	Daily 2.56	Daily 4.5	Daily .15	Daily .15	Daily .15	Daily .25	Daily 1.40	& Fri.	Ex. Sun. 3.10	Ex. Sun.	4.18	Ex. Sun.	.15	2.34							-
	-			Average Speed Per Hour		24.1	24.2	24.6	14 4	14.4	14 4	8.0	20.8	14.5	13.8		F OPPOS	8.6	14.4	10.9	<u> </u>	· ·		1	1	1	
11							EA	STWARD	TRAIN	ARE SU	PERIOR	IU TR	AINS OF	INE SAN	IL ULAS	2 14 1H	L UFFUS	DIK	-011014								

TACOMA DIVISION

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

 .20
 3.40
 .20
 .20

 10.8
 11.9
 10.8
 10.8

3.19

1.10

1.40

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

Time Over Subdivision

Average Speed or Hour

2.43

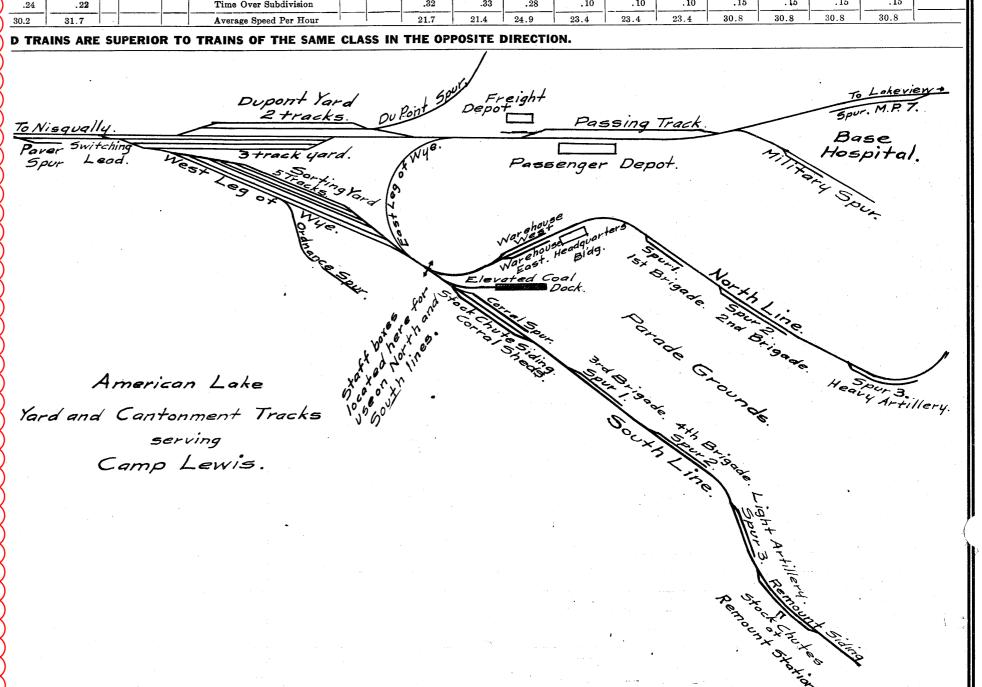
2.30

7

,	WE	STWA	ıRD											. — — —	IRD SUBDIVISION. AMERICAN LAKE LINE)						-		-			EA	ASTWARD
					F '	IRST CLAS	ASS				,	s,		,	Time Table No. 42C	$_{4}$ $\overline{\Box}$,					F/	IRST CLAS	ASS	•		
54	1 /	539	537	535		519	1 1	465	423	413	407	Scales nd W	bers		Succeeding No. 42B	Į į	ا ہے ا	408	1 1	1	1 - 1	· .	· · · · · · · · · · · · · · · · · · ·		538	_11	_1
			_			R. OW. R. R. C	_ .	_	Nor. Pac. Gray's Har	Nor. Pac. r. Passenger	Nor. Pac.	Fuel,	Num	se fror	November 18, 1917	ally	pacity	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	OW. R. R. & N.	& N. Passenger	OW. R. R.	Great Nor. Passenger	Great Nor. Passenger	Great Nor. Passenger	Great Nor. Passenger
				_	-			Daily	Passenger	Daily	Daily	ater,	ation	istanc	STATIONS	Distar	ar Ca Sidir	Daily	Daily	Daily	Daily	Daily	Passenger	Daily	-	-	Daily See page 8
Daily	,	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Jany	≱₽		L L	Telegraph Offices and Calls	HA	ಕ್ಟ	See page 8	See page 8			_					
L 5.30	OPM L	2.40PM L	L 1.1 OPM	L 9.20AM	4			Ls 2.23PM	Ls 6.17PM	L 6.02PM	L 9.56AM		1985	0.0	VALAKEVIEWDN	11.6	100	A12.35PM	A 4.05PM	A 9.06PM	1 - 1	1	1	A12.55PM/	PM A 2.20PM /	A 5.15PM	A 6.33PM
f 5.34	,4 f	2.44 f	f 1.14	f 9.24				f 2.27	f 6.21	6.06	10.00	C	J K 2	2.5	COUNTRY CLUB	9.1	1	12.31	f 4.00	9.02			1	f12.51	f 2.16	f 5.11	f 6.29
5.38	,5	2.45	1.15	9.25				f 2.28	6.22	6.07	10.01	C	C K 3	3.0	TILLICUM	8.6	40	12.30	f 3.59	9.01				12.50	2.15	5.10	6.28
s 5.31	,8 s	2.48	s 1.18	s 9.28		·		s 2.33	s 6.25	s 6.10	s10.03	C	CK 5	4.5	CG MURRAYDN	7.1	35	s12·27	s 3.55	s 8.58			1	s12.47	s 2.12	s 5.07	s 6.25
A 5.4	.5PM A	2.55PM	A 1.25PM	4 9.35AV	4 L 6.45PM	4 L 5.05PM	L1 2.30PM	s 2.40	s 6.35	s 6.18	\$10.10	$\left \begin{array}{c} O \\ Y \end{array} \right \overline{C}$	J K 7	7.7	D. AMERICAN LAKEDN 3.9	3.9	200	s12.19PM 517	s 3.45	s 8.50	A11.40AM	A 1.15PM	A 6.05PM	PM L 12.40PM	L 2.05PM	L 5.00PM	L 6.18PM
			1	[As 6.55PM	PM A 5.15PM A	A12.40PM	As 2.49PM	As 6.45PM	A 6.26PM	A10.18AM		38 24	11.6	NUNISQUALLYDN	0.0	40	L12.03PM	L 3.32PM	4 8.38PW	L11.30AM	L 1.05PM	L 5.55PM	4			
	< >	₹			1 Capaci	₩		See page 1	√	See page 1	See page 1		 }		,		, 						_[_
	•				1 1 1	, , ,	, , ,	7 N N	V V	Daily	Daily				, ,			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Special Rules for American Lake Line cut from original. See Timetable 42D

TACOMA DIVISION



WESTWARD.									H SUE	BDIVISION.			•			•	
Time Table No. 42-C	J						F	RST CL	ASS					THIRD CL	ASS		
		407	413	423	455	457	459	465	535	591	96	33	997				
Succeeding No. 42-B Water Language Lacoman Lacoman Succeeding No. 42-B November 18, 1917 STATIONS Telegraph Offices and Calls	city	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Ex. Sun.		-		
STATIONS	Capa	Nor. Pac.	Nor. Pac.	Nor. Pac. Grays Harbor	Great	Great	Great	Nor. Pac. Grays Harbor	Gt. Nor.	Nor. Pac. Willapa	· Nor.	Pac.	Gt. Nor.		-		
Marter: A Marter	Car of Si	Portland Passenger	Portland Special	Harbor Express	Northern	Northern	Northern	Harbor Passenger	Passenger	Harbor Passenger	Wa Fre	ay ight	Way Freight				
1977 0.0 QTACOMADN		L 9.35AM	L 5.40PM	L 5.55PM	L12.10AM	L12.45PM	L 5.05PM	L 2.00PM	L 9.00AM	L 9.15AM	L 7.	OOM	L 7.35AM				
	BET	WEEN TA	ACOMA A	ND SOU	TH TAC	OMA TR	AINS WII	LL BE G	OVERNE	BY PUGET SOUND DIV	VISION TIME TABLE R	ULES	S AND REGULATIONS.				
WO 1981 4.6 SU.SOUTH TACOMA.D 3.6 N VALAKEVIEWD 5.0 N	70	L 9.50M											L 8.00AM	The effective of the			
1985 8.2 VALAKEVIEWD	60	A 9.56AM	A 6.02PM	As 6.17PM	f12.33	f 1.07	1 5.25	A 2.23P	A 9.20AM	s 9.37	1 8.	00	f 8.15				
1990 13.2HILLHURST		See Page 7	See Page 7	See Page 7	f12:43	f 1.15	5.31	See page 7	See page 7	f 9.45	1 8.	15	f 8.35		-	·	
W 1996 19.2 RYROYD	.	l				998 s 1.28		ļ	<u> </u>	s 9.57					-		
		<u></u>	ļ										f 8.55 963				
2002 24.7 YAYELMD						f 1.40	<u></u>			s10.07	B 9.	20	s 9.15			,	
2007 30.2 RARAINIERD	E 65 W 73			ĺ	f 1.22	f 1.53 458	f 6.02	Į		s10.17	8 9.	50	s 9.40				
2011 34.4McINTOSHP	70				f 1.32	f 2.01	f 6.08			f10.26	f10.	10	f 9.50				
2015 39.0 TNWEST TENINOD	30				f 1.44	s 2·10	s 6.16		-	s10.36	s10	25	\$10.20 10.45 591 998				
							<u></u>			997							
W 39.2TENINO JUNCTION	W 75			<u> </u>	A 1.46AM	A 2.12PM	A 6.17PM			A10.40AM 592-998	A11.0	OOAM	A1 0.50 AM 592		-		
		Delle	Delle-			See page 1		- D. II		See page 1			See page 2				
Time Over Subdivision	·	Daily .06	Daily .07	Daily .07	Daily 1.21	Daily 1.12	Daily .58	Daily .08	Daily .07	Daily 1.10	-¦	. 17	Ex. Sun. 2.25		<u> </u>		
Average Speed Per Hour		36.0	30.9	30 9	24.2	28.8		27.0	30.9	29.6	10		11.1				
EASTWARD. Time Table No. 42-C Succeeding No. 42-B November 18, 1917 STATIONS STATIONS		l					FIRS	T CLASS	(PRAIR	UBDIVISION IE LINE)				THIRD CLA	ISS		
Succeeding No. 42-B		408	424	434	456	458	460	542	592		99	86					
November 18, 1917 words and survey and surve	Capacity dings	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. S	Sun.					
tan Tal	Cap	Nor. Pac.	Grava	Nor. Pac. Evergreen	Great	Great	Great Northern	Gt. Nor.	Nor. Pac. Willapa		Gt. I	Nor.					
AL Control of the state of the	Car C	Passenger		Evergreen State Limited		·			Passenger		Wa						
1977 QTACOMADN 39.2		A 1.00PM	A 4.30PM	A 9.30PM	A 5.50PM	A 2.55PM	A 6.00AM	A 6.55PM	A12.20PM		A 2.0	05PM					
										BY PUGET SOUND DIV	THE RESIDENCE OF THE PROPERTY	The state of the state of	S AND REGULATIONS				
T 1981 SU SOUTH TACOMA D 34.6 34.6 36 N 25 25 31.0 31.0		A12.45PM / 457	8				A 5.45AM	A 6.40PM	A12.05PM		A 1.4	45PM					
1985 VALAKEVIEWD (60	L12.35™	L 4.05PM	L 9.06PM	s 5.25	f 2.32 465	f 5.37	L 6.33™	s11.55AM	1	f 1.:	30					
1909HILLHURST 26.0	60	See Page 7	See Page 7	See Page 7	f 5.15	2.23	t 5.27	See Page 7	f11.47		f 1.	15					
W 1996 RYROY	E 68 W 70				\$ 5.05	f 2.13	f 5.15		s11.35		s12.4	.					
2002 YAYELMD 14.5	70				f 4.56	f 2.03	f 5.04		s11.24		s12.5	25					
2007 RARAINIERD 9.0	E 65 W 73		·		1 4.45	f 1.53	f 4.53		s11.14		s12.0		·				
	$\frac{\mathbf{W} 73}{70}$					1 1.45			<u> </u>	·							
4.6									f11.06		f11.4						
2015 TNWEST TENINOD 0.2	30				s 4.29	s 1.32	s 4.37		s10.58 963-998		s 1 1.2 10.2 592-963	25 45 3-997					
WTENINO JUNCTION 0.0	E 115 W 75				L 4.27PM	L 1.30PM	L 4.35M		L10.56AM 591-997		L10.4	4 O AM					
					See page 3	See page 3	See page 3		See page 3		See pa	age 4					
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. S						
Time over Subdivision Average Speed Per Hour		$\frac{.10}{21.4}$	$\frac{.10}{21.4}$	30.9	1.06 31.4	1.10 29.6	1.10 29.6	30.9	1.09		$ \frac{2}{11}$.	.25			-		
									<u> </u>	HE SAME CLASS IN TH				,	<u>' '</u>		

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 cross-over switches must be opened and if block is clear signal No. 40.1 will go to caution position, otherwise crossover movement must be made under flag protection.

 Normal position of double track switch at South Tacoma for eastward track.
 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)

											_					FI	RST CLA	ASS		SECOND CLASS	TH	HIRD CLA	.SS
THIRD (CLASS	SECOND CLAS	ss		FIF	RST CLAS	SS \			Wyes		Time Table No. 42C		F02	E04	1 - 1	T	1 1	578	694	968	976	1 :
975	967	69	13	577	571	507	505	503	501	Scal	mDea.	November 18, 1917	rom	502				_		Ex. Sun.	Ex. Mon.	Ex. Sun.	1
Ex. Sun.		Ex St	un.	Daily	Daily	Daily	Daily	Daily	Daily	Table	n n n	STATIONS	Capac	Daily Nor. Pac.	Daily Nor Pac.	Daily Nor. Pac.	Daily . Nor. Pac.	Daily	Daily NO-W.R.&N	Nor. Pac. Freight		O-W.R.&N Way Frt.	
	Nor. Pac. Way Frt.		Pac.	O-W.R.&N O)-W.R.& N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Water Turn	Statio Distar		G Gist	Passenger	Passenger	Passenger	Passenger	Passenger 42	r Passenger 44	A 9.10PM	<u> </u>	52 M A10.15AM	-
51	L 7.30AM		.30AM	L 3.00AM	L 5.10PM	L 7.40PM	L 3.30P	4 L11.10A	M L 9.25AM	WC YO	J27	0.0 CNCENTRALIADN 13	3.6 500	A10.43AM						8.58		L10.05AM	_
12.50PM			.40	A 3.07AM	A 5.18PM	7.46	3.35	11.14	9.32			OW. R & N. Co. Crossing	11.4	10.34	2.43	6.54	8.45	L11.3UA	AM L 1.45AM	8.33			1
	· 1					ا 		1115	0.22	1	_	Trk Connection .P. S. & W. H. R. R. CRSG. 2.3BLAKESLEE	11.3	10.33	2.42	6.53	8.44			8.55	s 2.20		
	7.42	2.	.41			7.47	3.36					4.1 6.4 GRAND MOUNDP		10.27	s 2·32	s 6.45	t 8.35	, ——	_	8.45	s 2.05		1
	s 8.05	2.	.52					s11.23				4.6 H						, —		8.35	s 1.45		
	s 8.30	3	.05			s 8.00	s 3.54	s11.31	9.50		.	11.0 C. M. & St. P. CROSSING					-	-				-	
1 :					(1						No Track Connection						T Date		L 8.25PM	L 1.30P	PM	-
	A 845M	AM A 3	3.15AM			A 8.10P	4 4.00P	A11.37	MA10.05	M WY C	K 44	13.6 HK	0.0 5	L10.13AM	L 2.15P	-			De ite	L 8.25PM 507 508 Ex. Sun.	Ex. Mon.	1. E. S.	
	Ex. Sun.	•• •	Sun.	Daily	Daily	Daily	Daily	-		i				Daily	Daily					see page 5	see page 5	10	_
	see page 5		,45	.7	.08	.30	.30					Time Over Subdivision Average Speed Per Hour		$\frac{.30}{27.2}$	23.3	20.4	20 4	13.2	8.8	18.1	13.6	13.2	1_
13.2	10.8		8.1	18.8	16.5	27.2	27.2	30.3	20.4			PERIOR TO TRAINS OF THE	CAN	AE OLASS	IN THE	OPPOSI	TE DIRE	CTION.					

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

No. 501 has right over No. 502, Centralia to Gate.
 No. 503 has right over No. 504, Centralia to Gate.
 No. 505 has right over No. 506, Centralia to Gate.
 No. 507 has right over No. 508, Centralia to Gate.
 No. 507 has right over No. 508, Centralia to Gate.
 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.
 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.	F	TIFTH SUBDIVISION. (CROCKER BRANCH)		EASTWARD.
Operation—See Page 16	Water, Fu Turn Tab	Time Table No. 42C Succeeding No. 42B November 18, 1917 STATIONS Telegraph Offices and Calls 0.0	Distance from Cocker Cocker Off Car Capacity of Sidings	taff Operation—See Page 16
Staff		TO TRAINS OF THE SAME C		<u> </u>

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

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

BLAKESLEE JCT.

4 YEST CENTRALIA YARDS

- 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
- of track on either route No. 1 or route No. 2 and operate either one of trese routes as single track between Centralia and Blakeslee Junction, transportation rules for the movement of trains on single track will govern.

SPECIAL RULES FOR MOVEMENTS OF TRAINS BE-TWEEN CENTRALIA AND BLAKESLEE JUNC-TION AS PER DIAGRAM FOLLOWING

EASTWARD.

									-																	
	WESTW	ARD.		-	S		ENTH SUBDIVISION	N.			EA	STWA	RD.	7	WESTW	/ARD.		-		EI	GHTH SUBDIVISIO YACOLT BRANCH	N.			EA	S
TH	IRD CLASS	FIRST	CLASS	yes			Time Table No 49C			FIRST	CLASS	THIR	D CLASS		1	2d Class	1st Class	90	ers		Time Table No. 42C	T .T	jo	1st Class	2d Clas	s I
	969	593	591	Scales and W	bers	from	Time Table No. 42C	' a	y of	592	594	970)			589	587	Fuel, Turn	1	Distance from Yacolt	Succeeding No. 42B November 18, 1917	ce from	secity o	590	588	-
	Ex. Sun.	Daily	Daily	uel,	I un	F.	November 18, 1917	F B	toity	Daily	Daily	Ex. Sun			1	Ex. Sun.	Ex. Sun.	es,	ion	olt	STATIONS		Cal	Ex. Sun.	Ex. Sun.	
	See page 2	See page 1	See page 1	11.5	l do	nce	STATIONS	h Be	Cap	See page 3	See page 3	See page	4		1	Mixed	Passenger	Scal Tab	Station	Dis	Telegraph Offices and Calls	Van	Car Sidi	Passenger	·	1
	Way Freight	Passenger	Passenger	Wate Turn	Station	Distance	Telegraph Offices and Calls	~ 덮엽	Car (Sidin	Passenger	Passenge	Way Freight		And the second s		L12.30PM	L 6.00A	WY	CY 2		YCD	26.9	35		A 11.00	3
	L 6.45A	ML 8.20P	L11.38AV	Y	2032	0.	0CHEHALIS JCTI	P 56.5	Y	A10.10A	A 7.05	PM A 3.35	PM			f 1.00	f 6.14		CY 2	6.6	WALL	20.3 N	No Siding	f 6.18	f10.30	1
						1.	P. S. & W. H. R. R. CROSSING 2.4 No Track Connection	55.5						1. 14		s 1.20	s 6.19		CY 1	9 8.1	HEISON	18.8	25	s 6.13	s10.20	
1	s 7.05	s 8.30	s11.48		CW 2	3.	4 ALITTELL	53.1	20	\$10.00	s 6.54	s 3.10	_	-		s 1.40	s 6.24		CY 1	7 9.9	CRAWFORD	17.0 S	Spur 5	s 6.06	s10.00	1
	s 7.15	s 8.34	s11.53				7 XADNA	-		s 9.55	s 6.49	s 2.25				s 2.10	s 6.35	w	CY 1	4 12.8	BABATTLE GROUNDD	14.1	20	5 .56	s 9.50	1
	f 7.25	f 8.40	f11.59AM		CW 8	7.	2BUNKER	49.8	Spur	f 9.49	f 6.42	1 2.05				s 2.40	s 6.50		CY 1	0 17.0	BRUSH PRAIRIE	9.9	25	5 5.46	s 9.20	
	s 7.55	f 8.48	s12.07PM	W2.4 m West		.	CERES	-!		s 9.42	f 6.35	5 1.40				1 2.45	f 6.54		_		LAURIN		No Siding	f 5.40	i 9.06	
	s 8·20	f 8.54	112.13		C W 12	12.	6MESKILL 0.5	43.9	Spur	f 9.35	f 6.28	s 1.20	_			f 2.50	f 6.57		_	_	HOMAN		pur 4	1 5.36	f 9.03	
	s 8.30	f 8.56	f12.15		C W 13	13.	1	43.4	Spur	f 9.33	f 6.26	s 1.10		·! 		f 3.00	f 7.00				BARBERTON			f 5.30	f 9.00	
						16.	LUEDINGHAUS R. R. Crossing Trk Connection 6.1	40.3						 		f 3.20	f 7.05				HIDDEN			f 5.22	f 8.52	
	s 9.24 592	s 9.04	s12.23		C W 16	16.	DRDRYADD	40.2	35	s 9.24 969	s 6.17	s12.50	160			As 3.35PM		Y	CX 2	5 26.9	VJVANCOUVER JCTD	0.0 N	No iding	Ls 5.10PM		A
						16.	P. S. & W. H. R. R. CROSSING	39.7							<u> </u>	Ex. Sun.	Ex. Sun.	ļ	ļ					Ex. Sun.	Ex. Sun.	_
Ħ							No Track Connection			-	1					3.05	1.10				Time Over Subdivision			1.30	2.20	1
	s 9.40	s 9.08	s12.27		C W 17	17.	DODOTYD	38.9	Spur 35	s 9.20	s 6.12	s12.15	W.			8.7	23.0	<u> </u>			Average Speed Per Hour	-		17 9	11.5	
	s 1 0.00 1 1.30 Al	s 9.21	s12.40	w	C W 22	22.	PLPE ELLD		50	s 9.10	s 6.01	s 1 1.55 ⁴ 1 1.30	IM.		Nos. 587, 5	588, 589 an m Eighth	d 590 will	stop	on flag	at L	AAINS OF THE SAME CLASS I deia, Moulton and Crusher for sition of First Subdivision tr	passer	ngers.			
		·				23.	McCORMICK R.R. CROSSING 9.6 Track Connection	32.9										SEE	SPEC	IAL I	RULES, PAGES 12, 13, 14, 15	AND 1	16			
		s 9.27		. W			,McCORMICK				s 5.53	s11.10		W	ESTWA	ARD.				N	INTH SUBDIVISION	٧.			EA	S
	s12.20	s 9.34	f12.54		C W 26	26.	WALVILLE	30.4	Spur 15	f 8.58	s 5.47	s10.40						n m	, as		ELMA BRANCH					_
	112.40	1 9.44	f 1.03	Т		.]	PLUVIUSP				f 5.40	f10.10			SECON	D CLASS	EF1	Fuel, Furn	Numbers	from	Time Table No. 42C	from	acity of		SECONE)
	s 1.00 1.45	s10.00	s 1.23	W	C W 35	35.	FRFRANCESDP	21.2	50	s 8.26	s 5.15	s 9.30		 	-								ar a	552 Ex. Sun.		-
	f 1.55	f10.05	s 1.27		C W 37	36.	7GLOBE	19.8	Spur 15	f 8.21	f 5.10	s 9.05					Mixed	Water, Scales, Tables	-			Distance Elma	Sidin	Mixed		- -
	s 2.05	s10.08	s 1.31		C W 38	38.	BMD	18.5	14	s 8.17	s 5.06	s 9.00		_					CH 1	0.0	STIMSON	10.1 Sp	pur 7			
	f 2.15	f10.15	f 1.39		CW411	41.	NALLPEE	15.3	Spur	f 8.08	f 4.58	f 843								0.9	MILLPORT	9.0				1
	f 2.25	s10.18	s 1.43		C W 42	42.	HOLCOMB	14.2	30	s 8.05	s 4.55	f 8.40						 [C H73	2.3	HILLGROVE	7.8 Sp	pur 4		1	-
	. 1	\$10.26			1			1					1			-			CH	7 2.5	McCLEARY JUNCTION	7.6				-
	f 3.00	s10.35	s 2.05		C W 50	50.	WILLAPA	6.0	16	s 7.45	s 4.35	f 8.10		 	·		1 2 1 5 00		C H		0.8			A 105W		_

s 7.37 s 4.30 s 8.00

Daily

2.45

L 7.25M L 4.20PM L 7.30AM

Daily

2.45

Ex. Sun.

7.08

7.8

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.

C W 53 53.1 ND......RAYMOND.......D 3.4 40

C W 57 56.5 SB.....SOUTH BEND.....D 0.0 150

Time Over Subdivision

Average Speed Per Hour

- 1a. 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.
- 2. 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.
- 3. No. 591, No. 592, No. 593 and No. 594 will stop on flag at Ashlock.

s 3.30 s10.45 s 2.15

Ex. Sun. Daily Daily

6.45

2.35

A 3.45PM A10.55PM A 2.25PM WCT

- 4. Log train between Raymond and Frances may handle adult male passengers when provided with proper transportation. 5. Telegraphones at Pluvius, Frances and Menlo.
- 5a. Low platform at end of Siler-Willapa Lumber Co.'s spur at Raymond will not clear foot board and pilot of engine,

Crusher for passengers.

odivision trains before occupying main track at Vancouver

13, 14, 15 AND 16

VISION. EASTWARD. NCH **SECOND CLASS** o. 42C . 42B 552 1917 N S Ex. Sun. Dist S.S. and Calls Mixed 10.1 Spur Γ...... E..... 7.8 Spur ICTION.... 7.6 L 3.15PM T CH 8 3.3McCLEARY..... 8.4 Spur 15 A 1.05PM 3.18 CH 7 2.5 McCLEARY JUNCTION... 1.00 s 3.25 CH 5 5.1RAYVILLE.... s12.53 5.0 Spur 4 WHITE LUMBER Co. R. R. Cr. CH 4 6.0WHITE.... s 3.45 s12.50 As 4.00P C M 19 10.1 EF......ELMA......D 60 L12.25PM Ex. Sun. Ex. Sun. Time Over Subdivision . 40 Average Speed Per Hour

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

- 8. Gates are installed at the crossings of private railroad over Northern Pacific tracks at White Star Lumber Co. crossing 1/4 mile east of White's.

 Normal position of gates is closed across the logging road. When crossing is being used by private companies' trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach these crossings under control, prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.
- 9. No. 552 will connect with No. 421, and No. 551 will connect with No. 422 at Elma.
- 10. Trains from Ninth Subdivision will ascertain Second Subdivision main line rights before occupying main line at Elma.
- 11. No. 551 and No. 552 will stop on flag at Church's Crossing.
- 12. NORTHERN PACIFIC ENGINES WILL NOT GO EAST OF HILLGROVE.

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

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

Daily Daily Dail xed Mixed Mixed	531 525 523 521	FIRST CLASS	g	FIDCT OLACC		
Daily Daily Dail xed Mixed Mixed		. 11101 02700	📱 🖪 Time Table No. 42C 🕫 🕴 🖳	FIRST CLASS	SECOND CLASS	THIRD CLAS
xed Mixed Mixe		N Turn, Turn, Turn, War W	Time Table No. 42C Succeeding No. 42B November 18, 1917 STATIONS Telegraph Offices and Calls Telegraph Offices and Calls	96 598 522	524 526 532	972 982
	Daily Daily Daily Daily	Daily Daily \$ 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	STATIONS State Cooperate State Cooperate Coope	aily Daily Daily	Daily Daily Daily	Ex. Sun. Ex. Sun.
BETWE	Mixed Mixed Mixed Mixed	Passenger Passenger	Telegraph Offices and Calls GF CO Pass	senger Passenger Mixed	Mixed Mixed Mixed	Way Frt. Way Frt.
BETWE		L 3.15PM L 8.50AM A1	A 1 0.0 GVKANASKATDN 44.6 140 A 9	9.45AM A 7.00PM		A I.USPM
	BETWEEN PALMER	JCT. AND KANASKAT TRAINS WI	WILL BE GOVERNED BY SEATTLE DIVISION	TIME TABLE RULES AND RE	GULATIONS	
		L 3.20PM L 8.55AM 1932	1932 1.2 JCPALMER JCTD 43.4 70 A 9	9.40AM A 6.55PM		A1 1.00PM
			1933 2.1PALMER			f12.45
		1 1 1	1934 3.4BAYNE			f12.30
		• • • • • • • • • • • • • • • • • • •		9.32 s 6.46		f12.01PM
		1 1 E 1		9.30 s 6.43		f11.50AM
			1939 7.5VEAZIE	9.26 f 6.38		11.25
		1 1 1 1	1942 10.9 CW ENUMCLAW D 33.7 105 s 9			\$11.00
		s 3.57 s 9.31	1945 14.3 BKBUCKLEYD 30.3 100 s 97	9.09 71-972 s 6.20		9.31 s 8.56 595 971 596
No.	No. 523 No. 521	4.07 9.41 194	1949 18.6CASCADE JCT 26.0 No Siding 8	3.56 6.07 No. 521	No. 523	8.30
has ri	L 6.27PM L 9.09AM over No. 524 No. 522	cc	C 4 0.0MORRISTOWN 3.4 45	over No. 522	has right over No. 524 A 9.08AM As 6.27PM	
Fairt	s 6.37 s 9.15 Fairfax to Cascade Cascade	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	C 2 2.0 BNBURNETTD 1.4 45	Fairfay	Fairfax to s 9.01 s 6.20 Cascade Junction	
Junct	A 6.47PM 9.19	194	1949 3.4CASCADE JCT 0.0 No Siding	Junction	L 8.56AM 6.15	
L 2.8	L 2.50PM L 7.45AM	ТСВ	B 15 0.0 FXFAIRFAX D 14.8 30	A10.50A	A 7.55PM	
s 3.0	s 3.00 s 7.55	C B	B 13 2.0MELMONT 12.8 Spur 5	s10.40	s 7.45	
			6.1 CARBON COAL CO. Crossing 8.7			
s 3.2	s 3.20 s 8.15	СВ	B 8 7.0 CBCARBONADOD 7.8 5	\$10.20	s 7.23	
s 3.4	s 3.45 s 8.40		B 5 10.4 WX .WILKESON D 4.4 90	s10.06 9.56	s 7.10	A10.20AM
4.0	4.00 \$ 8.55	194	1949 14.8 CASCADE JCT 0.0 No Siding	9.41	L 6.47PM	9.50
A 9.22AM A 4.0	A 9.22 M A 4.05 PM	s 4.15 s 9.48 WCT 195	1950 19.7 5 SOSOUTH PRAIRIED 24.9 135 s 8	8.54 s 6.05 L 9.35	L 6-10PM	8.25 L 9.45AM s 6.30 522
			1955 24.2	8.41 f 5.50		f 5.45
		s 4.31 s10.06 T 195	1958 26.9 OQORTINGD 17.7 200 s 8	8.36 5.44		s 5.30
		s 4.38 s10.15 196	1961 30.3MCMILLIN	8.28 5 5.36		s 4.50
				8.24 s 5.32		s 4.30
				8-19AM L 5-28PM		L 4.00AM
	BETWEEN MEEKER	AND TACOMA, TRAINS WILL BE	BE GOVERNED BY PUGET SOUND DIVISION T	TIME TABLE RULES AND REC	GULATIONS	
BETWE		A 5.15PM A10.50AM 197	1976 44.6 QTACOMADN 0.0 L &	8.00AM L 5.00PM		L 3.00AM
BETWE	Daily Daily Daily Daily	Daily Daily		Daily Daily Daily	Daily Daily Daily	Ex. Sun. Ex. Sun.
		1.27 1.32	Time Over Subdivision	1.21 1.27 1.05	1.08 0.12 .17	6.30 .35 5.1 9.4
-			A 5.15PM A10.50AM	Daily Daily Daily Daily Daily Daily Daily Time Over Subdivision Daily Dail	Daily Dail	Daily Daily <th< td=""></th<>

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

- No. 598 will connect with Puget Sound Division No. 423 at P uyallup.
 No. 596 will connect with Puget Sound Division No. 403 at Puyallup with No. 521 at Cascade Jct. and with Seattle Division No. 4 at Kanaskat.
 No. 595 will connect with Seattle Division No. 3 at Kanaskat with No. 522 at Cascade Junction.
 Double track switches at Cascade Junction and South Prairie will be set for eastward track and cross-over switch at west end of westward track near water tank South Prairie, will be set for passing track.
 Trains between Fairfax and Montezuma will look out for engine and motor car operated by Manley-Moore Lumber Company in this location.
- 6. Gates are installed at the crossing of private railroad over N orthern Pacific tracks of Carbon Hill Coal Co. just east of Carbonado. Normal position of gates is closed across the logging road. When crossing is being used by private company's trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach this crossing under control prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.
 7. Engines must not go beyond derail on Fleet Coal spur.
 3. 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.

	ESTWA				LEV (G	ENTH SUBDIVISIO REEN RIVER BRANCH)	N.		EA	STWAE	W.
	IRST CL	ASS	- A	pers	в	Time Table No. 420	: a	ŏ	F	IRST CL	ASS
595				Nun	ce from	Succeeding No. 42D	a from	acity	574	576	598
Daily	Mon, Wed Fri. only			Station Numbers	Distance fa	STATIONS	Distance from Kanaskat	Car Capacity Sidings	Ex. Sun.		
Passenger			r	σο.	PM	Telegraph Offices and Calls	- EM	Sign	Passenger		Passenge
	L 1.45	¥ .		CJ	15 0.		14.7		T uncongo;	A11.10A	
	s 1.50		Y		1.0		13.1	40		s11.05	
	A 2.15P	L 2.15	W W	Cl 3	7.1	HEMLOCK	7.2	10	A10.40A	L10.40A	A 7.55
7.45		s 2.20		CJ 6	8.8	BARNESTON	6.4	Spur 30	s10.35	-	f 7.45
					11.7	Pac. States. Lbr. Co. Ry. Cross.	3.0				
8.05		s 2.40			12.4	KANGLEY JCT	2.3	15	s10.15		s 7.26
8.12		s 2.48		CJ 4	14.0	SELLECK	3.9		s10.08		s 7.16
					13.9	C. M. & St. P. R. R. Crossing No Track Connection	3.8				
8.20		s 2.55		СЈ 2	12.4	KANGLEY JCT	2.3		\$10.03		s 7.07
					12.7	HIAWATHA	2.0	Spur	,		
8·23 		s 2.58		CJ 1	13.3	DURHAM	1.4	30	\$10.00		7 .04
8.304		A 3.03PM	WY	A 1	14.7	GVDN	0.0	75	L 9.55AM		L 7.01
Daily	Mon,Wed. Fri only.	Ex. Sun.							Ex. Sun.	Mon, Wed. Fri only,	Daily
.50	.30	.48				Time Over Subdivision			.45	.30	.54
12.5	15.0	13.0	Į,			Average Speed Per Hour			13 9	15.0	11.6

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

- REGULAR TRAINS LOOK OUT FOR LOGGING TRAINS BETWEEN HALMAR AND KERRISTON. EX-TRAINS PROTECT BY FLAG AGAINST LOGGING TRAINS BETWEEN HALMAR AND KER-BISTON. WHISTLE MUST BE SOUNDED APPROACHING ALL CURVES BETWEEN HALMAR AND KERRISTON; SPEED OF 10 MILES FER 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 and gates in normal position. Switch lights will be required if it is found that the crossing is clear 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

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

WESTWARD.	1		TV	VEL	FTH SUBDIVISION (ORTING BRANCH)					EASTW.	ARD.
	'age 16	 Water, Fuel, Scales, Turn Tables and Wyes	umbers	from	Time Table No. 42C Succeeding No. 42B November 18, 1917	from	acity of		age 16		
	ee P	ter, Fr	ation N	Distance from End of track	STATIONS		Capac gs		₾		
		 Wai	Stat	Dist	Telegraph Offices and Calls	Distance Orting	Car Caps Sidings		-See		
	eratio			0.0	END OF TRACK (St. P. & T. Lbr. Co. Camp No. 1)	10.0		· .	atlon		
	o			1.3	TACOMA & EASTERN Cross'g 1.0	8.7			Oper		
	Staff		CE 8	2.3	PUYALLUP RIVER	7.7	10		Staff	 -	
	5 7	WT	1958	10.0	OGD	0.0	200		Š	 -	
		 					1				

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

3. 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 BULES, PAGES 12, 13, 14, 15 AND 16

WESTWARD

THIRTEENTH SUBDIVISION (MENDOTA BRANCH)

EASTWARD

 SEC	OND - CL	.ASS		768	1		m:			1	CE/	20210		
 			513	Scales, and Wyes	g		Time Table No. 42C Succeeding No 42B			514	3E(OND - C	LASS	1
		e 16	Ex. Sun.	uel, S	Numbers	from	November 18, 1917	from	city of	Ex. Sun.	16			
		Page	Mixed	Water, Fuel, Turn Tables	Station N	Distance from Mendota	STATIONS	lstance f Wabash	Capa	Mixed	Page			,
 	<u>. </u>	_See	` .	₽Ę	ž	Ä	Telegraph Offices and Calls	IQ A	Sidi		See			
 		-hoji	L 1.15P		CO 9	0.0	MENDOTAP	8.6	40	A12.55PM	Ĕ			
		erat	f 1.25		CO 6	2.9	PACKWOOD	5.7	Spur	f12.45	ratio			
		ŏ ±	A 1.55P		2025	8.6	P	0.0		L12.15PM	Ope	-		
		ţ	Ex. Sun.							Ex. Sun.	Staff			
 		Š	.40				Time over Subdivision			.40	St			
 			12.9	<u> </u>			Average Speed per Hour			12.9	j			

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

District between Auburn and Tenino.

VADER—

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

SEATTLE-

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 system. It is the intention of the property o

Rallway 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-

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.

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. . HJessup, 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.

Dr. S. W. Mowers, Chief Surgeon, Western Div., Tacoma. Dr. J. H. Sheets, Buckley (S). Dr. F. G. Ullman, Enumelaw. 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).

AUTHORIZED SURGEONS, N. P. RY. CQ. Dr. H. W. Quaife, Tenino. Dr. G. W. Kennicott, Chehalis. Dr. J. W. Mowell, Olympia (S). Dr. J. H. Dumon, Centralia (S) Dr. P. B. Swearingen, So. Tacoma (S).
Dr. E. L. Carlsen, So. Tacoma (S).
Dr. J. C. Van Winkle, Oakville

Dr. E. P. French, Elma.

Dr. N. C. McLafferty, Winlock. 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. 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).

Dr. W. Anderson, So. Bend (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.

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

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 dis-

AUTHORIZED SURGEONS, G. N. RY. CO.

Dr. J. A. La Gasa, Tacoma

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

First Westward	Tacoma to Chehalis	Ruling Grade % 0.30	Tons 3500	Cars 99	Class	Cars	Class	Cars	Clas	Cars	Clas	cars	Class	Cars	Tons	s X
First Westward First	Chehalis to Napavine	0.30	3500				Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
First Vestward First	Chehalis to Napavine			99												
Vestward First		1.12		1	• • • • • • •	99		80		80 .		50		40		
irst	Napavine to Portland		1250	70	1000	70	900	60 .	850	60	750	60	550	18		•••••
irst		0.00		99		99	1500	60	2000	60	1400	47	1200	40		• • • • • •
	Portland to Vader	0.50	2500	99	2000	99	1800	. 80	1800	80	1250	60	1050	35	<u> </u>	
astwaru	Vader to Napavine	0.90	1500		1150		1100		960	32	860	29	660	22		
	Napavine to Tacoma	0.30	3500	99		99		80	<u> </u>	80		50		40	<u></u>	
	St. Clair to Lacey	1.60					800	40	800	40						
	Lacey to Olympia	0.70						70		70				<u></u>		
Second Westward	Olympia to Belmore	1.80					600	35	600	35					<u></u>	
	Belmore to Gate	0.88					1200 2200	70	1200 2200	40 70						
	Gate to Elma	0.50					2500	70	2500	70						
	Moclips to Gate	0.50					2000	70	2000	70						
Second	Gate to Olympia	0.87					1500 550	30	1500 550	30		<u></u>				
Eastward	Olympia to Lacey Lacey to St. Clair	1.61					1050	40	1050	40						
Tistad	Datey to St. Clair.											-				
Third Westward	Lakeview to Nisqually	1.00	2500	99	2300	99	2000	80	2000	80						
***	Nisqually to American Lake	1.60	1000	50	800	40	550 1500	30	550 1500	30					<u></u>	<u></u>
Third Eastward	American Lake to Murray Murray to Lakeview	1.00	2000 2500		1800 2300		2000		2000							
	South Tacoma to Rainier	0.70	1800	99	1350	70	1200	60	1150	60	1050	60	850	28		
Fourth Westward	Rainier to West Tenino	0.35	3200	99		99		60		60		60		60		<u> </u>
Fourth	West Tenino to Rainier	0.90	1500		1250		1100		1050	35 75	950 1500	31 50	750 1300	25 43	<u></u>	<u> </u>
Eastward	Rainier to Tacoma	0.50	2500	99	2100	99	1800	80	1800	19	1300		1000		-	-
Sixth Westward	Centralia to Gate	0.50					2200	70	2200	70		,				
Sixth	Centrana to date		-			-										
Eastward	Gate to Centralia	0.50					2000	70	2000	70					2000	8
	Chehalis Jct. to Adna	0.50		<u> </u>			1800 1500	60 50	1800	50					1600	6
Seventh	Adna to Pe EllPe Ell to McCormick	0.66					800	30	800	30					1000	4
Westward	McCormick to Pluvius	1.60					550	70	550	70	<u></u>					8
	Pluvius to South Bend	0.53	-	<u> </u>	<u> </u>		1800	60	1800	60						8
Seventh	South Bend to Frances	1.90			· 		500	25	500	25					700	3
Eastward	Pluvius to Chehalis Jct	0.40						70		70					<u> </u>	8
Eighth		0.58					1800	45	1800	45						ļ
Westward	Yacolt to Van Jet	<u> </u>	-					35	550	35						-
Eighth Eastward	Van Jct. to Homan Homan to Yacolt	1.60	-				800	45	800	45						
	noman to facult.	-		<u> </u>	-											
Ninth Westward	Stimson to Elma	. 1.00						70		70			-			
Ninth		1.00					1000	70	1000	70			.		.	.
	Elma to Stimson	-	_	-				. 80		. 80				. 60		
Eastward	Palmer Jct. to Tacoma	0.00	- ::::::	- 00		99	2000	45	2000	45						<u> </u>
Tenth	Fairfax to South Prairie	.] 0.00					1000	- 00	1000			1	1200	60	1	. <u></u>
	Fairfax to South Prairie	0.50	2500	99	2250	99	1800	80	1800	80			-1		_	
Tenth	Fairfax to South Prairie Tacoma to Orting Orting to South Prairie	0.56	1200	80	1000	60	900	60	800	60			500	17 9		
Tenth Westward	Tacoma to Orting Orting to South Prairie South Prairie to Buckley	0.56 1.00 1.70	1200 600	80 20	1000 500								500	17		
Tenth	Tacoma to Orting Orting to South Prairie South Prairie to Buckley Buckley to Palmer Jct	0.56 1.00 1.70 1.25	1200 600 1200	80	1000 500 1000	60 17 60	900 450	60 15	800 400	60			500	17 9 17		
Tenth Westward	Tacoma to Orting Orting to South Prairie South Prairie to Buckley	0.56 1.00 1.70 1.25 1.45	1200 600 1200	80 20 80	1000 500 1000	60 17 60	900 450 900	60 15 60	800 400 800	60 14 60			500 250 500	17 9 17		

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. Ciair 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 Skookumehuek 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 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.

DERAIL SWITCHES First Subdivision DEBAILING SWITCHES MUST BE LEFT SET IN DEBAIL POSITION WHETHER THERE ARE CARS ON THE TRACK OR NOT. Seventh Subdivision DISTANCE FROM CHEHALIS JC. DISTANCE FROM TACOMA. Olegard East end spur. Nisqually Train track. Plumb Spur track. Chain Hill Lumber Co. Spur track. 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. Ashlock Pioneer Sand & Gravel Co.... 20.0 Hill Lumber Co... Spur track. Spur track. 250 feet from main track. Interlocking derail on O.-W. R. & N. connection. On Coal Creek Lumber Co.'s track about 250 feet from passing track switch. 34.2Chain Hill Lumber Co...... 41.2 Forrest..... NINTH SUBDIVISION Star Timber Co..... Mayfair..... .House track. .250 feet from main track; 66 feet east of Powder magazine also safety switch same track about 900 feet east of magazine. .House track. .On Wood Spur and Cannery Spur both on switching lead to wharf TENTH SUBDIVISION Eighth Subdivision DISTANCE FROM YACOLT. Second Subdivision freight house. East end of lead to No. 1 track on N. P. side. Moulton.... Occidental nectionwith Big Six spur. Coal track 300 feet west of bunkers. Bayne Coal spur. Fleet Fleet Coal Company's track. 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 SECOND SUBDIVISION DISTANCE FROM ST. CLAIR 3.7 Crusher..... Bouton Perkins..... Black Lake..... 13.2 Smith & Prosser..... 31.1 Smith..... pany's track.West end spur. Veazie West end spur. Webstone Spur track. Buckley McDougal Log track, Valley Mill spur track and on west end Standard Oil spur. South Prairie West end passing track, west end house track, west end coal spur. Broomfield 255 feet from main line head block. Crocker West end passing track. Orting West end house track, west end westward passing track, west end Orting Branch track 300 feet east of station. Wilkeson. One in scale on passing track opposite the station. One in main track just west of crossover switch opposite coal bunker. One in the lead track 200 feet west of coal bunker. Burnett West end siding; Black Carbon Coal Company's spur. Morristown West end siding; in main track 100 feet east of station platform on east end N. P. track connecting with Doud Log Company's track. Melmont West end coal track. Fairfax On Montezuma line 200 feet east of depot. Weatherwax..... 58.6 Ninth Subdivision Stockwell...... 59.4 DISTANCE FROM ELMA. Wynooche..... Kraft.... Joe Creek..... Tenth Subdivision THIRD SUBDIVISION DISTANCE FROM PALMER JCT. 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. Third Subdivision DISTANCE FROM LAKEVIEW Occidental.... 2.0FOURTH SUBDIVISION Yelm East end house track. Eainier 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. ELEVENTH SUBDIVISION Washington Paving Co...... 7.0 3.2Fleet.... East end coal track 250 feet from main track, and west end coal track. East end. Military Spur..... Paver..... PIPTH SUBDIVISION Blackburn.... 11.5 Webstone.... Valley Mill...... 14.1 SIXTH SUBDIVISION Fourth Subdivision TWELFTH SUBDIVISION DISTANCE FROM TACOMA. SEVENTH SUBDIVISION East and west end Chester-Snow Mill spur. East and west end interchange track. East end quarry track. Mill spur. DISTANCE FROM CASCADE JCT. Bunker Scholz...... 15 4 Meskill International...... 1.0 Johnson Creek..... Bordeaux Shingle Co..... Eleventh Subdivision Scheel.... DISTANCE FROM KANASKAT Custer Mutual...... 37.6 Lebam Yandell......2.9 Sixth Subdivision Twelfth Subdivision DISTANCE FROM ORTING. DISTANCE FROM CENTRALIA. Electron Rock Crusher. Foran.... 2.9 Dempsey.....

COMMERCIAL SPURS.

TACOMA DIVISION							CLEAR	ANCF	ŝ										Table 199					Pickin marks				
		·									L'	IMIT	OF L	OAD-	ME/	ASUREM	ENT											_]'
					-				Ţ	HEIC	HT AP	OVE '	гор	OF RAI	ſĹ											1		
		1 ft. Wide	2 ft. Wide	3 ft. Wide			5 ft. Wide	6 ft. Wide		7 ft. Wide	7 ft. 6 i Wide		8 ft. Wide	8 ft. 6 Wide		9 ft. Wide	9 ft. 6 in Wide	ı. 1 V	10 ft. Wide	10 ft. 6 i Wide		1 ft. Vide	11 ft. 6 Wid			Max. Height		,
1st Subdivision	Main Line (Tacoma to Tenino)	17′ 2″	17′ 2″	17′ 2″	." 17'	2"	17' 2"	17′ 2″	<u>2"</u>]	17′ 0″	16'	9"	16' 6"	16'	4"	16′ 2″	16' 0"	" 15	5′ 9″	15′ 7	15	′ 5″	15'	2"		17′ 2″	" 11' 6"	<u>"</u>
1st Subdivision	Main Line (Tenino to Vancouver)	. 19′ 0″	19' 0"	19′ 0″	0" 19'	0"	19' 0"	18' 7'	, "]	18′ 1″	17′ 1	١٥"	17′ 4″	17′	1"	16′ 9″	16' 4"	" 15	5′ 11″	15′ 5	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″	."]	7' 4"	17′	3"	17′ 3″	17'	2"	17′ 2″	17′ 1″	" 17	7′ 0″	16′ 11	16	10"	16'	9"		17′ 7″		
2nd Subdivision,	Grays Harbor Line (Gate-Aberdeen Jct.)	. 19′ 2″	19′ 2″	19' 2"	" 19'	2"	19' 2"	19′ 2″	<u>."</u>]	19' 2"	19'	2"	19' 2"	19'		19' 2"	19′ 2″	19	2"	19′ 2	2" 19'	′ 2″	19'	2"		19′ 2″	" 11' 6'	″
2nd Subdivision	Grays Harbor Line (Aberdeen JctMoclips)	. 18′ 9″	18′ 9″	18′ 9′	·" 18'	9"	18′ 9″	18' 9"		18′ 9″		—- -	18' 9"			18′ 9″	18′ 9″	18	3′ 9″	18′ 9	9" 18'	8"	18′	7"	-	18′ 9″		
2nd Subdivision	Tumwater Spur	. 16′ 11″	16′ 9″	16′ 7″	" 16'	6"	16′ 3″	16' 1"	." . 1	5' 10"	15'	9"	15′ 7″	15'	5"	15′ 3″	15′ 1″	_	5′ 0″	14′ 10)" 14'	· 8"	14'	4"		16′ 11″	" 11' 6'	
2nd Subdivision	Ocosta Branch	. 19′ 2″	19' 2"	19′ 2′	ı" 19'	2"	19' 2"	19′ 2″	4" 1	19′ 1″	18'	9"	18' 6"	18′	_	17′ 11″	-		7′ 3″		16	9"	16'	5"		19′ 2″	_	
3rd Sundivision	American Lake Line	21' 3"	21′ 3″	21′ 3′	," 21'	3"	21′ 3″	21′ 3″	3" 2	.1' 3"	21'	3"	21′ 3″	21′	3"	21′ 3″	21′ 3″	<u>"</u> 21	.′ 3″	21′ 3	3" 21'	′ 3″	21'	3"		21′ 3″	" 11' 6'	/"
4th Subdivision	Prairie Line (Tacoma-Tenino)	. 21′ 4″	21′ 4″	21′ 4	4" 21'	4"	21′ 4″	21′ 4″	2" 9	21′ 4″	21'	1"	20' 11"	20'	8"	20′ 6″	20′ 4″	<u>"</u> 20)' 2"	20′ 0)" 19	10"	19'	8"		21' 4"	" 11' 6'	,"
5th Subdivision	Crocker Branch	. 17′ 7″	17′ 7″	17′ 7′	7 17'	5"	17′ 3″	16′ 11″	_" 1	16′ 9″	16'	8"	16' 6"	16′	4"	16' 2"	16' 0"	" 15	5′ 11″	15′ 8	3" 15'	5′ 5″	15′	2"		17′ 7″		
6th Subdivision	Gate Line (Gate-Centralia)	. 19′ 1″	19′ 1″	19′ 1′	." 19'	1"	19′ 1″	19′ 1″	1" 1	19′ 1″	19'	1"	19' 1"	19'	1"	19′ 1″		_	9' 1"	19′ 1	19	′ 1″	19′	1"		19' 1"		
7th Subdivision	Willapa Harbor Line	. 19′ 0″	19' 0"	19' 0'	J" 19'	0"				19' 0"	_	_	19' 0"	_	-			_	0"	_			19'	_		19' 0"	" 11' 6'	,"
8th Subdivision	Yacolt Branch	. 19′ 3″	19′ 3″	19′ 3	s" 19'	3"	19′ 3″	19′ 3″	3" 1	9' 3"	19'	3"	19' 3"	19'	3"	19' 3"	19' 3'	" 19)' 3"	19′ 3	3" 19	′ 3″	19′	3"		19′ 3″	" 11' 6'	,"
9th Subdivision	Elma Branch	-	ructions	on this			1	_	-	·	_	-		_		ı !		_ _		_				_		I 		_
10th Subdivision	Buckley Line	. 21' 8"	21' 8"	21' 8	8" 21'			_{					21' 8" 19' 0"			21' 8" 19' 0"	21' 8' 19' 0'			- I			21'			21' 8"		
10th Subdivision	Burnett Branch	-	- 19' 0"	19' 0'		<u> </u>	-	-	<u> </u>	19' 0"	_		19' 0" 18' 7"		7"	19' 0	18' 7"	19		- 1	0" 19	, U.		<u>U"</u>		19' 0"		-
10th Subdivision	Wilkeson Branch			18' 7'	7". 18'			$\frac{18'}{22'} \frac{7''}{9''}$		18' 7" 22' 9"	18'		18' 7" 22' 9"		9"	$\frac{18'}{22'} \frac{7''}{9''}$	18 1	18	1 0"	18' 7	10	· / / O"	18'	<u>7'</u>		18' 7" 22' 9"		
11th Subdivision	Green River Branch.		_				1 '	_									17' 8	17	7' 7"	17' 6	7 22 8" 17	5"	17'	3 -		18' 9"		
12th Subdivision	Orting Branch	. 1 - 0 - 0 -	ructions	1	- 1	- 1	10 0	10 0	- -	<u> </u>	1		11 10	-	-		1	-	<u> </u>	-	, .		-	_	• -	10 0	- 11	_

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.
- 2. Trains will be governed by rules of Northern Pacific Terminal Co. while in Portland Yard.
- 3. Eastward siding at Ridgefield will be used as storage track. Trains using this track be governed accordingly.
- 4. 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 derail at summit of grade. All derailing switches must be left in derailing position and safety switch set for safety track. Trains approach County Road Crossing on this spur under full control, at very low speed, and movement over road crossing fully safeguarded.
- 5. Junction switch at the east end of Columbia River bridge, Vancouver, will be set and locked for N. P. main line.
- 6. 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.
- 7. 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.
- 8. 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 and 422 will stop on flag at Nisqually Gun Club which is located one mile east of Nisqually.
- 10. No. 434 will stop at any station between Tenino and Nisqually to let off passengers from points Tenino and west.
- 10a. Nos. 408 and 434 will stop at Nisqually on flag to pick up passengers for American Lake and Murray.
- 11. No. 413 will stop at East St. Johns on flag to let off passengers originating at Kalama and east thereof.
- 11a. No. 408 on Sundays will slow up at Vancouver Junction to allow messenger to throw off papers.
- 12. 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."
- 12a. No. 591 will connect with No. 407 at Centralia
- 13. Trains using Newaukum Valley Railway tracks at Napavine will do so under protection of flag.
- 14. Mail cranes, serving West Tacoma, erected on westward track 2412 feet west of mile post 14 and on eastward track 2542 feet west of mile post 14.
- 15. 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.
- 16. 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.
- 17. Dispatchers' telephones are located in section house Ketron and Plumb and block telephones are located on depots Ketron, Kyro and Plumb.
- 18. 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. 19. 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.
- 20. 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.
- 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

4

- Second Subdivision (Grays Harbor Line)

 22. 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.

- 24. 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.
 25. When No. 424 meets No. 421 at Aberdeen Junction, No. 424 will take siding on west leg of wye.
 26. At Montesano passing track located one-half mile east of depot, is time card station.
 27. 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.

- At Montesano passing track located one-nair 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 Wynooche Spur, west of Montesano, when necessary to let off laborers for Wynooche Lumber Co.
 No. 466 will connect with No. 582 and No. 423 with No. 581 at Aberdeen Junction.
 No. 422 will connect with No. 586 at Hoquiam.
 No. 465 will connect with No. 551 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. 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 train 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 Bordelan.
- 39. 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 ridges.
- 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.

 40. 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 falls, signal will indicate "Stop," and train will proceed through block under protection of flagman in advance, as per Rule No. 99.
- 41. 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.
 DEAWBEIDGES—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.

	STAND	ARD CLOCKS			SPEED RESTRICTIONS	•	•.	. 1	ARD LIMITS	
Tacoma	Centralia Va	ncouver	Portland	Hoquiam	Maximum Speeds—		coma	Vancouver	St. Clair (On 2d Sub	Div.) Cosmopolis
D 370012 00		INSPECTORS Fred Straub,	Hoguiam	-	20. First Subdivision, maximum speed of passenger trains one minute per m	Mc le Soi	Carver St. uth Tacoma	Meeker South Prairie	Olympia Gate	South Aberdeen Aberdeen
Ben Salick,		Talcott Bros.	., Olympia.		or 60 miles per hour. This limit must not be exceeded.	We	st Tenino	Pe Ell	Elma	Hoquiam
	earter, Vancouver.	H. Holte, Sou	ith Bend.		21. Second Subdivision, maximum speed, between St. Clair and Hoquiam, passe ger trains 50 miles per hour. Between Hoquiam and Copalis, passeng		ntralia ehalis	Raymond South Bend	Aberdeen Junction American Lake	Moclips
rieid & Son	i, 254 Alder St., Portland. BULLET	IN STATIONS			trains 35 miles per hour, freight trains 25 miles per hour. Between	n			ICHING LIMITS	•.
Tacoma: Te	el. Office, Passenger Station		: Telegraph		Copalis and Moclips, passenger trains 25 miles per hour, freight train 15 miles per hour. Between Aberdeen Junction and Bay City, 20 mil	IS TO	rritory indicat	ed by signs withi	n which switching will	be performed by Yard
Rou	and House d Office		Round Hou		per hour.	, ii	Crews.		PER DISTRICTS	
Centralia:	Telegraph Office	Portland: South Pra	Telegraph Of irie Hoq		22. Third Subdivision, maximum speed 50 miles per hour.	54.	Between Cer	itralia and Vader.		
Rou	ind House d Office	Elma		h Bend	23. Fourth Subdivision, maximum speed of passenger trains between Lakevie and Yelm, 60 miles per hour; between Yelm and West Tenino, 50 mil	W 55	Between Rai	nier and West Te	nino.	
nsı	REGISTE	RING STATIONS	•		per hour.	57.	Between Sou	ith Prairie and Bu	ickley.	
Tacoma	Moclips	Puyallup	Lakevie et. West T		24. Fifth Subdivision, maximum speed 20 miles per hour.	58.	Between Sou	th Prairie and Ca	rbonado.	•
Olymp ia Hoquia m	South Prairie Yacolt	Vancouver Jo South Tacom			25. Sixth Subdivision, maximum speed of passenger trains 45 miles per hou26. Seventh Subdivision, maximum speed of passenger trains 45 miles per hou	r.		Roy	AP SIDINGS	
Kanaskat	McCleary	Portland	Aberde		except between Pe Ell and Frances 30 miles per hour.	59.	Trains takin	g siding must hea	Rainier id in at lap.	
Cascade Jct. South Bend		Aberdeen Jct. Wabash	Fairfax		27. Eighth Subdivision, maximum speed of passenger trains 30 miles per hou	r,			IMUM GRADES	•
Centralia Centralia Ya	Cosmopolis	Palmer Jct. American Lak	Nisqual	ly	freight trains 20 miles per hour. 28. Ninth Subdivision, maximum speed of passenger trains 25 miles per hour.		St. Clair to 1	1/4 miles west on s	Second Subdivision	
Gate					freight trains 15 miles per hour.	61.	Nisqually to	2½ miles east on	Third Subdivision. es west on Second Subd	iviaion
· ·		TER EXCEPTION			29. Tenth Subdivision, maximum speed between Palmer Junction and Meeke passenger trains 50 miles per hour. Between Cascade Junction and Meeke passenger trains 50 miles per hour.	r <u>,</u> 63.	Between Fra	nces and Pe Ell.		111011111
	EHALIS—Seventh Subdivis NTRALIA YARD OFFICE-			not register	Morristown and between Cascade Junction and Fairfax, passenger train	s 65.	Between Cas	cade Junction and naskat and Kerrist	l Buckley.	
ex	ccept third class and extra	freight trains w	hich start and	terminate at	25 miles per hour, freight trains 15 miles per hour. Backing up betwee these points passenger trains must not exceed 20 miles per hour, freig	n 66.	Cascade Jun	ction to 1 mile eas	st of Carbonado.	
	entralia. Sixth Subdivisio ffice open from 8:30 p.m.			ter by ticket.	trains 10 miles per hour.	68.	Crocker to V	Vingate.	er Co.'s track east of P	avallan Biron
2. AT WA	BASH—Trains using third			and Wabash	30. Eleventh Subdivision, maximum speed of passenger trains 20 miles per hou	r,			N SUBDIVISIONS AND	
3. AT VAN	nly will register. NCOUVER JUNCTION—Fi	rst Subdivision t	rains will not	register.	freight trains 15 miles per hour. 31. Twelfth Subdivision, maximum speed 20 miles per hour.	69.	At American	Lake-On Dupon	t Powder Co. spur and	on Cantonment tracks
4. AT NIS	SQUALLY—First Subdivisi	on trains will n	ot register. T	hird Subdivi-	32. Thirteenth Subdivision, maximum speed 20 miles per hour.	70	See sketc	n, page 7.	d Subdivision at Hoquia	
	on trains will register by KEVIEW—Third and Four			ster by ticket	· · · · · · · · · · · · · · · · · · ·	71.	Mendota Bra	nch, Thirteenth Si	ıbdivision.	ш.
Fo	orm 608. When operator	is not on duty l			Special Restrictions—	72. 73.	Orting Brand Crocker Brand	ch, Twelfth Subdiv nch, Fifth Subdivis	ision.	
	Il box located near freight CLAIR—First Subdivision		t register. Sec	ond Subdivi-	 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 	74	Before using	these tracks train	s will obtain staff, which	is located in staff box.
. sie	on trains will register by	ticket, Form 608.	•		one-half mile west of Ridgefield, and private crossing just east of mi	e	at each .	Junction. All oth otection as per R	er trains using these tr	acks, must be operated
Fo	ERDEEN JUNCTION—Secondrum 608, except when office		rains Will regis	ster by ticket,	post 110, between Martins Bluff and Kalama, prepared to stop, accounteams hauling logs across tracks.	t	For complet	ion of Dispatcher	's record of service of	perator at Main Line
8. AT SOU	JTH TACOMA		ton her ticlest T	Town 600 am	35. Eastward trains entering double track at South Tacoma. 15 miles per hour.		Junction	will telegraph co o be furnished by	DV of register, includin	g mileage made, infor-
ce	ST TENINO—First Class opt when office is closed.	_	,	•	36. On Big Six and Hyde Coal Company spurs, Tenth Subdivision, 10 miles pohour.	r	If there is a	o operator at iu	nction point information	n will be telegraphed
9. AT CAS	SCADE JUNCTION—Trains ill register.	from Burnett a	nd Wilkeson b	ranches only,	37. Through subway at Olympia and around curve at east end of subway,	5	from nrs	t open telegraph :	station.	· · · · · · · · · · · · · · · · · · ·
	In register. LMER JUNCTION—Tenth	Subdivision tra	ins will regist	er by ticket,	miles per hour. 38. Around high bluffs at Grays Harbor City, 15 miles per hour.	75	On double to	ULES FOR MOVE	MENT OF TRAINS ON	DOUBLE TRACK
	orm 608. AKESLEE JUNCTION—Six	th Subdivision +	roing will nocio	tor by tight	39. Trains handling logs will not exceed 5 miles per hour between west end	f •••	tne exter	it that inferior cla	by division time table, ass trains and extras ma	Kule 86 is modified to
Fo	orm 608.		•	•	Hoquiam River drawbridge and street crossing west of passenger station	_	ciass tra	ins without author	rity of a train order	
12. AT AM	ERICAN LAKE—Trains n v ticket, Form 608, except	ot originating o	r terminating	will register	at Hoquiam. 40. Over the P. S. & W. H. R. R. crossing at Blakeslee Junction, 15 miles pe	-	must rec	eive a proper clea	rance card at every onci	the current of traffic block office.
13. ENGINE	EMEN will not be requir	ed to consult re	egister except	at initial or	hour.	77.	in automatic	block territory Ri	ile 514 does not apply to	trains moving against
st	arting point. See Transpo				41. Over Johns River drawbridge west of Markham, 4 miles per hour.42. Trains handling logs approaching and passing through tunnel west of Yacol		scribed i	n Rule 99.	the rear of the train mu	
14. AT SOU	JTH TACOMA	E EXCEPTIONS	•		10 miles per hour.	100	To insure per	rsonal safety, oper	ators having train order n the right hand side o	s or messages for pass-
WE	ST TENIN O KEVIEW—Trains will not	require electer	00 unloga +	ondor star1	43. Class W or other freight engines weighing 201,500 pounds or over, on driver limited to speed of 30 miles per hour.		stand be	tween the tracks.		
	at caution or stop.	require clearano	ce uniess train	order signal	44. Engines with drivers of 48-inch diameter or less, 35 miles per hour.		Rule D-97 me	odified to extent, e	xtra trains may be run hey secure clearance, i	with current of traffic,
15. AT ELM GAT					45. All trains approach Cascade Junction under full control looking out for branch line trains.	r	upon en	tering double tra	ck. Operators must	secure authority from
OLY	YMPIA				oranch line trains. 46. Over P. S. & W. H. R. R. crossings, Seventh Subdivision, 30 miles per hour.	80.	Dispatch	er before issuing	clearance. track will not be perm	
	ERDEEN JUNCTION—Seconce unless train order sign			require clear-	47. Over Chambers Creek drawbridge and Lewis River drawbridge, 25 miles pe	r	trains be	tween stations or	handle after dark. Con	ductor will inform dis-
16. AT NIS	QUALLY—Trains entering	Third Subdivis	sion will not r	equire clear-	hour. 48. City or village ordinance restrict speed of trains over highway crossing	8	patcher v	when he has logs i	n train and such train a each telegraph office in	nd onnosing passenger
	ice unless train order sign CLAIR—Trains entering S			ira elegranes	within corporate limits as follows:		to insure	that no passenge:	r trains are met. This	loes not apply between
ur	aless train order signal is	at caution or sto	op.		Roy, Bucoda, Centralia, Chehalis, Winlock, Orting, Buckley, Enumclaw, Burnet 10 miles per hour. Ridgefield, 15 miles per hour. Vader, 12 miles per hou	81.	Hoquiam	and Aberdeen.	e handled through the	
	LMER JUNCTION—Tenth Soless train order signal is			ire clearance	49. Over road crossings at Sixth Avenue and Day Island which are within con	-	between	Ruston and Sixth	1 Avenue. Logs destina	d to Tacoma in east-
19. AT AMI	ERICAN LAKE—Trains, ot	her than origina	ting trains, wil	ll not require	porate limits of Tacoma, 25 miles per hour. Trains running against current of traffic over these crossings must not exceed six miles per hou	r	Line. R	ock loaded on fla	it at St. Clair to be han at cars must not be ha	ndled through Nelson
cle	earance unless train order	signal is at cau	ition or stop.	•	account of crossing bells not ringing for trains running against the current of traffic.	_	Bennett i	tunnel unless secr	ired on cars with side h	narde :
	ers Creek drawbridge, 1.4	miles east of Ste			50. All trains reduce speed to 10 miles per hour over street crossings between	n	to stand	between the swit	using crossover in aut	as to release signals
	River drawbridge, 2.5 miles h River drawbridge, Aberd		and.		Aberdeen passenger station and one mile west, looking out for team	s	when sw	itches are closed.	Light engines and train	ns using crossovers in
Hoquiar	m River drawbridge, Hoqu	iam.			hauking long timbers across the track. 51. At Raymond over Seventh Street crossing, 10 miles per hour.		gine and	train is on any p	must have at least one art of the crossover.	
	W. H. R. R. crossing, 1 mi W. H. R. R. crossing, ½ n				52. At Napavine over street crossing just east of depot. 15 miles per hour.	83.	Trains runni	ng against the cu	rrent of traffic will app	roach Chambers Creek
Blakesle	ee Junction.	110 "ONE OF DIFE			53. At Kelso, over Allen street crossing which leads to bridge over Cowlitz Rive just east of freight house, 15 miles per hour.	,	of dwa	wis River drawbrid rf signals before c	lges under control and larossing.	e governed by position
		An			-					
IN TH	E STATE OF WASHINGT	ON, CONDUCTOR	S OF PASSEN	GER TRAINS C	ONSISTING OF FOUR OR MORE CARS, AND FREIGHT TRAINS CONSISTING OF	25 OR MC	DRE CARS, MU	ST KNOW THAT	BRAKEMEN HAS HAD O	NE YEAR'S EXPERT
	ENCE IN TRAIN SERVICE	E BEFORE ASSI	GNING THEM	TO FLAGGING	DUTIES.					

J. F. COLEMAN,

Train Master, Tacoma

J. A. CAMPBELL,

Train Master, Tacoma

J. F. THOMAS,

Chief Dispatcher, Tacoma

J. S. DEAN,

Assistant Superintendent, Tacoma

J. F. ALSIP,

Train Master, Tacoma

