

# **NORTHERN PACIFIC RAILWAY COMPANY.**

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## **TACOMA DIVISION**

# **TIME 43 TABLE**

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

**SUNDAY, JUNE 2, 1918.**

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**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.











WESTWARD.

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

Table with columns for Station Numbers, Distance from St. Clair, Time Table No. 43, STATIONS, Telegraph Offices and Calls, Car Capacity of Sidings, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with various time and fare details.

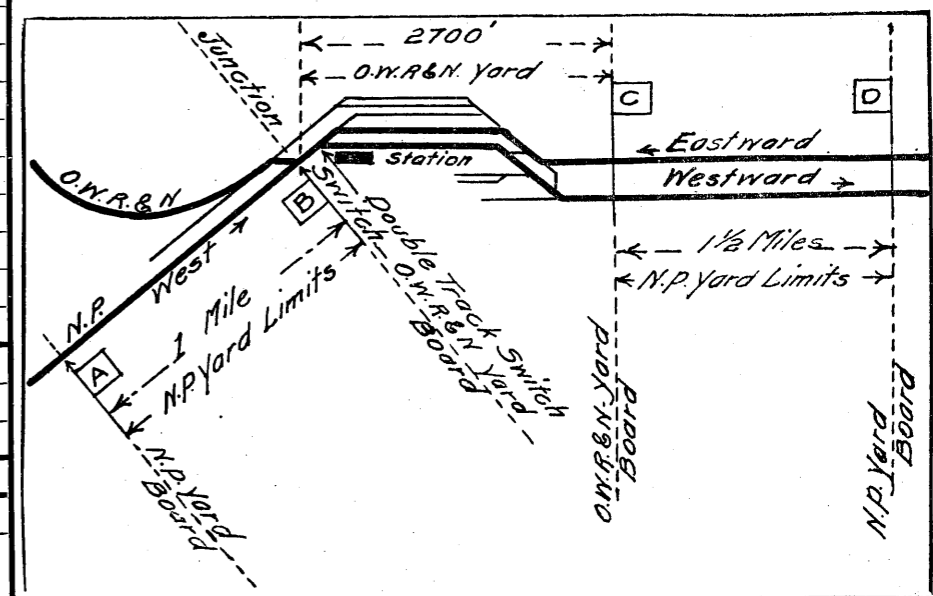
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

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

EASTWARD.

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

Time Table No. 43 Succeeding No. 42D June 2, 1918.	STATIONS Telegraph Offices and Calls	Distance from Moclips	FIRST CLASS							SECOND CLASS			THIRD CLASS	
			422	466	500	572	578	582	586	584	694	698	968	984
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday & Fri. Nor. Pac. Mixed	Ex. Sun. Nor. Pac. Freight	Ex. Sun. C.M.&St.P. Freight 162	Ex. Mon. Nor. Pac. Way Frt.	Ex. Sun. Nor. Pac. Way Frt.
	SR... ST. CLAIR ... DN 2.9	100.5	A 7.13 PM	A 11.20 AM										
	UNION MILL ... P 1.5	97.6	s 7.07	s 11.14										
	LACEY ... P 5.0	96.1	s 7.04 423	s 11.10										
	OLYMPIA ... D 0.6	91.1	s 6.50 6.40	s 10.59 10.50 421										
	TUMWATER SPUR CROS. 4.7	90.5												
	BELMORE ... P 6.6	85.8	f 6.27	f 10.40										
	LITTLE ROCK ... D 1.2	79.2	s 6.12	s 10.25										
	BORDEAUX JUNCTION P 1.9	78.0	6.09	s 10.22										
	MIMA ... P 4.2	76.1	6.05	f 10.18										
	GATE ... DN 4.9	71.9	s 5.55 5.50	s 10.10 9.58										
	OAKVILLE ... D 6.9	67.0	s 5.40	s 9.48 9.67										
	LYTLE ... P 1.0	60.1	5.25	9.32										
	PORTER ... P 1.6	59.1	f 5.23	s 9.29										
	MALONE ... D 5.0	57.5	s 6.19	s 9.25										
	ELMA ... DN 3.7	52.5	s 5.08	s 9.13										
	SATSOP ... D 1.9	48.8	s 4.57	s 9.00										
	BRADY ... P 4.1	46.9	f 4.52	f 8.55										
	MONTESANO ... DN 8.1	42.8	s 4.43	s 8.45										
	ABERDEEN JCT. ... D 0.9	18.3												
	JUNCTION CITY ... P 0.6	17.4												
	COSMOPOLIS JCT. ... P 1.4	16.8												
	COSMOPOLIS ... D 1.4	18.2												
	COSMOPOLIS JCT. ... P 0.9	16.8												
	O-W. R. & N. Co. Crossing Track Connection SOUTH ABERDEEN ... P 10.7	15.9												
	MARKHAM ... P 2.5	5.2												
	OCOSTA ... P 2.7	2.7												
	BAY CITY ... P 0.0	0.0												
	ABERDEEN JCT. ... D 3.1	34.7	s 4.25	s 8.25 585-968										
	SA. ABERDEEN ... D 3.6	31.6	s 4.15 4.10	s 8.15 8.10	A 1.00 PM	A 10.10 AM	A 10.45 PM							
	HO. HOQUIAM ... D 3.5	28.0	L 4.00 PM	s 8.00	L 12.50 PM	L 10.00 AM	L 10.30 PM 423							
	GRAYS HARBOR CITY ... P 4.4	24.5		f 7.40										
	GRAY GABLES ... P 1.6	20.1		f 7.26										
	CHENOIS CREEK ... P 2.0	18.5		f 7.22										
	BURROWS ... P 1.2	16.5		f 7.17										
	TULIPS ... P 0.7	15.3		f 7.13										
	WILDERNESS ... P 2.5	14.6		s 7.10										
	COPALIS ... P 3.2	12.1		s 7.03										
	CARLISLE ... D 1.0	8.9		s 6.55										
	ON SLOW ... P 1.9	7.9		f 6.51										
	STEARNSVILLE ... P 1.9	6.0		s 6.46										
	ALOHA ... P 1.7	4.1		s 6.41										
	PACIFIC ... P 1.4	2.4		s 6.37										
	SUNSET BEACH ... P 1.0	1.0		f 6.33										
	MOCLIPS ... D 0.0	0.0		L 6.30 AM										
	Time Over Subdivision		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	Average Speed per Hour		25.3	22.8	21.6	21.6	14.4	8.7	19.8	15.6	17.5	10.8	10.9	



ABERDEEN YARD LIMITS

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

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

WESTWARD

THIRD SUBDIVISION. (AMERICAN LAKE LINE)

EASTWARD

Time Table No. 43 Succeeding No. 42D June 2, 1918. Table with columns for stations (541-407, 408-542), passenger types, and times. Includes a 'MANUAL BLOCK' section for Lakeview to American Lake.

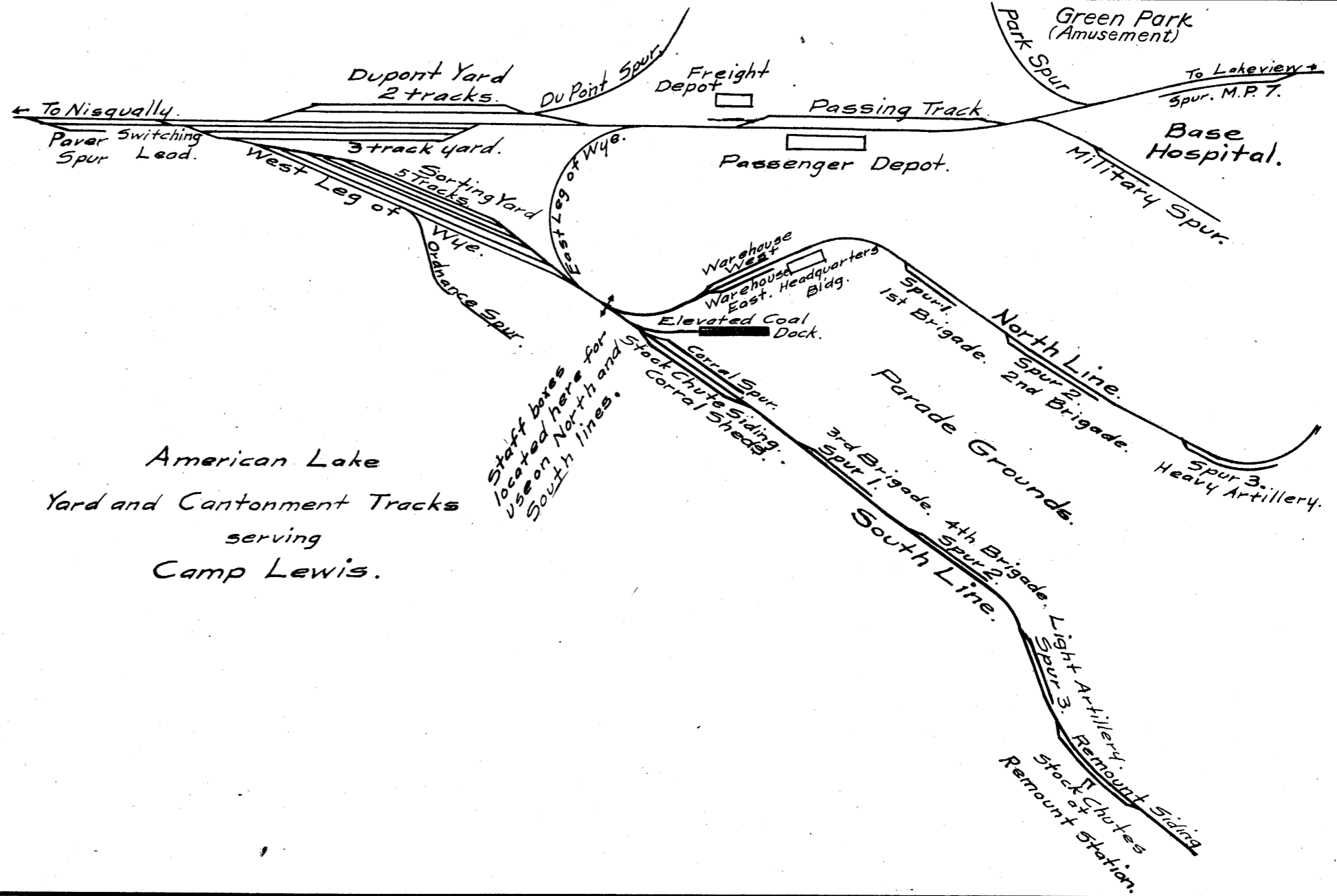
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

- 1. AT NISQUALLY—Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs trains to and from that Subdivision. Third Subdivision trains must procure block clearance before entering First Subdivision.
1a. AT LAKEVIEW AND NISQUALLY—Operators will attend switches for passenger trains to and from Third Subdivision. Conductors will know that operators are in charge of switch before leaving same.
2. Gate has been placed across Dupont Powder Co. spur near Cap Magazine. Same protected by stop board located 200 feet from Gate.
2a. AT AMERICAN LAKE—Siding at passenger station is time card station.
3. AT LAKEVIEW—EASTWARD TRAINS WILL COME TO FULL STOP BEFORE REACHING THE JUNCTION SWITCH OF THE FOURTH SUBDIVISION EXPECTING TO FIND MAIN TRACK OCCUPIED BY TRAIN FROM FOURTH SUBDIVISION.
3a. Telegraph office at Lakeview closed between the hours of 12:00 midnight and 8:00 A.M.
3b. Manual block operation between Lakeview and Nisqually discontinued between the hours of 12:00 midnight and 8:00 A.M.
3c. At American Lake—Housetrack Switch will be set for housetrack and will serve as derail for west end of passing track.

RULES GOVERNING OPERATION CANTONMENT TRACKS AT AMERICAN LAKE

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

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



American Lake Yard and Cantonment Tracks serving Camp Lewis.



WESTWARD.

FOURTH SUBDIVISION. (PRAIRIE LINE)

Water, Fuel, Scales, Turn Tables and Wyes	Station Number	Distance from Tacoma	Time Table No. 43 Succeeding No. 42-D June 2, 1918		Car Capacity of Sidings	FIRST CLASS						THIRD CLASS								
			STATIONS					407	423	457	459	535	591	963	997					
			Telegraph Offices and Calls					Nor. Pac. Portland Passenger	Nor. Pac. Grays Harbor Express	Great Northern	Great Northern	Gt. Nor. Passenger	Nor. Pac. Willapa Harbor Passenger	Ex. Sun.	Ex. Sun.					
1977	0.0	Q.....TACOMA.....DN 4.6						L 9.35AM	L 5.55PM	L 1.40PM	L 5.05PM	L 11.45AM	L 9.45AM	L 7.00AM	L 7.35AM					

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

W	1981	4.6	SU SOUTH TACOMA D 3.6 N	Manual Block	70	Ls 9.53AM	Ls 6.10PM	L 1.55PM	L 5.20PM	L 12.05PM	Ls 10.00AM					Ls 7.45AM	L 8.00AM
T	1985	8.2	VA...LAKEVIEW...D 5.0 N		60	A 10.00AM	As 6.17PM	f 2.02	f 5.30	A 12.12PM	s 10.07					f 8.00	f 8.15
	1990	13.2	HILLHURST..... 6.0	60	See Page 7	See Page 7	f 2.10	5.45 456	See page 7	s 10.15					f 8.15	f 8.35	
W	1996	19.2	RY.....ROY.....D 5.5	E 68 W 70			s 2.22	s 5.57		s 10.25					s 8.35 9.00 997	f 8.55 963	
	2002	24.7	YA.....YELM.....D 5.5	70			f 2.32 458	f 6.07		s 10.35					s 9.20	s 9.15	
	2007	30.2	RA.....RAINIER.....D 4.2	E 65 W 73			f 2.45	f 6.17		s 10.45					s 9.50	s 9.40	
	2011	34.4	McINTOSH.....P 4.6	70			f 2.55	f 6.25		f 10.52					f 10.10	f 9.50	
	2015	39.0	TN.....WEST TENINO.....D 0.2	30			s 3.05	s 6.34		s 11.02 963 998					s 10.25 11.30 591-592-998	s 10.20	
W		39.2	TENINO JUNCTION.....	E 115 W 75			A 3.07PM	A 6.36PM		A 11.03AM 592					A 11.35AM	A 10.25AM 998	
							See page 1	See page 1		See page 1					See page 2	See page 2	
							Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	2.20	2.25	
							.07	.07	1.12	1.16	.07	1.02	14.9	14.3			
							30.9	30.9	28.8	27.2	30.9	32.9					

EASTWARD.

FOURTH SUBDIVISION (PRAIRIE LINE)

Water, Fuel, Scales, Turn Tables and Wyes	Station Number	Distance from Tenino Junction	Time Table No. 43 Succeeding No. 42-D June 2, 1918		Car Capacity of Sidings	FIRST CLASS						THIRD CLASS							
			STATIONS					408	422	456	458	542	592	998					
			Telegraph Offices and Calls					Nor. Pac. Seattle Passenger	Nor. Pac. Grays Harbor Limited	Great Northern	Great Northern	Gt. Nor. Passenger	Nor. Pac. Willapa Harbor Passenger	Ex. Sun.					
1977	Q.....TACOMA.....DN 4.6	39.2						A 1.50PM	A 8.10PM	A 6.20PM	A 3.25PM	A 7.15PM	A 12.20PM	A 2.05PM					

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

W	1981	34.6	SU SOUTH TACOMA D 3.6 N	Manual Block	70	A 1.35PM	A 7.55PM	A 6.05PM	A 3.10PM	A 7.00PM	A 12.05PM					A 1.45PM	
T	1985	31.0	VA...LAKEVIEW...D 5.0 N		60	L 1.23PM	L 7.48PM	s 5.55	f 3.02	L 6.50PM	s 11.57AM					f 1.35	
	1990	26.0	HILLHURST..... 6.0	60	See Page 7	See Page 7	f 5.45 459	2.52	See Page 7	f 11.50					f 1.15		
W	1996	20.0	RY.....ROY.....D 5.5	E 68 W 70			s 5.32	f 2.42		s 11.41					s 12.45		
	2002	14.5	YA.....YELM.....D 5.5	70			f 5.20	f 2.32 457		s 11.31					s 12.25		
	2007	9.0	RA.....RAINIER.....D 4.2	E 65 W 73			f 5.08	f 2.20		s 11.21					s 12.05PM		
	2011	4.8	McINTOSH.....P 4.6	70			f 5.00	f 2.08		f 11.13					f 11.45AM		
	2015	0.2	TN.....WEST TENINO.....D 0.2	30			s 4.51	s 1.57		s 11.05 963-998					s 11.25 10.45 591-592-998		
W		0.0	TENINO JUNCTION.....	E 115 W 75			L 4.49PM	L 1.54PM		L 11.03AM 591					L 10.40AM 997		
							See page 3	See page 3		See page 3					See page 4		
							Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	2.25	14.3	
							18.0	30.9	27.3	27.3	30.9	32.9					

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

- At Tenino Junction westward trains passing from Fourth Subdivision to First Subdivision must stop clear of signal No. 43.5 and before proceeding, switch indicators must be pushed and switch leading to eastward main track and both cross-ment 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.
- Manual block operation between Lakeview and Nisqually discontinued between the hours of 12:00 midnight and 8:00 A.M.
- Telegraph office at Lakeview closed between the hours of 12:00 midnight and 8:00 A.M.



WESTWARD.			SEVENTH SUBDIVISION. (WILLAPA HARBOR LINE)			EASTWARD.					
THIRD CLASS	FIRST CLASS		Station Numbers	Distance from Chehalis Junction	Time Table No. 43 Succeeding No. 42D June 2, 1918	STATIONS	Distance from South Bend	Car Capacity of Sidings	THIRD CLASS	FIRST CLASS	
969	593	591							970	592	594
Ex. Sun.	Daily	Daily							Ex. Sun.	Daily	Daily
See page 2	See page 1	See page 1							See page 3	See page 3	See page 4
Way Freight	Passenger	Passenger				Telegraph Offices and Calls			Passenger	Passenger	Way Freight
L 6.45AM	L 8.20PM	L 11.57AM	Y	2032	0.0	CHEHALIS JCT.....P 1.0	56.5	Y	A 10.00AM	A 6.35PM	A 3.35PM
					1.0	P. S. & W. H. R. R. CROSSING 2.4 No Track Connection	55.5				
s 7.05	s 8.30	s 12.04PM		C W 2	3.4	A.....LITTELL.....D 1.3	53.1	20	s 9.53	s 6.28	s 3.10
s 7.15	s 8.34	s 12.09		C W 5	4.7	X.....ADNA.....D 2.5	51.8	37	s 9.47	s 6.24	s 2.25
f 7.25	f 8.40	f 12.15		C W 8	7.2	.....BUNKER..... 2.9	49.3	Spur	f 9.40	f 6.18	f 2.05
s 7.55	f 8.48	s 12.22		C W 10	10.1	.....CERES..... 2.5	46.4	35	s 9.33	f 6.11	s 1.40
s 8.20	f 8.54	f 12.28		C W 12	12.6	.....MESKILL..... 3.6	43.9	Spur	f 9.26	f 6.05	s 1.20
					16.2	LUEDINGHAUS R. R. Crossing Trk Connection 0.1	40.3				
s 9.16 592	s 9.04	s 12.38 970		C W 18	18.3	DR.....DRYAD.....D 0.5	40.2	35	s 9.16 969	s 5.55	s 12.50 12.18 969
					16.8	P. S. & W. H. R. R. CROSSING 0.8 No Track Connection	39.7				
s 9.40	s 9.08	s 12.42		C W 17	17.6	DO.....DOTY.....D 4.7	38.9	Spur 35	s 9.12	s 5.51	s 12.15PM
s 10.00 11.30AM 970	s 9.21	s 12.55		C W 22	22.3	PL.....PE ELL.....D 1.3	34.2	50	s 9.00	s 5.40	s 11.55AM 11.30 969
					23.6	McCORMICK R. R. CROSSING Track Connection	32.9				
s 12.01PM	s 9.27	s 1.01		C W 24	24.2	.....McCORMICK..... 1.9	32.3	Spur 15	s 8.53	s 5.33	s 11.10
s 12.20	s 9.34	s 1.07		C W 26	26.1	.....WALVILLE..... 2.8	30.4	Spur 15	s 8.47	s 5.27	s 10.40
f 12.40	f 9.44	f 1.15		C W 29	28.9	.....PLUVIUS.....P 6.4	27.6	36	f 8.40	f 5.20	f 10.10
s 1.00 1.45PM 969	s 10.00	s 1.35 969		C W 35	35.3	FR.....FRANCES.....DP 1.4	21.2	50	s 8.17	s 4.55	s 9.30
f 1.55	f 10.05	s 1.38		C W 37	36.7	.....GLOBE..... 1.3	19.8	Spur 15	f 8.07	f 4.50	s 9.05
s 2.05	s 10.08	s 1.41		C W 38	38.0	BM.....LEBAM.....D 3.2	18.6	14	s 8.03	s 4.46	s 9.00
f 2.15	f 10.16	f 1.49		CW411	41.2	.....NALLPEE..... 1.1	15.3	Spur	f 7.54	f 4.38	f 8.43
f 2.25	s 10.18	s 1.53		C W 42	42.3	.....HOLCOMB..... 4.2	14.2	30	s 7.51	s 4.35	f 8.40
f 2.40	s 10.26	s 2.05		C W 46	46.5	.....MENLO.....P 4.0	10.0	9	s 7.37	s 4.25	f 8.25
f 3.00	s 10.35	s 2.15		C W 50	50.5	.....WILLAPA..... 2.6	6.0	16	s 7.24	s 4.15	f 8.10
s 3.30	s 10.45	s 2.25		C W 53	53.1	ND.....RAYMOND.....D 3.4	3.4	40	s 7.12	s 4.10	s 8.00
A 3.45PM 594	A 10.55PM	A 2.35PM		C W 57	56.5	SB.....SOUTH BEND.....D 0.0	0.0	150	L 7.00AM	L 4.00PM 969	L 7.30AM
Ex. Sun. 6.45	Daily 2.35	Daily 2.38							Daily 3.00	Daily 2.35	Ex. Sun. 7.08
8.4	21.8	21.4							18.9	21.8	7.8
						Time Over Subdivision					
						Average Speed Per Hour					

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

- Gates are installed at the crossings of private railroads over Northern Pacific tracks as follows: Dryad, Leudinghaus Lumber Co. crossing; East of McCormick, McCormick Lumber Co. Crossing. Normal position of gates is closed across the logging road. When crossing is being used by private companies' trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach these crossings under control, prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.
- At Dryad, crossing gates have been installed across spur track leading to Leudinghaus Mill and the main line of the P. S. & W. H. R. R. Normal position of gates will be set and locked against spur track. When train on spur desires to use crossing, the gates will be swung across the main line of P. S. & W. H. R. R. Lights will be maintained on gates at night.
- Trains will stop 400 feet from draw span over South Fork of Willapa River, at Raymond. Will not proceed until draw is known to be closed.
- Log train between Raymond and Frances may handle adult male passengers when provided with proper transportation.
- Telegraphones at Pluvius, Frances and Menlo.
- Low platform at end of Siler-Willapa Lumber Co.'s spur at Raymond will not clear foot board and pilot of engine.

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

WESTWARD.			EIGHTH SUBDIVISION. YACOLT BRANCH			EASTWARD.				
	2d Class	1st Class	Station Numbers	Distance from Yacolt	Time Table No. 43 Succeeding No. 42D June 2, 1918	STATIONS	Distance from Vancouver Jct.	Car Capacity of Sidings	1st Class	2d Class
	589	587							590	588
	Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.
	Mixed	Passenger			Telegraph Offices and Calls				Passenger	Mixed
	L 12.30PM	L 6.00AM	W Y	CY 27	0.0	YC.....YACOLT.....D 6.6	26.9	35	A 6.20PM	A 11.00AM
	f 1.00	f 6.14		CY 20	6.6	.....WALL..... 1.5	20.3	No Siding	f 5.58	f 10.30
	s 1.20	s 6.19		CY 19	8.1	.....HEISON..... 1.8	18.8	25	s 5.53	s 10.20
	s 1.40	s 6.24		CY 17	9.9	.....CRAWFORD..... 2.9	17.0	Spur 5	s 5.46	s 10.00
	s 2.10	s 6.35	W	CY 14	12.8	BA.....BATTLE GROUND...D 4.2	14.1	20	s 5.36	s 9.50
	s 2.40	s 6.50		CY 10	17.0	.....BRUSH PRAIRIE..... 1.7	9.9	25	s 5.26	s 9.25
	f 2.45	f 6.54		CY 8	18.7	.....LAURIN..... 1.4	8.2	No Siding	f 5.20	f 9.16
	f 2.50	f 6.57		CY 7	20.1	.....HOMAN..... 1.1	6.8	Spur 4	f 5.16	f 9.13
	f 3.00	f 7.00		CY 6	21.2	.....BARBERTON..... 2.3	5.7	Spur 4	f 5.10	f 9.10
	f 3.20	f 7.05		CY 3	23.5	.....HIDDEN..... 3.4	3.4	Spur 4	f 5.02	f 9.02
	A 3.35PM	A 7.10AM	Y	CX 25	26.9	VJ...VANCOUVER JCT.....D P	0.0	No Siding	L 4.50PM	L 8.50AM
	Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.
	3.05	1.10				Time Over Subdivision			1.30	2.10
	8.7	23.0				Average Speed Per Hour			17.9	12.4

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

- 6a. Nos. 587, 588, 589 and 590 will stop on flag at Lucia, Moulton and Crusher for passengers.
7. Trains from Eighth Subdivision will ascertain position of First Subdivision trains before occupying main track at Vancouver Junction.

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

WESTWARD.			NINTH SUBDIVISION. ELMA BRANCH			EASTWARD.			
	SECOND CLASS		Station Numbers	Distance from Elma	Time Table No. 43 Succeeding No. 42D June 2, 1918	STATIONS	Distance from Elma	Car Capacity of Sidings	SECOND CLASS
	551	552							
	Ex. Sun.	Ex. Sun.							Ex. Sun.
	Mixed	Mixed			Telegraph Offices and Calls				Mixed
				CH 10	0.0	.....STIMSON..... 0.9	10.1	Spur 7	
					0.9	.....MILLPORT..... 1.4	9.0		
				C H7 1/2	2.3	.....HILLGROVE..... 0.2	7.8	Spur 4	
				CH 7	2.5	.....McCLEARY JUNCTION.... 0.8	7.6		
				CH 8	3.3	.....McCLEARY..... 0.8	8.4	Spur 15	A 1.45PM
				CH 7	2.5	.....McCLEARY JUNCTION.... 2.6	7.6		1.40
				CH 5	5.1	.....RAYVILLE..... 0.7	5.0	Spur 4	s 1.33
						WHITE LUMBER Co. R. R. Cr. 0.2			
				CH 4	6.0	.....WHITE..... 4.1	4.1	Spur 5	s 1.30
				CM 19	10.1	EF.....ELMA.....D	0.0	60	L 1.05PM
									Ex. Sun.
						Time Over Subdivision			.40
						Average Speed Per Hour			12.6

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

WESTWARD.

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

EASTWARD.

THIRD CLASS		SECOND CLASS				FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Kanaskat	Time Table No. 43 Succeeding No. 42D June 2, 1918		Distance from Tacoma	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS				THIRD CLASS	
981	971	531	525	523	521	597	595				596	598			522	524	526	532	972	982		
Ex. Sun. Way Frt.	Ex. Mon. Way Frt.	Daily Mixed	Daily Mixed	Daily Mixed	Daily Mixed	Daily Passenger	Daily Passenger				Daily Passenger	Daily Passenger			Daily Mixed	Daily Mixed	Daily Mixed	Daily Mixed	Ex. Sun. Way Frt.	Ex. Sun. Way Frt.		
	L 6.30AM					L 3.55PM	L 10.22AM		A 1	0.0	GV .....KANASKAT.....DN 1.2	44.6	140	A 9.45AM	A 7.12PM					A 1.05PM		

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

	L 6.35AM					L 4.00PM	L 10.27AM		1832	1.2	JC.....PALMER JCT.....D 0.9	43.4	70	A 9.40AM	A 7.07PM					A 1.00PM	
	f 6.40					s 4.02	s 10.30	W	1833	2.1	.....PALMER..... 1.3	42.5	30	f 9.38	s 7.05					f 12.45	
	f 6.50					s 4.05	s 10.33		1834	3.4	.....BAYNE..... 1.3	41.2	Spur	f 9.35	s 7.01					f 12.30	
	f 6.55					f 4.08	s 10.36		1836	4.7	.....CUMBERLAND..... 0.8	39.9	No Siding	f 9.32	s 6.56					f 12.01PM	
	f 7.00					f 4.10	f 10.39		1837	5.5	.....NACO..... 2.0	39.1	60	f 9.30	s 6.53					f 11.50AM	
	7.10					f 4.15	f 10.44		1839	7.5	.....VEAZIE..... 3.4	37.1	Spur 10	9.26	f 6.48					11.25	
	s 7.25 8.10					s 4.27	s 10.54 972		1942	10.9	CW.....ENUMCLAW.....D 3.4	33.7	105	s 9.19	s 6.40					s 11.00 9.50 595	
	s 8.25 9.09 972 596					s 4.37	s 11.06		1945	14.3	BK.....BUCKLEY.....D 4.3	30.3	100	s 9.09 971-972	s 6.28					s 9.31 8.56 971 596	
	9.27					4.47	11.16		1949	18.6	.....CASCADE JCT..... 1.1	26.0	No Siding	8.56	6.13					8.30	
									CC 4	0.0	.....MORRISTOWN..... 2.0	3.4	45								
									O CC 2	2.0	BN.....BURNETT.....D 1.4	1.4	45								
									1949	3.4	.....CASCADE JCT.....	0.0	No Siding								
									T CB 15	0.0	FX.....FAIRFAX.....D 2.0	14.8	30								
									CB 13	2.0	.....MELMONT..... 4.1	12.8	Spur 5								
										6.1	CARBON COAL CO. Crossing 0.9	8.7									
									CB 8	7.0	CB.....CARBONADO.....D 3.4	7.8	5								
									TO W CB 5	10.4	WX .WILKESON.....D 4.4	4.4	90								
									1949	14.8	.....CASCADE JCT..... 1.1	0.0	No Siding								
									Double Track SO..SOUTH PRAIRIE..D 4.6	24.9	135										
									1955	24.2	.....CROCKER.....P 2.7	20.4	100	f 8.41	f 5.54						
									T 1958	26.9	OG.....ORTING.....D 3.4	17.7	200	s 8.36	s 5.48						
									1961	30.3	.....MCMILLIN.....P 2.1	14.3	Spur 8	f 8.28	s 5.38						
									1963	32.4	.....ALDERTON..... 2.4	12.2	25	f 8.24	s 5.33						
									Y W 1966	34.8	.....MEEKER..... 9.3	9.8	70	L 8.19AM	L 5.28PM 597						

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

	A 1.00PM					A 5.55PM	A 12.20PM		1976	44.6	Q.....TACOMA.....DN 0.0			L 8.00AM	L 5.00PM						
	Ex. Sun.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	
	.35	3.06	.20	0.13	1.45	1.40	1.27	1.30					1.21	1.39	1.45	1.08	0.12	.17	5.20	.35	
	9.4	11.1	10.2	20.8	9.0	8.9	23.1	21.9					24.8	20.3	9.0	13.0	17.0	15.8	6.3	9.4	

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

- No. 598 will connect with Puget Sound Division No. 423 at Puyallup.
- No. 596 will connect with Puget Sound Division No. 403 at Puyallup with No. 521 at Cascade Jct. and with Seattle Division No. 4 at Kanaskat.
- No. 595 will connect with Seattle Division No. 3 at Kanaskat with No. 522 at Cascade Junction.
- Double track switches at Cascade Junction and South Prairie will be set for eastward track and cross-over switch at west end of westward track near water tank South Prairie, will be set for passing track.
- Trains between Fairfax and Montezuma will look out for engine and motor car operated by Manley-Moore Lumber Company in this location.
- Gates are installed at the crossing of private railroad over Northern Pacific tracks of Carbon Hill Coal Co. just east of Carbonado. Normal position of gates is closed across the logging road. When crossing is being used by private company's trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach this crossing under control prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.
- Engines must not go beyond deraill on Fleet Coal spur.
- Trains Nos. 595, 597 and 598 will stop on flag at Broomfield.
- Restricted clearance at Hyde Coal Co.'s mine just west of bunkers, and engines will not use crossover west of the bunkers
- No. 597 will connect with Puget Sound Division No. 430 at Puyallup.



WESTWARD.		ELEVENTH SUBDIVISION. (GREEN RIVER BRANCH)				EASTWARD.				
SECOND CLASS	FIRST CLASS	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Kerriston	Time Table No. 43 Succeeding No. 42D June 2, 1918		Distance from Kanaskat	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS
573	595				598	574				
Ex. Sun.	Daily				STATIONS			Daily	Ex. Sun.	
Mixed	Passenger				Telegraph Offices and Calls			Passenger	Mixed	
			CJ 15	0.0	.....KERRISTON..... 1.6	14.7				
		Y		1.6	.....HALMAR..... 5.9	13.1	40			
L 12.45 PM	9.10 AM	W	CJ 7	7.5	.....HEMLOCK..... 0.8	7.2	10	A 8.10 PM	A 12.40 PM	
s 1.00	s 9.15		CJ 6	8.3	.....BARNESTON..... 3.4	6.4	Spur 30	f 8.05	s 12.35	
				11.7	Pac. States Lbr. Co. Ry. Cross. 0.7	3.0				
s 1.30	s 9.35			12.4	.....KANGLEY JCT..... 1.6	2.3	15	s 7.45	s 12.01 PM	
s 1.40	s 9.42		CJ 4	14.0	.....SELLECK..... 0.1	3.9		s 7.35	s 11.50 AM	
				13.9	C. M. & St. P. R. R. Crossing No Track Connection 1.5	3.8				
s 2.00	s 9.50		CJ 2	12.4	.....KANGLEY JCT..... 0.3	2.3		s 7.28	s 11.10	
				12.7	.....HIAWATHA..... .08	2.0	Spur			
s 2.20	s 9.53		CJ 1	13.3	.....DURHAM..... 1.4	1.4	30	s 7.25	s 11.00	
A 2.30 PM	A 10.00 AM	W Y O	A 1	14.7	.....KANASKAT..... DN	0.0	75	L 7.20 PM	L 10.45 AM	
Ex. Sun.	Daily				Time Over Subdivision			Daily	Ex. Sun.	
1.45	.50				Average Speed Per Hour			.50	1.55	
5.9	12.5							12.5	5.4	

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.

2a. Log train between Kanaskat and Kerriston may handle passengers, both male and female.

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

WESTWARD.		TWELFTH SUBDIVISION. (ORTING BRANCH)				EASTWARD.				
SECOND CLASS	FIRST CLASS	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from End of track	Time Table No. 43 Succeeding No. 42D June 2, 1918		Distance from Orting	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS
573	595				598	574				
Ex. Sun.	Daily				STATIONS			Daily	Ex. Sun.	
					Telegraph Offices and Calls			Passenger	Mixed	
				0.0	.....END OF TRACK..... (St. P. & T. Lbr. Co. Camp No. 1) 1.3	10.0				
				1.3	TACOMA & EASTERN Cross'g 1.0	8.7				
			CE 8	2.3	.....PUYALLUP RIVER..... 7.7	7.7	10			
		W T	1958	10.0	.....ORTING..... D	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	FIRST CLASS	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Mendota	Time Table No. 43 Succeeding No. 42D June 2, 1918		Distance from Wabash	Car Capacity of Sidings	SECOND - CLASS
513	514								
Ex. Sun.	Daily				STATIONS			Ex. Sun.	
					Telegraph Offices and Calls			Mixed	
L 1.15 PM			CO 9	0.0	.....MENDOTA..... 2.9	8.6	40	A 12.55 PM	
f 1.25			CO 6	2.9	.....PACKWOOD..... 5.7	5.7	Spur	f 12.45	
A 1.55 PM			2025	8.6	.....WABASH..... P	0.0		L 12.15 PM	
Ex. Sun.	Daily				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.  
Dr. F. J. Shadd Selleck.  
Dr. Runnals, Orting (S).

Dr. W. M. Karshner, Puyallup.  
Dr. Wm. Douglas, Wilkeson, Wn. Puyallup (S).  
Tacoma Hospital (S).  
Tacoma Round House (S).  
Tacoma Moon Yard Office (S).

Head-of-Bay Yard Office (S).  
Tacoma Baggage Room (S).  
Tacoma Wharf (S).  
Tacoma (Toolcar) (S).  
Dr. P. B. Swearingen, So. Tacoma (S).  
Dr. E. L. Carlsen, So. Tacoma (S).

Dr. H. W. Quaife, Tenino.  
Dr. G. W. Kennicott, Chehalis.  
Dr. J. W. Mowell, Olympia (S).  
Dr. J. H. Dumon, Centralia (S).  
Dr. Rush Banks, Centralia (S).  
Dr. J. C. Van Winkle, Oakville

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

**Location of Stretchers (S).**  
Dr. W. Anderson, So. Bend (S).  
Dr. N. C. McLafferty, Winlock.  
Dr. R. H. Campbell, Vader.  
Dr. O. K. Wolf, Castle Rock.  
Dr. C. W. Bales, Kelso.  
Dr. J. T. Guerin, Vancouver (S).  
Dr. C. E. Staffin, Kalama (S).

Dr. Andrew C. Smith, Portland (S).  
Dr. W. G. Cameron, Specialist, Tacoma.  
Dr. J. F. Dickson, Oculist, Portland.  
Dr. A. M. Stevenson, Yacolt (S).  
Dr. A. C. Steckle, Battle Ground.

Note.

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

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

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

AUTHORIZED SURGEONS, G. N. RY. CO.

Dr. J. A. La Gasa, Tacoma



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

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE														
			Class W		Class Y-2		Class F-1		Class S		Class P		Class D-3 Class E-3 Class E-4		Class X		
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	
First Westward	Tacoma to Chehalis.....	0.30	3500	99	.....	99	.....	80	.....	80	.....	50	.....	40	.....	.....	.....
	Chehalis to Napavine.....	1.12	1250	70	1000	70	900	60	850	60	750	60	550	18	.....	.....	.....
	Napavine to Portland.....	0.00	.....	99	.....	99	3000	75	3000	75	1400	47	1200	40	.....	.....	.....
First Eastward	Portland to Vader.....	0.50	2500	99	2000	99	1800	80	1800	80	1250	60	1050	35	.....	.....	.....
	Vader to Napavine.....	0.90	1500	.....	1150	.....	1100	.....	960	32	860	29	660	22	.....	.....	.....
	Napavine to Tacoma.....	0.30	3500	99	.....	99	.....	80	.....	80	.....	50	.....	40	.....	.....	.....
Second Westward	St. Clair to Lacey.....	1.60	.....	.....	.....	.....	800	40	800	40	.....	.....	.....	.....	.....	.....	.....
	Lacey to Olympia.....	0.70	.....	.....	.....	.....	70	.....	70	.....	.....	.....	.....	.....	.....	.....	.....
	Olympia to Belmore.....	1.80	.....	.....	.....	.....	600	35	600	35	.....	.....	.....	.....	.....	.....	.....
	Belmore to Gate.....	0.88	.....	.....	.....	.....	1200	40	1200	40	.....	.....	.....	.....	.....	.....	.....
	Gate to Elma.....	0.50	.....	.....	.....	.....	2200	70	2200	70	.....	.....	.....	.....	.....	.....	.....
Second Eastward	Elma to Moclips.....	0.40	.....	.....	.....	.....	2500	70	2500	70	.....	.....	.....	.....	.....	.....	.....
	Moclips to Gate.....	0.50	.....	.....	.....	.....	2000	70	2000	70	.....	.....	.....	.....	.....	.....	.....
	Gate to Olympia.....	0.87	.....	.....	.....	.....	1500	50	1500	50	.....	.....	.....	.....	.....	.....	.....
	Olympia to Lacey.....	1.61	.....	.....	.....	.....	550	30	550	30	.....	.....	.....	.....	.....	.....	.....
Third Westward	Lacey to St. Clair.....	1.20	.....	.....	.....	.....	1050	40	1050	40	.....	.....	.....	.....	.....	.....	.....
	Lakeview to Nisqually.....	1.00	2500	99	2300	99	2000	80	2000	80	.....	.....	.....	.....	.....	.....	.....
Third Eastward	Nisqually to American Lake.....	1.60	1000	50	800	40	550	30	550	30	.....	.....	.....	.....	.....	.....	.....
	American Lake to Murray.....	1.00	2000	.....	1800	.....	1500	.....	1500	.....	.....	.....	.....	.....	.....	.....	.....
	Murray to Lakeview.....	0.66	2500	.....	2300	.....	2000	.....	2000	.....	.....	.....	.....	.....	.....	.....	.....
Fourth Westward	South Tacoma to Rainier.....	0.70	1800	99	1350	70	1200	60	1150	60	1050	60	850	28	.....	.....	.....
	Rainier to West Tenino.....	0.35	3200	99	.....	99	.....	60	.....	60	.....	60	.....	60	.....	.....	.....
Fourth Eastward	West Tenino to Rainier.....	0.90	1500	.....	1250	.....	1100	.....	1050	35	950	31	750	25	.....	.....	.....
	Rainier to Tacoma.....	0.50	2500	99	2100	99	1800	80	1800	75	1500	50	1300	43	.....	.....	.....
Sixth Westward	Centralia to Gate.....	0.50	.....	.....	.....	.....	2200	70	2200	70	.....	.....	.....	.....	.....	.....	.....
Sixth Eastward	Gate to Centralia.....	0.50	.....	.....	.....	.....	2000	70	2000	70	.....	.....	.....	.....	.....	.....	.....
Seventh Westward	Chehalis Jct. to Adna.....	0.50	.....	.....	.....	.....	1800	60	1800	60	.....	.....	.....	.....	2000	80	.....
	Adna to Pe Ell.....	0.66	.....	.....	.....	.....	1500	50	1400	50	.....	.....	.....	.....	1600	60	.....
	Pe Ell to McCormick.....	0.80	.....	.....	.....	.....	800	30	800	30	.....	.....	.....	.....	1000	40	.....
	McCormick to Pluvius.....	1.60	.....	.....	.....	.....	550	30	550	30	.....	.....	.....	.....	750	40	.....
	Pluvius to South Bend.....	0.53	.....	.....	.....	.....	.....	70	.....	70	.....	.....	.....	.....	.....	80	.....
Seventh Eastward	South Bend to Frances.....	0.60	.....	.....	.....	.....	1800	60	1800	60	.....	.....	.....	.....	2000	80	.....
	Frances to Pluvius.....	1.90	.....	.....	.....	.....	500	25	500	25	.....	.....	.....	.....	700	35	.....
	Pluvius to Chehalis Jct.....	0.40	.....	.....	.....	.....	.....	70	.....	70	.....	.....	.....	.....	.....	80	.....
Eighth Westward	Yacolt to Van Jct.....	0.58	.....	.....	.....	.....	1800	45	1800	45	.....	.....	.....	.....	.....	.....	.....
Eighth Eastward	Van Jct. to Homan.....	1.60	.....	.....	.....	.....	550	35	550	35	.....	.....	.....	.....	.....	.....	.....
	Homan to Yacolt.....	1.66	.....	.....	.....	.....	800	45	800	45	.....	.....	.....	.....	.....	.....	.....
Ninth Westward	Stimson to Elma.....	1.00	.....	.....	.....	.....	70	.....	70	.....	.....	.....	.....	.....	.....	.....	.....
Ninth Eastward	Elma to Stimson.....	1.00	.....	.....	.....	.....	1000	70	1000	70	.....	.....	.....	.....	.....	.....	.....
Tenth Westward	Palmer Jct. to Tacoma.....	0.00	.....	99	.....	99	.....	80	.....	80	.....	.....	.....	60	.....	.....	.....
	Fairfax to South Prairie.....	0.00	.....	99	.....	99	2000	45	2000	45	.....	.....	.....	.....	.....	.....	.....
Tenth Eastward	Tacoma to Orting.....	0.56	2500	99	2250	99	1800	80	1800	80	.....	.....	1200	60	.....	.....	.....
	Orting to South Prairie.....	1.00	1200	80	1000	60	900	60	800	60	.....	.....	500	17	.....	.....	.....
	South Prairie to Buckley.....	1.70	600	20	500	17	450	15	400	14	.....	.....	250	9	.....	.....	.....
	Buckley to Palmer Jct.....	1.25	1200	80	1000	60	900	60	800	60	.....	.....	500	17	.....	.....	.....
	South Prairie to Morristown.....	1.45	.....	.....	.....	.....	500	28	500	28	.....	.....	.....	.....	.....	.....	.....
	South Prairie to Wilkeson.....	2.20	.....	.....	.....	.....	400	25	400	25	.....	.....	.....	.....	.....	.....	.....
	Wilkeson to Carbonado.....	2.20	.....	.....	.....	.....	400	25	400	25	.....	.....	.....	.....	.....	.....	.....
Carbonado to Fairfax.....	1.70	.....	.....	.....	.....	500	30	500	30	.....	.....	.....	.....	.....	.....	.....	

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

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

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

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

**Second Subdivision, St. Clair to Hoquiam.**—No engine heavier than S-4.

Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges. Engines heavier than class D-3 must not operate over the trestle and bridge leading to the plant of the Northwest Fruit Products Co. (formerly the Olympia Brewing Co.) at Olympia.

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

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

**Cosmopolis Jct. to Ocosta.**—No engine heavier than E-3. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

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

**Fourth Subdivision.**—All classes.

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

**Sixth Subdivision.**—No engine heavier than Class S-4. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges. No restrictions over bridge 1-B, Route 1, and bridge 1, Route 2, Skookumchuck river, between Centralia and Blakeslee Jct.

**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		Seventh Subdivision	
DISTANCE FROM TACOMA.		DISTANCE FROM CHEHALIS JC.	
West Tacoma.....	14.4	Ashlock.....	28.2
Pioneer Sand & Gravel Co.....	20.0	Custer.....	34.2
Olegard.....	26.1	Star Timber Co.....	38.7
Chain Hill Lumber Co.....	41.2	Green Creek.....	43.7
Polehn.....	44.7	Mayfair.....	55.6
Menefee.....	73.2	<b>Eighth Subdivision</b>	
McNelly.....	73.9	DISTANCE FROM YACOLT.	
Hermione.....	110.1	Moulton.....	2.2
<b>Second Subdivision</b>		Crusher.....	3.7
DISTANCE FROM ST. CLAIR		Bouton Perkins.....	4.8
Black Lake.....	13.2	Lucia.....	5.0
Smith & Prosser.....	31.1	Dietrich.....	10.9
M. M. C. Logging Co.....	33.0	<b>Ninth Subdivision</b>	
Gibson Creek.....	38.0	DISTANCE FROM ELMA.	
Weatherwax.....	58.6	Kraft.....	2.3
Stockwell.....	59.4	<b>Tenth Subdivision</b>	
Wynooche.....	60.4	DISTANCE FROM PALMER JCT.	
Mox Chuck.....	64.1	Big 6.....	1.7
Dennison.....	90.6	Occidental.....	2.0
Joe Creek.....	97.4	Fleet.....	3.2
<b>Fourth Subdivision</b>		Hyde.....	3.9
DISTANCE FROM TACOMA.		Birch.....	7.9
Scholz.....	15.4	Blackburn.....	11.5
Bordeaux Shingle Co.....	37.1	Webstone.....	12.5
Scheel.....	37.2	Valley Mill.....	14.1
Mutual.....	37.6	Broomfield.....	19.6
<b>Sixth Subdivision</b>		Moneko.....	31.8
DISTANCE FROM CENTRALIA.		<b>DISTANCE FROM CASCADE JCT.</b>	
Foran.....	2.9	International.....	1.0
<b>Eleventh Subdivision</b>		<b>DISTANCE FROM KANASKAT</b>	
DISTANCE FROM YACOLT.		Yandell.....	2.9
<b>Twelfth Subdivision</b>		<b>DISTANCE FROM ORTING.</b>	
DISTANCE FROM TACOMA.		Electron Rock Crusher.....	8.6
DISTANCE FROM ST. CLAIR		Dempsey.....	8.4

**DERAIL SWITCHES**

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

FIRST SUBDIVISION		EIGHTH SUBDIVISION	
West Tacoma.....	Spur track.	Vancouver Junction.....	East leg wye 135 feet from Yacolt end of wye switch.
Olegard.....	East end spur.	Brush Prairie.....	East end passing track.
Nisqually.....	Team track and set out track.	Crusher.....	Spur track.
Flumb.....	Spur track.	Smith.....	Spur track.
Chain Hill Lumber Co.....	Spur track.	Yacolt.....	North leg wye switch normal position this switch for north leg wye.
Polehn.....	250 feet from main track.	<b>NINTH SUBDIVISION</b>	
Wabash.....	Interlocking derail on O.-W. R. & N. connection.	Elma.....	Standard Oil spur.
Chehalis.....	On Coal Creek Lumber Co.'s track about 250 feet from passing track switch. East end track No. 2, 165 ft. from main line switch.	Kraft.....	Spur track.
Mayfair.....	On Somervilles' and Emory Nelson spur tracks. House track 110 feet west of switch connection with passing track.	McCleary.....	East end interchange track.
Mayfair.....	House track 110 feet west of switch connection with passing track.	Hillgrove.....	800 feet west.
Evaline.....	West end spur.	<b>TENTH SUBDIVISION</b>	
Winlock.....	West end passing track.	Palmer Junction.....	Rose-Marshall Coal Company's spur.
Veness.....	500 feet from main line switch.	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.
Olequa.....	House track.	Occidental.....	Coal track 300 feet west of bunkers.
Castle Rock.....	150 feet from main track on Silver Lake Log R. R.	Bayne.....	Coal spur.
Carrolls.....	House track.	Fleet.....	Fleet Coal Company's track.
Hermione.....	250 feet from main track; 66 feet east of Powder magazine also safety switch same track about 900 feet east of magazine.	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.
Knapp.....	House track.	Naco.....	West end Naval Coal Company's track, west end Sunset Coal Company's track.
Vancouver.....	On Wood Spur and Cannery Spur both on switching lead to wharf freight house. East end of lead to No. 1 track on N. P. side.	Veazle.....	West end spur.
<b>SECOND SUBDIVISION</b>		Webstone.....	Spur track.
Union Mills.....	West end of roadway spur.	Buckley.....	McDougal Log track, Valley Mill spur track and on west end Standard Oil spur.
Belmore.....	White's Log Spur.	South Prairie.....	West end passing track, west end house track, west end coal spur.
Bordeaux Junction.....	Mason County Log Spur.	Broomfield.....	255 feet from main line head block.
Gate.....	Coal track and west end of passing track.	Crocker.....	West end passing track.
Smith and Prosser.....	East end of spur.	Orting.....	West end house track, west end westward passing track, west end Orting Branch track 300 feet east of station.
Lytle.....	West end siding.	Wilkeson.....	One in scale on passing track opposite the station.
Malone.....	East end spur track, west end mill track.	Burnett.....	One in main track just west of crossover switch opposite coal bunker.
Elma.....	East end horn track.	Morristown.....	West end siding; Black Carbon Coal Company's spur.
Satsop.....	East end siding.	Melmont.....	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.	Fairfax.....	West end coal track.
Blagen.....	Log spur.	<b>ELEVENTH SUBDIVISION</b>	
Montesano.....	Switch leading to industry spur west end of team track to be left set for spur to act as derail for team track.	Durham.....	East end coal track 250 feet from main track, and west end coal track.
Weatherax.....	188 feet from main track.	Hawatha.....	East end.
Wynooche.....	West end of spur.	Yandell.....	West end.
Mox Chuck.....	Log spur.	Selleck (1/2 mile west).....	On Kangley Line.
Aberdeen Junction.....	Coal bunker track.	Hemlock.....	West end siding.
Copalis.....	Log spur 500 feet west of station.	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.
Carlisle.....	East end siding.	<b>TWELFTH SUBDIVISION</b>	
Joe Creek.....	Log spur just west of Aloha.	Orting.....	600 feet east junction switch.
<b>THIRD SUBDIVISION</b>			
Lakeview.....	Standard Oil Spur.		
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.		
<b>FOURTH SUBDIVISION</b>			
Yelm.....	East end house track.		
Rainier.....	Lindstrom-Handforth Lumber Company's spur.		
Johnson Creek.....	Spur track leading to mill.		
Mutual.....	Spur track leading to mill.		
West Tenino.....	Tenino Stone Company's spur.		
<b>FIFTH SUBDIVISION</b>			
Crocker.....	In main track east end of yard.		
Wingate.....	West end siding; and 600 feet east of depot at west end of coal bunkers.		
<b>SIXTH SUBDIVISION</b>			
Blakeslee.....	William's Mill spur.		
Foran.....	Coal spur.		
<b>SEVENTH SUBDIVISION</b>			
Littell.....	East and west end Chester-Snow Mill spur.		
Bunker.....	East and west end interchange track.		
Meskill.....	East end quarry track and west end mill track.		
Doty.....	150 feet from main track switch.		
McCormick Junction.....	200 feet from main track switch.		
Walville.....	Mill spur.		
Ashlock.....	Log spur.		
Pluvius.....	East and west end siding.		
Custer.....	Log spur.		
Lebam.....	Mill spur.		
Halpee.....	Log spur.		
Green Creek.....	Log spur.		

CLEARANCES

LIMIT OF LOAD—MEASUREMENT

HEIGHT ABOVE TOP OF RAIL

		HEIGHT ABOVE TOP OF RAIL																Max. Height	Max. Width
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide		
1st Subdivision	Main Line (Tacoma to Tenino)	17' 2"	17' 2"	17' 2"	17' 2"	17' 2"	17' 2"	17' 0"	16' 9"	16' 6"	16' 4"	16' 2"	16' 0"	15' 9"	15' 7"	15' 5"	15' 2"	17' 2"	11' 6"
1st Subdivision	Main Line (Tenino to Vancouver)	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	18' 7"	18' 1"	17' 10"	17' 4"	17' 1"	16' 9"	16' 4"	15' 11"	15' 5"	15' 0"	14' 6"	19' 0"	11' 6"
2nd Subdivision	Grays Harbor Line (St. Clair-Gate)	17' 7"	17' 7"	17' 6"	17' 5"	17' 5"	17' 4"	17' 4"	17' 3"	17' 3"	17' 2"	17' 2"	17' 1"	17' 0"	16' 11"	16' 10"	16' 9"	17' 7"	11' 6"
2nd Subdivision	Grays Harbor Line (Gate-Aberdeen Jct.)	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	11' 6"
2nd Subdivision	Grays Harbor Line (Aberdeen Jct.-Moclips)	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 8"	18' 7"	18' 9"	11' 6"
2nd Subdivision	Tumwater Spur	16' 11"	16' 9"	16' 7"	16' 6"	16' 3"	16' 1"	15' 10"	15' 9"	15' 7"	15' 5"	15' 3"	15' 1"	15' 0"	14' 10"	14' 8"	14' 4"	16' 11"	11' 6"
2nd Subdivision	Ocosta Branch	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 1"	18' 9"	18' 6"	18' 2"	17' 11"	17' 7"	17' 3"	17' 1"	16' 9"	16' 5"	19' 2"	11' 6"
3rd Subdivision	American Lake Line	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	11' 6"
4th Subdivision	Prairie Line (Tacoma-Tenino)	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 1"	20' 11"	20' 8"	20' 6"	20' 4"	20' 2"	20' 0"	19' 10"	19' 8"	21' 4"	11' 6"
5th Subdivision	Crocker Branch	17' 7"	17' 7"	17' 7"	17' 5"	17' 3"	16' 11"	16' 9"	16' 8"	16' 6"	16' 4"	16' 2"	16' 0"	15' 11"	15' 8"	15' 5"	15' 2"	17' 7"	11' 6"
6th Subdivision	Gate Line (Gate-Centralia)	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	11' 6"
7th Subdivision	Willapa Harbor Line	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	11' 6"
8th Subdivision	Yacolt Branch	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	11' 6"
9th Subdivision	Elma Branch	No obstructions on this Branch.																	
10th Subdivision	Buckley Line	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	11' 6"
10th Subdivision	Burnett Branch	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	11' 6"
10th Subdivision	Wilkeson Branch	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	11' 6"
11th Subdivision	Green River Branch	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	11' 6"
12th Subdivision	Orting Branch	18' 9"	18' 9"	18' 9"	18' 8"	18' 6"	18' 3"	18' 1"	17' 11"	17' 10"	17' 9"	17' 9"	17' 8"	17' 7"	17' 6"	17' 5"	17' 4"	18' 9"	11' 6"
13th Subdivision	Mendota Branch	No obstructions on this Branch.																	

SPECIAL RULES

First Subdivision (Main Line)

- Between Centralia and Wabash Third or extreme right hand track, going east will be operated under Yard Limit Rules. No cars to be left on this track by train or yard crews without train order protection.
- Trains will be governed by rules of Northern Pacific Terminal Co. while in Portland Yard.
- Eastward siding at Ridgefield will be used as storage track. Trains using this track be governed accordingly.
- At Hermoine Powder Spur there is 2.7 per cent grade descending eastward from siding between powder magazine and Northern Pacific main tracks. Utmost care must be exercised handling cars while switching on this track. Cars should never be left below deraill at summit of grade. All derailling switches must be left in derailing position and safety switch set for safety track. Trains approach County Road Crossing on this spur under full control, at very low speed, and movement over road crossing fully safeguarded.
- Junction switch at the east end of Columbia River bridge, Vancouver, will be set and locked for N. P. main line.
- Trains and switch engines using track leading to the wharf at Vancouver, will come to a full stop before crossing S. P. & S. Ry. crossing and will not proceed until a flagman has been sent ahead to flag the crossing.
- At Vancouver, westward trains will stop at passenger station before engine reaches point of clearance between N. P. and S. P. & S. tracks and must be under full control before passing station, expecting to find main line occupied.
- At Kalama when doing switching on Salmon track, enough cars must be used so that engine will not need to go on trestle. Also on Kalama Lumber & Shingle Co. spur engines must move slowly.
- Train 421 will stop on flag at Nisqually Gun Club which is located one mile east of Nisqually.
- No. 421 will connect with No. 407 at St. Clair.
- No. 408 will stop at Bucoda to let off passengers from points west of Chehalis.
- No. 408 will stop at Nisqually on flag to pick up passengers for American Lake and Murray.
- Nos. 563 and 564 will stop on flag at Carrolls, Ostrander, Vader, Tenino to pick up or let off passengers to or from Portland, Tacoma or Seattle. Nos. 563 and 564 will stop at any station to pick up or let off passengers to or from points east or south of Portland also to pick up or let off passengers to or from points north or east of Seattle.
- No. 408 on Sundays will slow up at Vancouver Junction to allow messenger to throw off papers.
- 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."
- No. 591 will connect with No. 407 at Centralia and No. 592 will connect with No. 502 at Centralia.
- Trains using Newaukum Valley Railway tracks at Napavine will do so under protection of flag.
- Mail cranes, serving West Tacoma, erected on westward track 2412 feet west of mile post 14 and on eastward track 2542 feet west of mile post 14.
- Normal position of crossing gates over the several industry spurs at Centralia and Chehalis which cross the P. S. & W. H. R. R. main track will be set and locked across the spurs, and when train on spur desires to use crossing, gates will be swung across P. S. & W. H. R. R. main line.
- Telephones are located at Chehalis and Chehalis Junction. Trains from seventh subdivision, before leaving Chehalis Junction will ascertain by telephone position of all main line trains.
- Dispatchers' telephones are located in section house Ketron and Plumb and block telephones are located on depots Ketron, Kyro and Plumb.
- At NISQUALLY—Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs trains to and from that Subdivision.
- At ST. CLAIR—Semaphore on main line side of station governs First Subdivision trains; semaphore on Second Subdivision side of station governs Second Subdivision trains.
- Head lights and tail lights will be used by all trains while passing through Tin Tunnel between McCarver Street and Stadium and Nelson Bennett Tunnel between Ruston and Sixth Avenue.
- Staff operation McCarver Street and Stadium. McCarver Street is not manual block office. Eastward trains will procure staff at McCarver Street authorizing use of track between McCarver Street and Stadium; westward trains will procure staff at Stadium authorizing use of track between Stadium and McCarver Street and also block clearance card governing manual block between McCarver Street and Sixth Avenue.

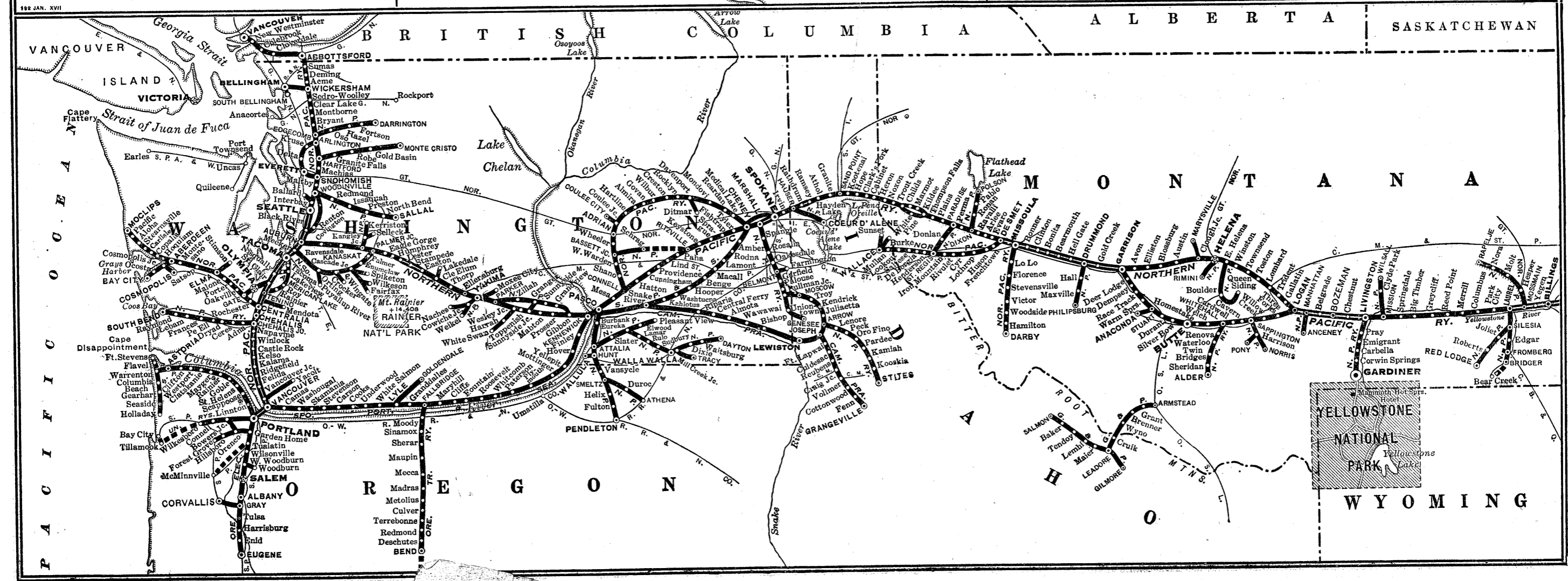
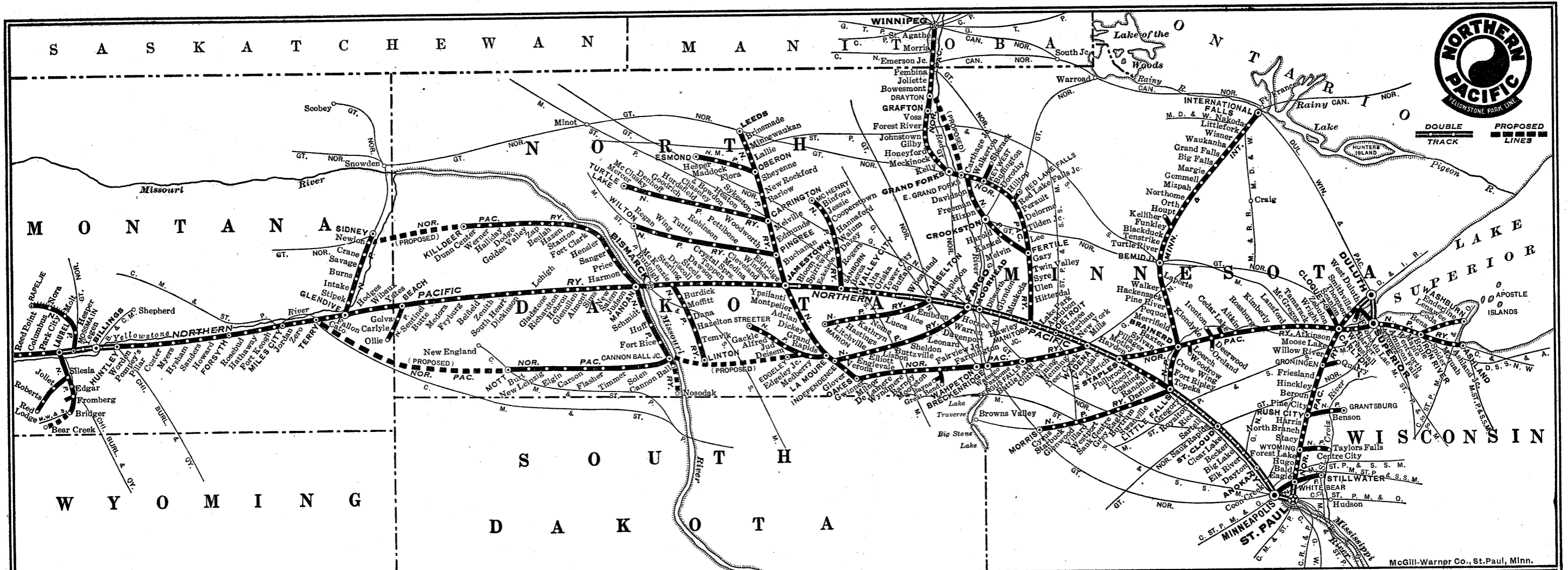
SPECIAL RULES

Second Subdivision (Grays Harbor Line)

- Second Subdivision trains will approach Gate looking out for trains to and from Sixth Subdivision turning on wye.
- Normal position of crossing gates at Olympia, where Second Subdivision track crosses that of the Tumwater Spur, will be set and locked across the spur, and when train on spur desires to use crossing, gates will be swung across Second Subdivision track. Switch light will be maintained on this gate at night. All Second Subdivision trains will approach this crossing prepared to stop, but full stop will not be required if it is found crossing is clear and gates are in normal position.
- No train either heading or backing over Fourth Street crossing, Olympia, will do so without first having trainman proceed on foot over the crossing and before giving signal to engine crew must know that crossing is clear.
- At Montesano passing track located one-half mile east of depot, is time card station.
- AT GATE—Junction switch will be set for line Olympia to Moclips. Normal position of switch connecting west leg of wye and passing track will be for passing track.
- Overton, located 3.6 miles west of Belmore, will be flag stop for trains Nos. 423 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.
- Golf Links, 3 miles east of Aberdeen Junction, is flag stop for Nos. 421, 422, 423 and 466.
- Engines must not run on trestles Vance Lumber Co. tracks at Malone. In doing work a sufficient number of cars should be used so that it will not be necessary for engines to run on trestle.
- No. 1 siding north of Main track Aberdeen Junction is repair track; no switching or cars to be placed on this track without first obtaining a Repair Track Clearance from car repairer.
- At ST. CLAIR—Semaphore on main line side of station governs First Subdivision trains; semaphore on Second Subdivision side of station governs Second Subdivision trains. Trains from Second Subdivision must procure block clearance before entering First Subdivision block at St. Clair.
- Northern Pacific trains look out for trains of Mason County Logging Co. between Bordeaux Junction and siding located about 1,000 feet west on tracks of the Mason County Logging Co. The Logging Co.'s train connects at Bordeaux Junction with trains Nos. 466 and 421. Northern Pacific trains must keep clear of Logging Co.'s trains during that time.
- Side track, length 2,000 feet, located on the Mason County Logging Co.'s road, 1,985 feet from main line switch at Bordeaux Junction. Mason County Logging Company will deliver loads to Northern Pacific Ry. Co. at this siding, and N. P. crews will leave empties for Logging Company at same location. N. P. train crews will not operate on Mason County Co.'s line, beyond siding.
- AUTOMATIC SIGNALS—The tunnel district at Olympia is protected by automatic electric disc signals located as follows: No. 1 (large disc) just west of passenger station; No. 2 (large disc) just east of passenger station; No. 3 (switch indicator) at east end of passing track; No. 4 (large disc) just east of tunnel. INDICATIONS—"Clear" a clear disc by day and a green light by night. "Stop" a red banner by day and a red light by night. Train and enginemen will be governed as follows: Eastward—Finding either signal 1 or 2 at Stop will protect against westward trains coming out of tunnel. Clear indication on signal No. 1 is authority to run only to signal No. 2, which must not be passed unless clear. Crews switching at east end of passing track must get clear indication on No. 3 signal before throwing switch, which will set signals 1, 2, 3 and 4 at "Stop" and may continue to switch with switch indicator at "Stop," but when main line has been cleared and switch closed, switch indicator must show clear before switch is again thrown or main line obstructed. Trains or engines coming from Jefferson Street Line must get clear No. 4 signal before throwing main line switch. Train and enginemen must observe position of signals before engine reaches them and finding any signal at "Stop" will not pass it, and will be governed by Rule No. 99. If apparatus fails, signal will indicate "Stop," and train will proceed through block under protection of flagman in advance, as per Rule No. 99.
- DOUBLE TRACK—Between Aberdeen and Hoquiam, except single track between the passenger station at Hoquiam, and the double track switch located just east of Hoquiam River draw bridge, three-quarters (¾) of a mile east of Hoquiam.
- Double track switch, Aberdeen, is located 250 feet east of passenger station. Switch will be set and locked for eastward trains. Junction switch leading to O.-W. R. R. & N. is located 10 feet east of double track switch, Aberdeen, normal position for O.-W. R. R. & N.
- DRAWBRIDGES—All trains will stop 400 feet from and will not proceed until following drawbridges are known to be closed: Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns River ½ mile west of Markham; Hoquiam River drawbridge on Hoquiam River spur at Hoquiam.
- Trains and yard engines will stop before passing over grade crossing of O.-W. R. R. & N. Co. at industry track in 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.







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McGill-Warner Co., St. Paul, Minn.